

Section 7:

Consultation with Other Affected Federal State, Regional and Local Agencies

A. CONSULTATION ACTIVITIES

Previous drafts of this LWRP have been provided to the Town of Greenburgh, the Villages of Sleepy Hollow and Irvington, the County of Westchester, the NYS Office of Parks, Recreation and Historic Preservation, the NYS Department of Environmental Conservation, Heritage Task Force of the Hudson River Valley Greenway Council, and the NYS Department of State. Formal comment was solicited through the mandatory 60-day review period.

The LWRP will be widely distributed to governmental agencies and to appointed officials and elected representatives at all levels. It will act as a guide to all government agencies and will lead to the enhancement and protection of Tarrytown's waterfront area. The following is a list of some standard consultation activities related to the LWRP that are carried on between the Village Board of Trustees and other governmental bodies. Where specific consultation on the LWRP has occurred, this is noted.

MUNICIPAL LEVEL

VILLAGE OF TARRYTOWN

During preparation and review of the LWRP, the following local agencies were consulted for comment and for agency or department specific information necessary to accurately prepare the document: Tarrytown Board of Trustees, Tarrytown Planning Board, Village Administrator, Tarrytown Waterfront Advisory Committee, Tarrytown Departments of Public Works, Engineering, Parks and Recreation, and the Tarrytown Zoning Board of Appeals.

TOWN OF GREENBURGH

The Town of Greenburgh shall be provided with the Village of Tarrytown's LWRP and related zoning and local laws.

VILLAGES OF SLEEPY HOLLOW AND IRVINGTON

The Villages of Sleepy Hollow and Irvington shall be provided with the Village of Tarrytown's LWRP and related zoning and local laws.

Tarrytown has partnered with the County to develop its waterfront promenade—known as the Scenic Hudson RiverWalk Park -- that will ultimately link with Hastings-on-Hudson, Dobbs Ferry, Irvington-on-Hudson, Tarrytown-on-Hudson, Sleepy Hollow, and areas beyond to the south and north. The RiverWalk supports connectivity in the immediate area with the County Kingsland Point Park and Tarrytown Lighthouse in Sleepy Hollow, County Heritage Park and redeveloped Pierson Park in Tarrytown and Scenic Hudson Park in Irvington.

NYACK, SOUTH NYACK, GRANDVIEW AND PIERMONT-ON-HUDSON

These municipalities shall be informed of the Village of Tarrytown's LWRP and related zoning and local laws.

COUNTY LEVEL

WESTCHESTER COUNTY EXECUTIVE AND COUNTY LEGISLATURE

There is regular contact between local elected and appointed officials and the County Executive's Office, County Legislature and County Planning Department staff. If a conflict should develop between any branch of the County government and the local LWRP, it would be brought to their attention.

COUNTY BOARD OF HEALTH

There is regular contact between the County Board of Health and the local building department.

STATE LEVEL

NYS OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

Tarrytown works with the Taconic Region of the Office of Parks, Recreation and Historic Preservation (OPRHP), primarily in relationship to the Old Croton Aqueduct State Park which is under their jurisdiction. The Village will inform OPRHP of those policies and projects that may affect or enhance the recreational use of the state park. OPRHP will also be informed of LWRP policies regarding historic and archaeological resources.

NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION

NYSDEC will be provided a copy of the Draft LWRP for their comment and information. The Village works with NYSDEC to obtain information, secure permits, and request assistance on problems under their jurisdiction.

NYS DEPARTMENT OF STATE

The LWRP is a joint effort of the Department of State and the Village. The final program will require approval by both. Consultation with the Department of State has been continuous and constructive since inception of the LWRP planning process throughout the preparation of the LWRP. In addition to matters directly dealing with the preparation of this program, discussion has concerned methods of implementation and legal and programmatic concerns.

NYS DEPARTMENT OF TRANSPORTATION

There are established channels of contact between the Village and NYSDOT. NYSDOT will be provided a copy of the Draft LWRP for their comment and information.

HUDSON RIVER VALLEY GREENWAY COUNCIL

The Greenway Council will be provided a copy of the LWRP for review and comment.

Section 7: Consultation with Other Affected Federal State, Regional and Local Agencies

FEDERAL LEVEL

No direct Federal consultation has taken place at this time.

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A. INTRODUCTION

The procedures and methods outlined here have been and will be used to obtain local support, consensus, and commitment to the Village of Tarrytown's Local Waterfront Revitalization Program (LWRP) among local organizations, public agencies, and the general public, and to ensure adequate and timely public participation in the preparation of the LWRP. Given the nature and impact of the program and the importance of a local consensus and commitment, a substantial effort has been made and will be made to ensure active participation in the LWRP preparation process. The Tarrytown Village Board of Trustees has and will continue to provide the opportunity for Village residents to become involved in a process of discussing and deciding upon the Village's future growth, priorities, projects, and resources that are worth protecting.

In September 1984, the Village Board authorized the Village's participation in the New York State Waterfront Revitalization Program. The Village and the Department of State have worked closely together to produce a LWRP that will encourage the preservation and enhancement of the village's Hudson River waterfront areas. The Draft LWRP was subsequently formulated and in February 1990, a public hearing was held on the LWRP and DGEIS. Final approval of the LWRP by the Village and the Department of State is contingent upon the resolution of outstanding comments and the inclusion of updates. The LWRP was updated in 2001 and in 2012, to reflect current conditions in the waterfront area. A public hearing was held on[date to be inserted] to review the updated LWRP and DGEIS.

B. ADVISORY COMMITTEE

In 1993, the Village Board adopted the Village of Tarrytown Waterfront Consistency Review Law (Chapter 300 of the Code of the Village of Tarrytown). This legislation provides a framework for Village agencies to ensure that Village agency actions are consistent with the policies and purposes in the LWRP. The law created the Waterfront Advisory Committee of the Village of Tarrytown to advise the Village Board on LWRP implementation and review of proposed actions in the coastal area. After LWRP approval, the Waterfront Consistency Review Law will automatically become applicable to all proposed public and private projects in the Village's coastal area that require Village action.

C. INFORMATION DISTRIBUTION LIST

The Village has developed a list of agencies, organizations, and groups that may be affected by or have an interest in the LWRP. The draft LWRP will be disseminated to those on this list as well as others included in the Department of State's 60-day review of the draft LWRP. Input from the entities on the list has also been sought by the Village throughout the process of preparing the draft LWRP. This list will be periodically updated throughout the course of

reviewing the LWRP as new affected and/or interested organizations, agencies, and groups are identified.

D. CONSULTATION MECHANISMS

The Village has used and will continue to use the following consultation mechanisms during the process of preparing the LWRP in order to gain support for and a commitment to the draft LWRP. The mechanisms include the following:

- Waterfront Advisory Committee
- Public informational meetings/presentations
- Public hearings
- Informal contact with affected local organizations and groups
- Formal contact with involved Federal, State, and regional agencies, and adjacent municipalities.

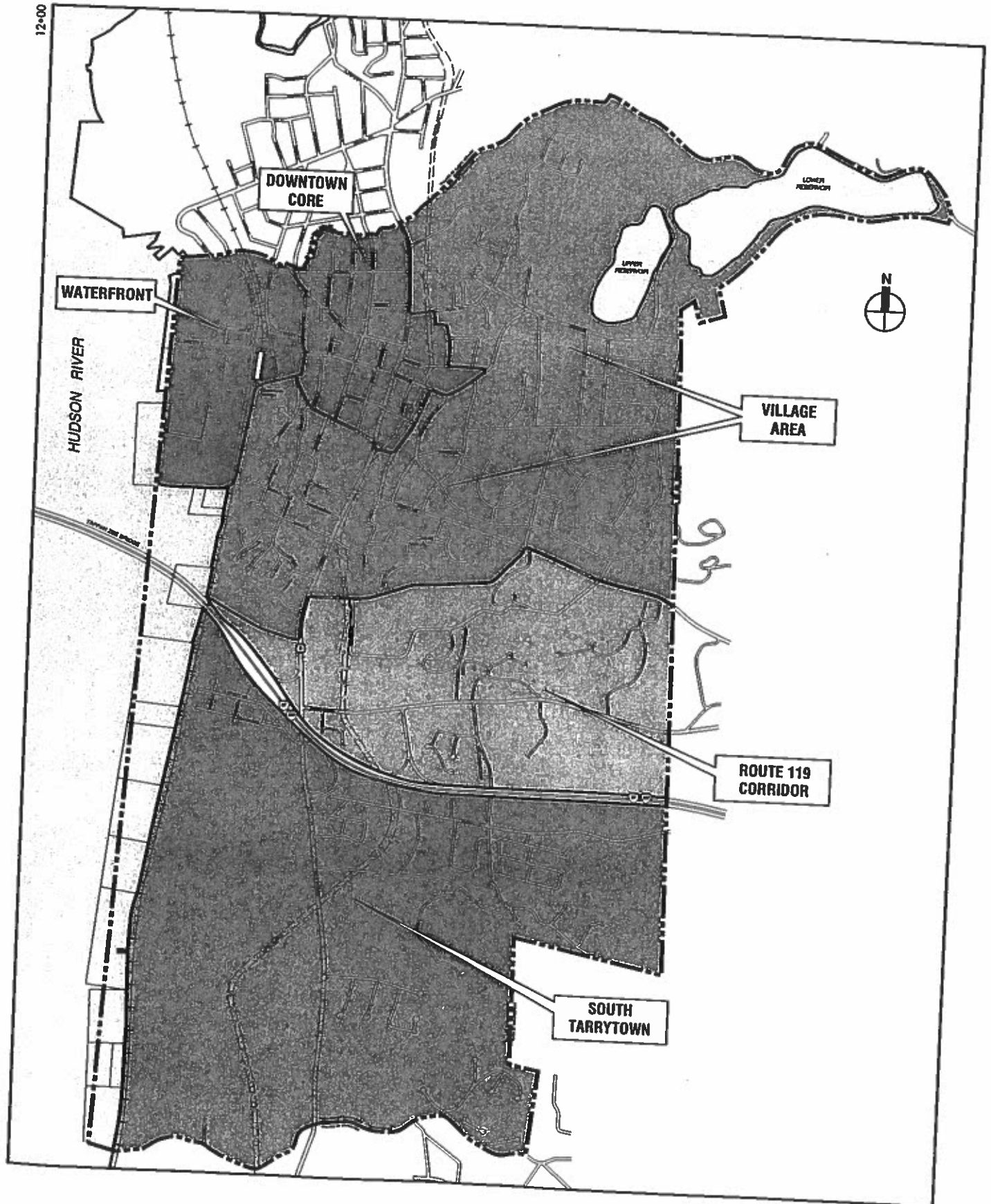
E. INFORMATION TECHNIQUES

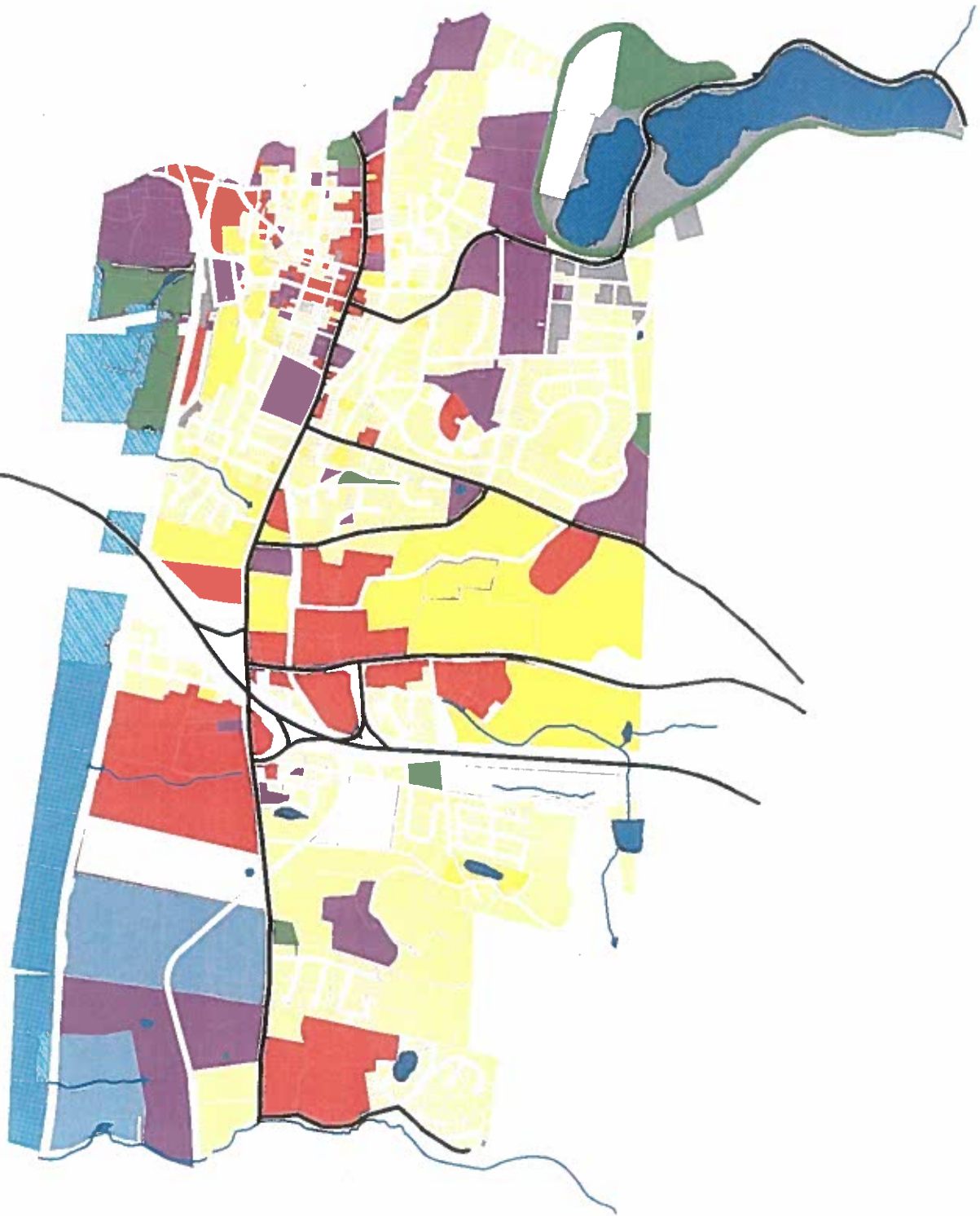
The following techniques have been and are proposed to be used to provide information to the affected organizations, groups, and the general public on the draft LWRP. Additional techniques may be identified after preparation of the draft LWRP.

- Waterfront Advisory Committee meetings (Committee to periodically report to the Village Board of Trustees on progress)
- Central depository for all reports, maps, and plan documents at the office of the Village Clerk
- Public informational meetings/presentations
- Media releases/coverage
- Informational mailings
- Advertising
- Public service announcements by media and other entities

F. PUBLIC MEETINGS

In addition to any scheduled Village Board meetings on the LWRP, one public informational meeting was held on the draft LWRP. The meeting was widely publicized according to New York State Village Law. Adequate advance notice was given to ensure good attendance and productive discussions at the meetings. If additional public meetings and hearing are determined to be necessary following adoption of the LWRP, the Village Board of Trustees will take the necessary steps to see that such meetings are held. *





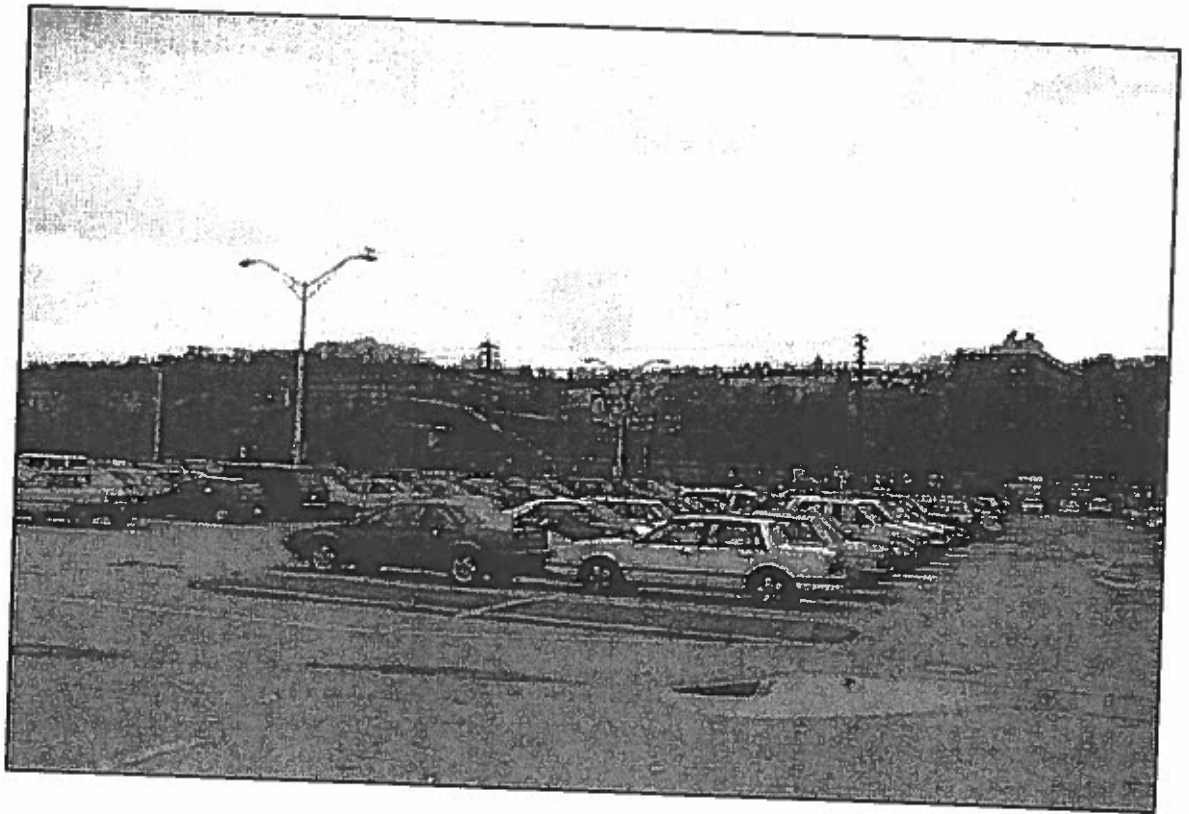
Source: Town of Greenburgh Tax Assessor (January 2002)

Land Use		Water
1,2,3 Family Residential	Multi Family	VOT
Commercial	Parking	River
Cultural	Recreation	Inland
Industrial	Utility	
Institutional	Vacant Land	

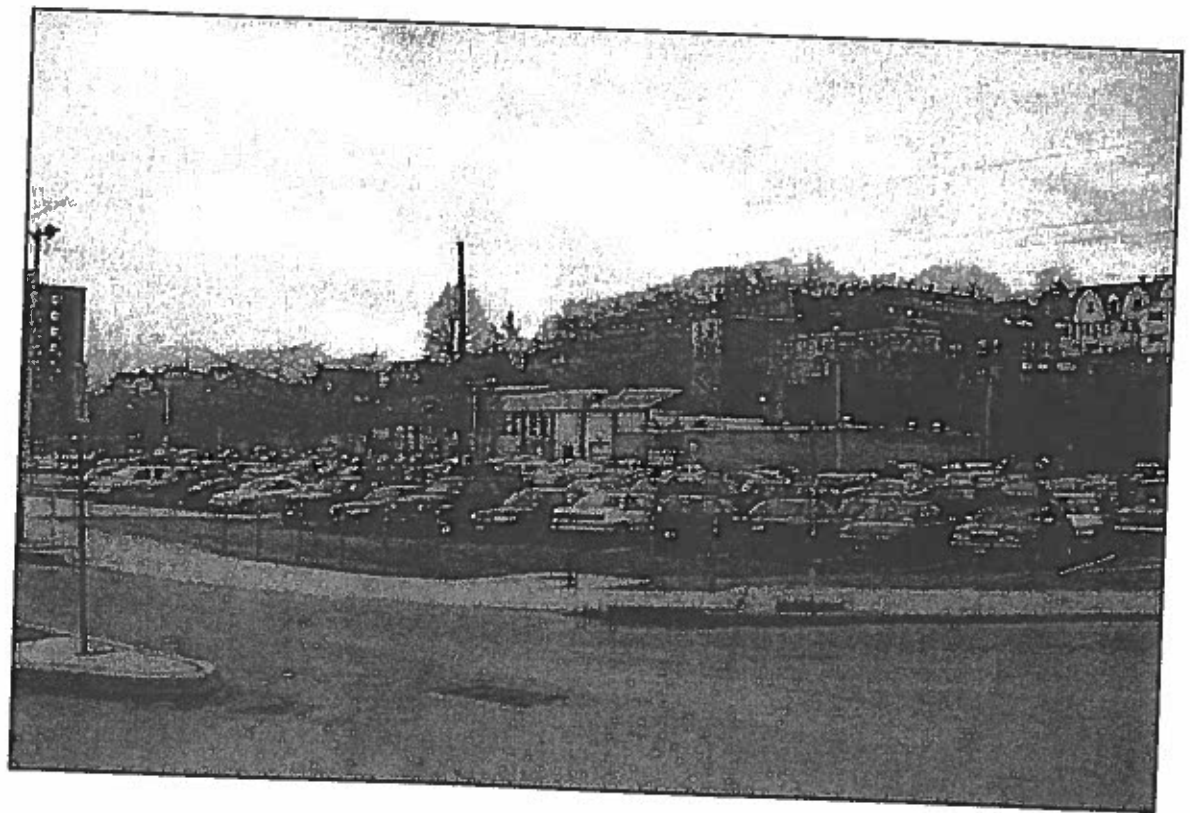
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Land Use
Figure 2-4

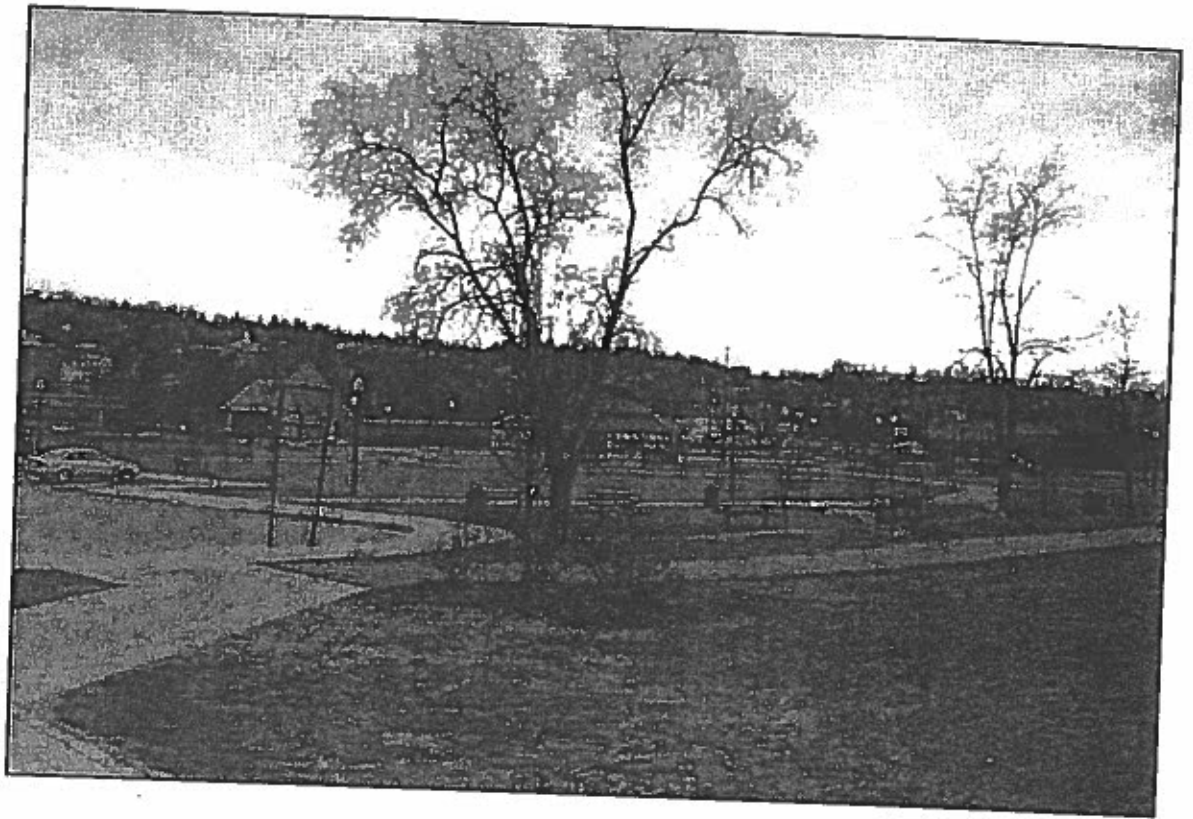
Village of Tarrytown



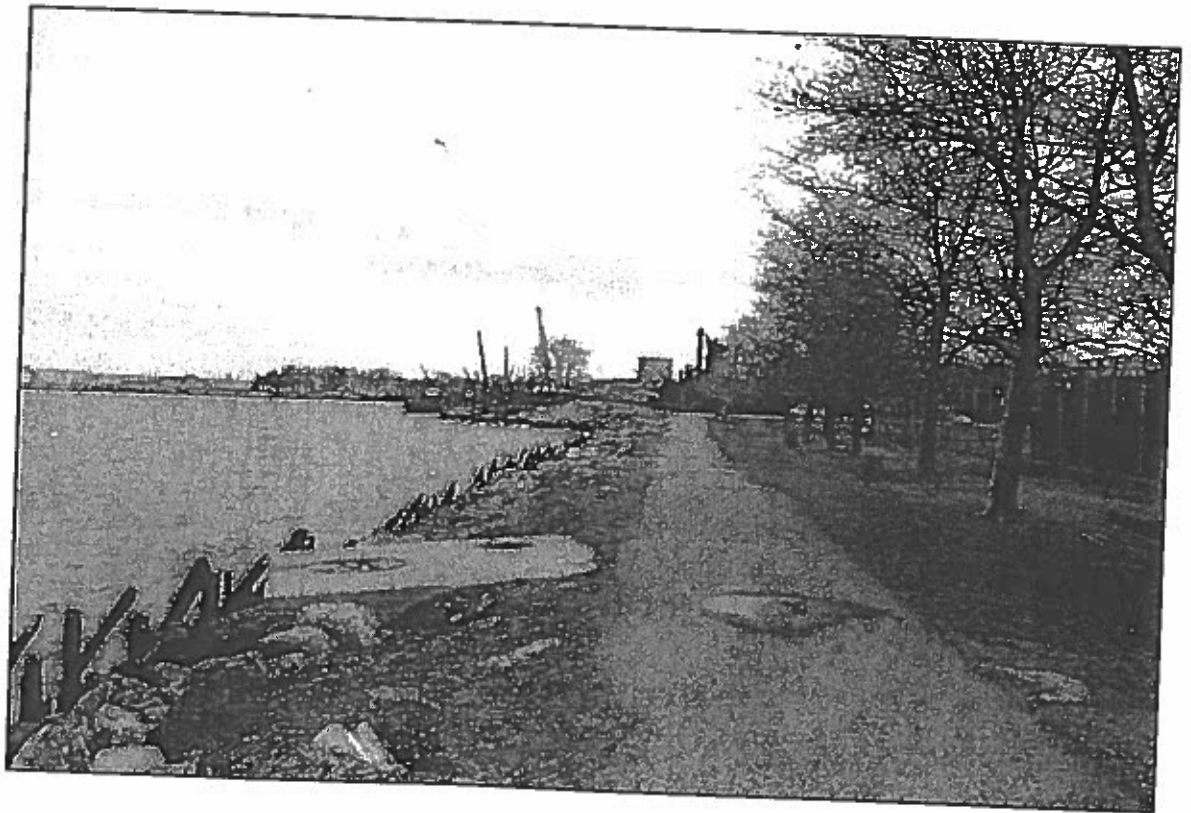
Train Station Parking 1



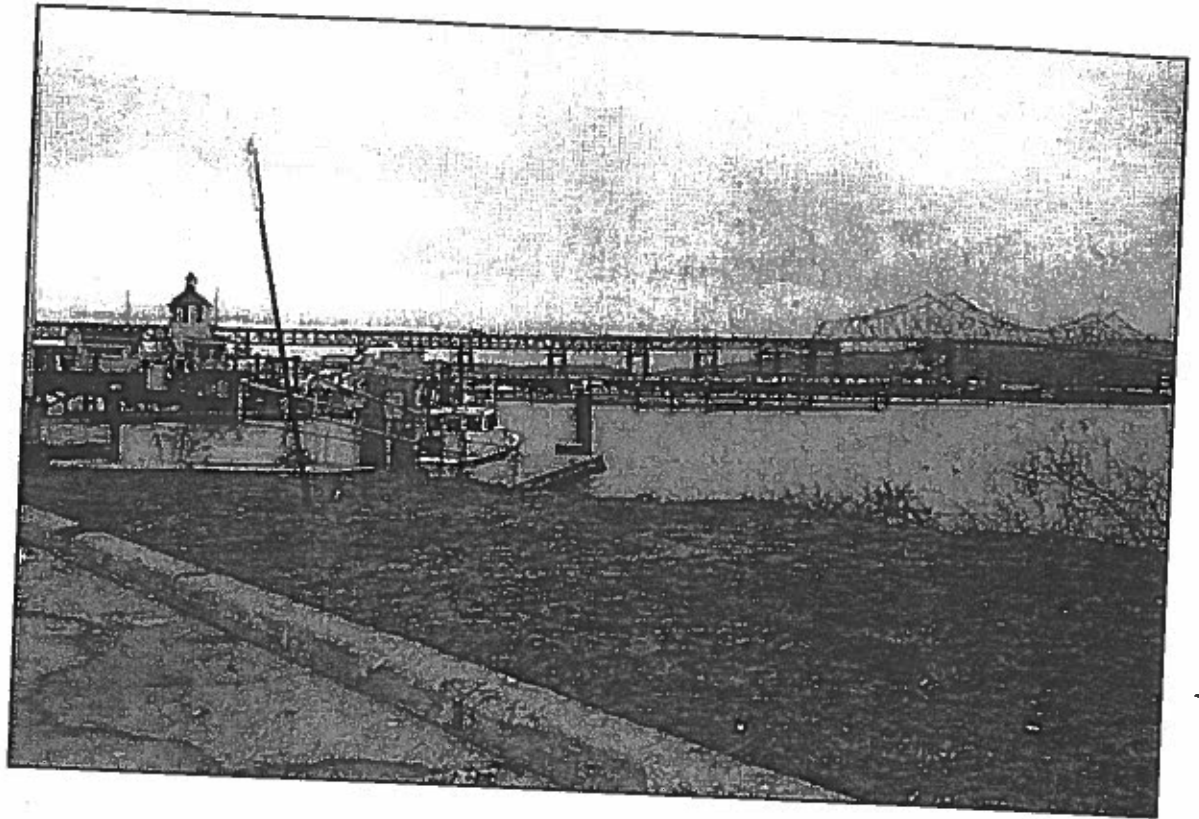
Depot Plaza Parking Area 2



Pilla Landing at Pierson Park 3



Pierson Park Waterfront 4



Tarrytown Boat Club and Municipal Dock 5



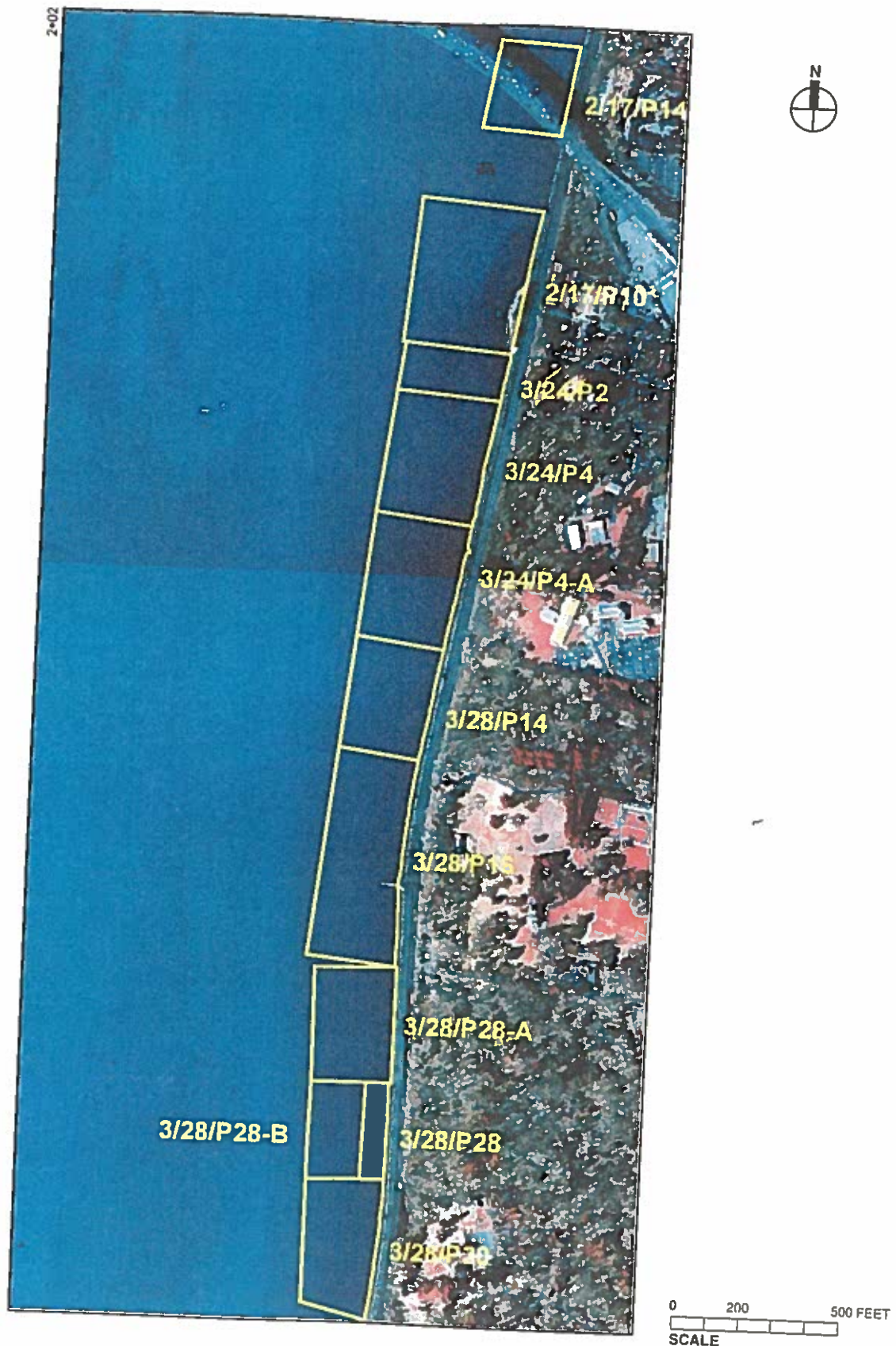
Andre Brook Outlet 6

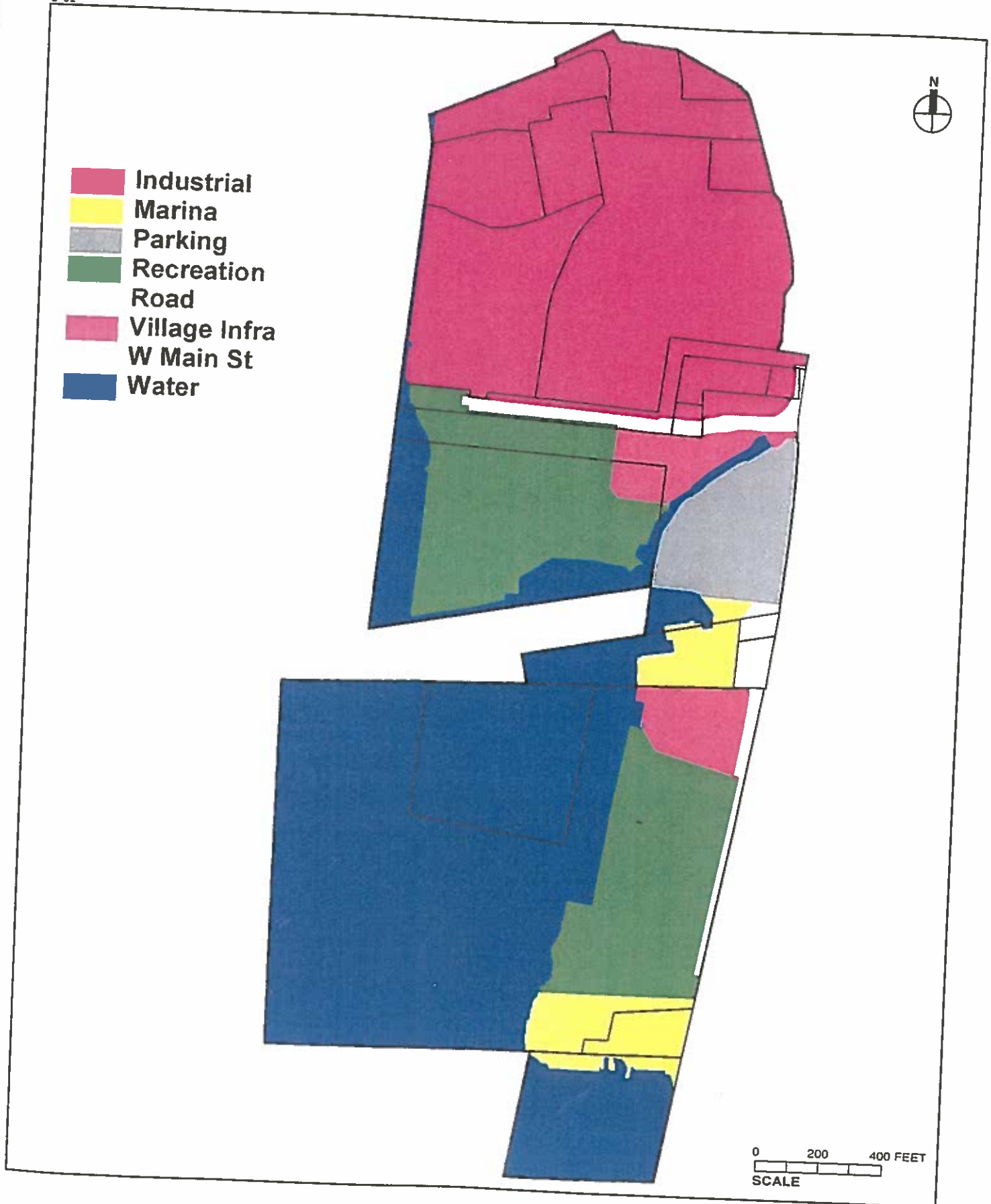


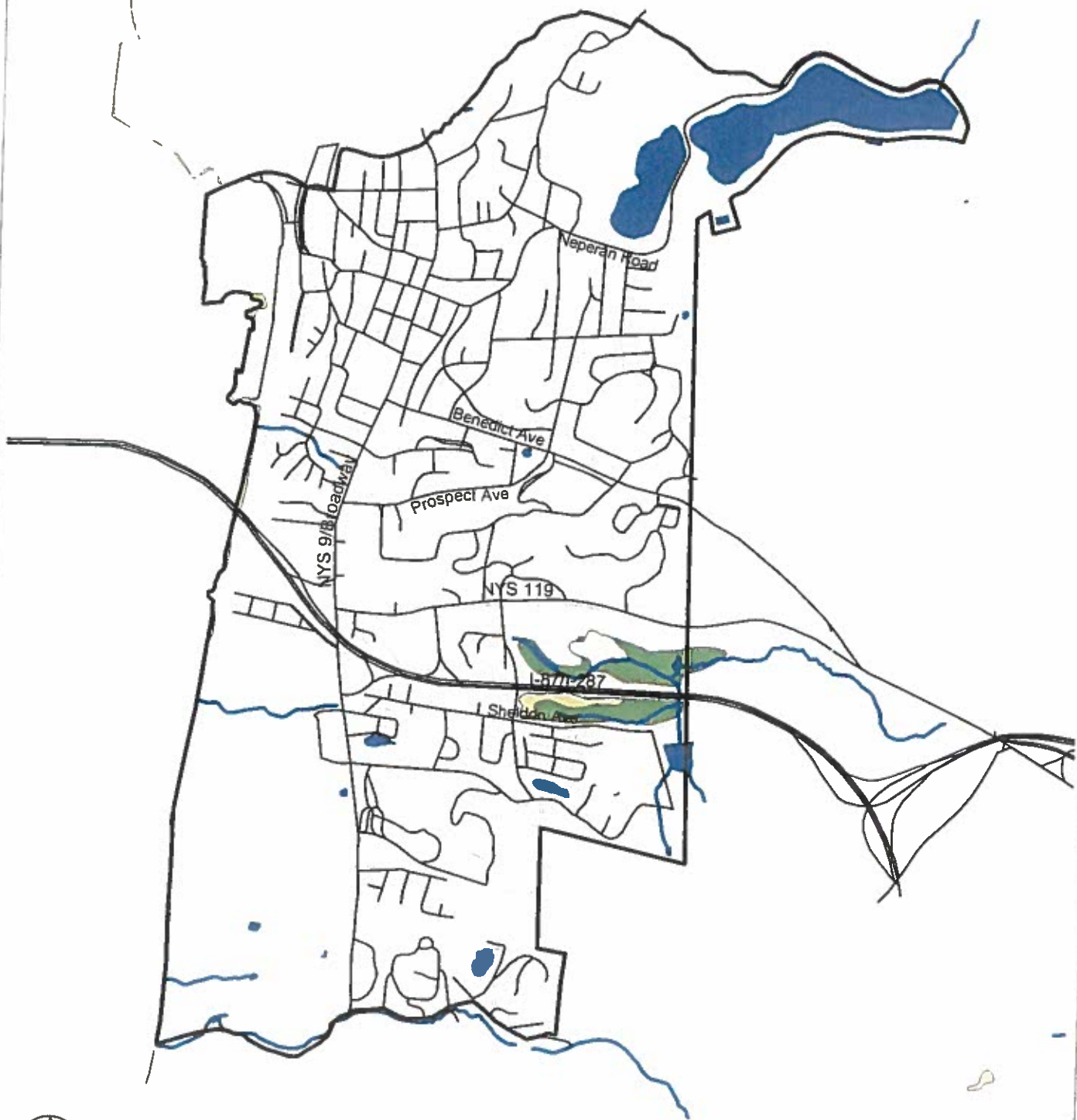


Waterfront Inventory Key Map:
West Main Street Area

Figure 2-9







Source: Westchester County Department of Planning

- NWI Wetlands
- PFO1E
 - UpHud
 - PEM1E
 - NYSDEC Wetland
 - W-3

0 1000 2000 Feet

1:24000

Village of Tarrytown

Local Waterfront Revitalization Program

Water Resources
Figure 2-12

Table 2-1
Inventory of Waterfront Parcels

Owner	Area (acres)						
	Total	Land	Water	Industrial	Road	Recreation	W Main St
Cooney Realty Co.	1.63						
Cooney Realty Co.	2.16		0.05	1.58			
Epstein, Howard & Robin	0.42			2.16			
Westchester Industries Inc.	1.93			0.42			
Westchester Industries Inc.	1.37		0.02	1.91			
Westchester Industries Inc.	0.62			1.37			
Westchester Industries Inc.	5.34			0.62			
Pembroke Acquisitions LLC	10.04		0.12	5.21		0.01	
West Main Street	1.96			10.04			
Hudson Capital Inc.	0.65		0.06	0.95	0.01	0.41	0.51
Village of Tarrytown	0.19			0.65			
Village of Tarrytown	0.20			0.17	0.02		
Village of Tarrytown	7.96		0.91	0.09			0.10
Tarrytown Boat Club	8.54		2.56	0.37	0.18	4.91	0.25
Village of Tarrytown	2.19		1.12			5.60	0.20
Village of Tarrytown	0.16						1.07
Village of Tarrytown	0.36				0.16		
Village of Tarrytown	56.04				0.36		
Village of Tarrytown Tarrytown B.C.	5.02		46.09		0.46	6.71	1.16
Village of Tarrytown W.I.B.C.	1.55		5.02				
Village of Tarrytown Wash Irving Marina	4.04						1.55
Village of Tarrytown	5.91		3.59				0.45
Village of Tarrytown	14.90	0.01	5.90				
State of New York Water Grant	4.54	0.65	14.25				
General Foods Corporation	11.32		4.54				
General Foods Corporation	10.38		11.32				
General Foods Corporation	8.30		10.38				
National Trust for Historic Preservation	13.30		8.30				
National Trust for Historic Preservation	8.23	0.02	13.28				
Historic Hudson Valley	2.99		8.23				
Village of Tarrytown	2.08		2.99				
Historic Hudson Valley	7.40		2.08				
			7.40				

Table 2-2
Summary of Waterfront Parcels

West Main Street Area	Area (acres)						VOT Infra
	Total	Land	Water	Industrial	Road	Recreation	
Private:	24.16		0.20	23.96		0.01	
Village of Tarrytown:	72.93		49.56	0.63	0.67	17.22	1.36
Boat Club:	12.80		9.73			0.35	3.16
Road:	2.48		0.06	0.95	0.53	0.41	3.07
Total:	112.37		59.55	25.54	1.19	17.64	4.43
Tappan Zee and South							
Private:	30.00		30.00				
Village of Tarrytown:	22.89	0.66	22.23				
Non-Profit:	31.92	0.02	31.90				
New York State Water Grant:	4.54		4.54				
Total:	89.35	0.68	88.67				
Village of Tarrytown:	54.16		30.20	23.96		0.01	
Boat Club:	95.82	0.66	71.79	0.63	0.67	17.22	1.36
Road:	12.80		9.73			0.35	3.16
Non-Profit:	2.48		0.06	0.95	0.53	0.41	3.07
New York State Water Grant:	31.92	0.02	31.90			0.51	0.02
Total:	201.72	0.68	148.22	25.54	1.19	17.64	4.43
							3.19

Waterfront land use patterns differ north and south of West Main Street. West Main Street at some time in past decades was moved to its present site from its historical location about half a block north. The old Main Street extended out to the ferry dock which was used until probably the building of the George Washington Bridge in 1931, when only a passenger ferry was needed. (The passenger ferry then docked further north at a dock at the North Tarrytown border.) The current West Main Street now ends at the newly developed RiverWalk Park and Hudson Harbor residential development.

The approximately 26-acre area north of West Main Street contains the RiverWalk Park and Hudson Harbor, a condominium and townhouse community (238 units) that will also include minimal commercial development. Below West Main Street, the land stretching south along the waterfront to the Irvington border is the Waterfront District (WD), most of which was created when portions of the Hudson River were filled. This area contains public and private recreational, municipal/community service, and parking uses.

Specific uses on the waterfront include the following:

Recreational Uses

- *The Washington Irving Boat Club*—This club, a water-dependent use, is located on the southernmost parcel of filled land. The boat club leases its land and water area from the Village. Approximately 2.4 acres of the property are occupied by the boat club on land and another 3.6 acres are underwater lands. The Boat Club is a membership club with 116 slips and two launch sites, one travel lift and one ramp. Fees are charged for launching by non-members. Village of Tarrytown residents may use the facility for a nominal fee. The club has a small restaurant open to the public; from the restaurant and its outdoor terraces there are sweeping views of the Tappan Zee to the south.
- *Losee Park*—This 6.7-acre Village-owned park is located just to the north of the Washington Irving Boat Club. (Approximately 19.3 acres of village-owned water area are located off-shore of Losee Park). It offers a grassy picnic area buffered from the railroad by a berm, and baseball/ softball fields lit for night games. Festivals, company picnics and concerts are also held in this park. Losee Park was built on fill dumped on barges during the 1950s and 1960s; the ballfields were completed in 1976. The Village replaced the wooden barge bulkhead with a steel bulkhead to eliminate sinkholes and to address erosion problems. A new kayak launch was recently constructed, and RiverWalk will be extended through the park.
- *Tarrytown Boat & Yacht Club*—This boat club is located north of Losee Park. Managed by the Tarrytown Marina, much of its facilities were damaged by Superstorm Sandy, resulting in the closure of its restaurant. The marina is open to the public and public boat launching is available for a fee. The club has approximately 225 slips. The club owns most of the land it uses, the rest it leases from the Village along with its water rights. Approximately 2.5 acres of the property are occupied by the Boat Club on land and another 5.2 are occupied in the River. Maintenance dredging is an on-going necessity to allow boating. Andre Brook outflow and storm water runoff from adjacent upland areas contribute to the siltation problem in this area. The Village and the Boat Club are responsible for the maintenance of different areas. Currently Tappan Zee Constructors is dredging an area for emergency fire boat accessways; however, a long-term solution is needed to address silt and sediment build up (see projects section).
- *Pierson Park* (8 acres) lies west of the Metro-North parking lot along the shoreline, and approximately 2.8 acres of Village-owned water area are located off-shore of Pierson Park. This park was recently improved and includes: playgrounds, a sprayground, a performance pavilion, a picnic pavilion, restoration of Andre Brook, and an extended fishing pier. Tennis and basketball courts were relocated to the nearby commuter parking lot just southeast of Pierson Park, thereby expanding the park. The Village of Tarrytown Recreation Department offices and Senior Center are also located

here, and a new recreation center and outdoor aquatic center is under construction next to the Senior Center. RiverWalk

- *Scenic Hudson RiverWalk Park at Tarrytown* (5.2 acres)--The Village partnered with Scenic Hudson, Westchester County and developer National RE/sources to create a linear waterfront park that includes a 0.6-mile long riverside esplanade, a series of grass terraces and lawns, and an "eco-corridor" filled with native plants. The northern section of the park was a former industrial site. The Park extends south along the southern and western edge of the redeveloped Pierson Park.
- The Westchester RiverWalk is a planned 51.5-mile multi-faceted pathway paralleling the Hudson River in Westchester. The RiverWalk section in Tarrytown south of the Tappan Zee Bridge—County Waterfront Park at the Montefiore Medical Center office site and Lyndhurst-- opened in the summer of 2010. The County is working to acquire easements to fill gaps in the RiverWalk system over the railroad tracks and under the Tappan Zee Bridge. One remaining gap in the RiverWalk system in Tarrytown is located along Losee Park, which is currently being implemented through a joint grant with the Department of State LWRP and the County in partnership with the Village.

Improvements made to Losee and Pierson Parks and the addition of Scenic Hudson RiverWalk Park along the waterfront have attracted residents and visitors to the river. Panoramic views of the Hudson River and the western shore are available from the waterfront, as are views of the Tappan Zee Bridge as it spans the river at its widest point.

Parking Uses

- North of the Tarrytown Boat Club is a large commuter parking lot for the Metro-North railroad station; access to the platforms and railroad station is via two pedestrian bridges over the tracks. This lot and others in the area also provides parking for the waterfront parks. New tennis and basketball courts were constructed at the south-most portion of the parking lot, and the displaced parking spots were relocated to the former site of the Fire Training Center just south of the Tarrytown Boat & Yacht Club. Along the westerly edge of the parking lot is a strip of grass, then the mouth of Andre Brook. A footbridge leading to Pierson Park and an additional parking lot crosses Andre Brook from the newly constructed basketball courts, just before it flows into the Tarrytown Boat Club channel. .

Municipal/Community Service Uses

- Located off Green Street adjoining Losee Park, a parking lot for the RiverWalk Park and Pierson Park, as well as commuters, has been constructed at this site.

Residential Uses

- Hudson Harbor is a residential community located north of West Main Street between the Hudson River and the Metro North railroad tracks that will be comprised of 238 townhomes and condominiums when completed. Construction of this project began in 2009, and more than half of the units have been built. Hudson Harbor replaces the former sites of the County Asphalt concrete plant and the former Barrier Oil fuel distribution center.

Vacant Properties

- A vacant two-story brick building is located south of the Village DPW along Railroad Avenue. In addition, there are 0.6 acres of vacant land adjacent to the brick building on the south.

Light Industrial/Business Uses

- *Tarrytown Department of Public Work*—operates its highway garage and storage facilities at 4 Division Street in the northwest corner of the Village..
- An electrical parts distributor is located in a three-story building on the north side of Division Street along the Village of Sleepy Hollow border.

- A boiler sales and repair operation is located in a two-story structure at the northeast corner of Hudson and Division Streets, just south of the Sleepy Hollow border.
-
- A dry cleaning establishment also located at the northeast corner of Hudson and Division Streets.

Underwater Lands and Land West of the Railroad Tracks

- The Village of Tarrytown owned an approximately 1.778 acre underwater parcel just north of the existing Tappan Zee Bridge that has been acquired by New York State for the construction of the New NY Bridge.
- At the foot of Paulding Avenue and Van Wart Street across the tracks is a small parcel of land (0.65 acres). In past years, there was a pedestrian bridge over the tracks and a small swimming beach, according to Village residents. On an 1891 map the dock located here is labeled "Hoe's Dock." The County may be interested in using this parcel, which is owned by the Village, as an extension of the RiverWalk.

VILLAGE AREA

The Village Area includes the primary residential sections of the Village outside the Downtown Core. Side streets off Broadway contain primarily single-family residences on small lots (5,000 square feet to 10,000 square feet) with a mix of multi-family residences in older converted single-family dwellings. Along Broadway some residences have been transformed into professional offices. South of Benedict Avenue several large office buildings and condominium complexes mark the southern edge of the Village/Downtown area.

The Tarrytown Lakes and Wilson Park neighborhood (north of Neperan Road and generally east of Wilson Park Drive) are distinct areas within the Village Area. Land is currently occupied by the EF (Education First) (formerly Marymount College) and a convent.. A new luxury home development is being constructed by Toll Brothers developers in this area, which will be comprised of 14 single-family homes. The Village acquired 11.38 acres for open space as part of the subdivision process. The Village will also obtain a new recreation field and two other open space parcels as part of the Toll Brothers subdivision. The Village owns an old railroad right-of-way (the Village-owned Lakes Trail) that has been improved through an LWRP grant and several large parcels on the west side of the reservoirs..

The Tarrytown Lakes is a designated Critical Environmental Area by the Village of Tarrytown and Westchester County. This is an ecologically important area and should be protected from excessive development. In addition, the Village may act upon the feasibility study that it commissioned on the preservation and adaptive reuse of the Eastview Pump Station. The area provides striking scenic views of the Tarrytown Lakes and surrounding hillsides, much of which is part of the Rockefeller family estate (including the Kykuit property which is listed on the National Register of Historic Places). While views west from the ridgeline toward the Hudson River are generally obscured by trees and houses, there is a distinct sense of character from being at one of the highest points in the Village.

ROUTE 119 CORRIDOR

The Route 119 Corridor planning area covers the area directly north and south of White Plains Road (Route 119) from the border of Greenburgh west to Broadway. This area also includes multi-family residential developments north of Route 119 to Benedict Avenue and Martling Avenue. Some additional areas on Broadway are included.

This corridor contains a number of large-scale office developments and townhouse/ condominium developments. As such, it has a character distinct from the neighboring Village Area; however, it does share a common topography with the Village Area. The hillsides lead steeply up from the Hudson River and provide dramatic views to the east and west, especially in the area surrounding the Castle Hotel and Spa. At the Route 119/Broadway intersection is the Bridge Plaza shopping center, which includes a

variety of retail establishments. Across Route 9 from this shopping center will be the new New York State Thruway maintenance building and eastern landing of the New NY Bridge shared use path. A private office building, cooperative and condominium buildings, and The Quay townhouse development are located just north of the shopping center on both sides of Broadway.

A large wetland south of Route 119, which had been split by the construction of the Thruway, lies adjacent to an office complex and townhouse development. The new Washington Engine Company Fire Station is located on Route 119. Land uses fronting on Route 119 in the adjacent Town of Greenburgh are slightly more intensive with several large hotels and large office complexes. A new supermarket was built in this area.

SOUTH TARRYTOWN

The area of Tarrytown to the south of the Thruway on both sides of Broadway is known as South Tarrytown. To the east of Broadway, the land rises from elevations of about 175 to 225 feet along Broadway to various hill tops with elevations of more than 420 feet. The hilltops historically offered grand views and seclusion for estates established in the 19th century, some of which remain in private hands. To the west of Broadway, the land slopes gently away from Broadway before descending fairly steeply to the Hudson River.

The area closer to Route 119 and the Thruway contains a number of non-residential uses including the Tarrytown Doubletree hotel, Montefiore Medical Center offices, the Jewish Community Center (JCC), a former General Motors training center that will be converted into an expanded JCC, a diner, an automobile dealership, and a church.

An older residential neighborhood is located west of Broadway in the Paulding/Van Wart Avenue area formerly known as the hamlet of Irving. On the east side of Broadway along Sheldon Avenue is the Pennybridge neighborhood, which includes the new Consolidated Engine Company Fire Station.

South of the Pennybridge neighborhood on the east side of Broadway are the Tarryhill and Roundabend subdivisions opposite Lyndhurst. An enclave of small houses nestled around a private lake is located in the Pintail area just south of the Roundabend development.

The residential uses on the east side of Broadway are surrounded by several larger properties. The area east of Broadway includes property owned by the Government of Nigeria, several private estates, Gracemere Park owned by the Village, and some large vacant parcels. The Tarrytown House Conference Center and a small office building complex are also located in this area.

Another area of large properties is located on the west side of Broadway. Centerpieces of this area are the historic Lyndhurst and Sunnyside estates, both of which are listed on the State and National Registers of Historic Places and are designated National Historic Landmarks. The Old Croton Aqueduct State Park traverses this section. The Aqueduct is also a National Historic Landmark and is listed on the National Register of Historic Places. To the north of Lyndhurst is an undeveloped property known as the Requa property. To the south of Lyndhurst is the former Belvedere estate now owned by the Unification Church. Westchester County and Scenic Hudson purchased a portion of land surrounding the Belvedere estate leading down toward the Sunnyside estate and the Hudson River and has plans to develop the new Heritage Park when funding becomes available. A private residence is located at the corner of Broadway and Sunnyside Lane. The County developed a segment of the RiverWalk trail along the Hudson River from Lyndhurst in the south to Van Wart Avenue in the north (south of the Tappan Zee Bridge)..

The Old Croton Aqueduct is an important historic and recreational resource that attracts walkers, joggers, and bikers. It runs from the northern Bronx all the way to Yorktown where the Croton Reservoir is located. It is primarily a pathway for recreation. In Tarrytown, the Thruway creates a large break in the Aqueduct trail, requiring trail users to continue along and across heavily-trafficked Broadway to cross the Thruway and rejoin the trail north of Route 119. The Aqueduct had been abandoned at the time the

highway was constructed; as a result, the Thruway Authority did not have to build a bridge to carry the Aqueduct or a pedestrian crossing over the roadway. The Village and the OCA has an interest in re-establishing a pedestrian link, though funding sources have not been identified. The trailway could be improved by restoration of its continuity wherever possible to nearby areas of interest and other trail linkages, by removal of encroachments, and by selective planting. Interpretative signage along the trail and signage directing trail users to the Tarrytown downtown and waterfront is also recommended.

A number of parcels in the south of the Village remain vacant. These include a large parcel owned by Montefiore Medical Center and three vacant parcels east of Route 9 adjacent to Taxter Ridge Park in the Town of Greenburgh. These parcels have been subdivided to create luxury home developments: Emerald Woods (16 homes) also created Gracemere Park and conveyed land to the Village to provide trails to Taxter Ridge Park; Jardim Estates East (27 homes); and Greystone on Hudson (eight homes) will also provide an additional 23 acres to the Town of Greenburgh's Taxter Ridge Park as well as restore a link to the Old Croton Aqueduct.

LANDS BORDERING THE LWRP AREA

Like many of the smaller Westchester County communities, Tarrytown often feels the effects of development that occurs in neighboring municipalities. In the absence of strong regional land use planning, Tarrytown must ensure that its voice is heard in the deliberation over new development in neighboring communities.

To the north of the LWRP area is the Village of Sleepy Hollow. The largest land use along the Sleepy Hollow waterfront is the former General Motors Corporation production facility, which occupies approximately 100 acres. The Village of Sleepy Hollow has approved a redevelopment proposal for the site, which is slated to include 1,177 residential units, 35,000 square feet of office space, 135,000 square feet of retail, cinema and restaurant space and a 140-room hotel. While Tarrytown legally challenged the density and resultant traffic impacts of the project, the two Villages have reached an agreement providing that the future developer for the site will pay \$384,000 to Tarrytown to fund various traffic mitigation measures. Kingsland Point Park, an 18-acre Westchester County park, is located on the waterfront just north of the GM site. On the waterfront directly north of the Tarrytown border is the Castle Oil Company. Castle Oil maintains several oil storage tanks and vehicular storage areas on site. Other industrial and municipal uses, including the Village of Sleepy Hollow recycling facility and Department of Public Works storage yard, occupy small sites along the Sleepy Hollow waterfront on the west side of Water Street. Inland, a small residential area along the east side of Hudson Street is directly adjacent to industrial uses in both Tarrytown and Sleepy Hollow. This area is separated by the railroad tracks from residential uses to the east. Beekman Avenue is the center of Sleepy Hollow's downtown shopping core. The Sleepy Hollow downtown district contains a mix of retail, commercial, public facility, and office uses. The 17-acre Philipsburg Manor historic site lies inland from the GM site on the west side of Broadway. Potential development of the GM site could have lasting impacts on the Village of Tarrytown. While Tarrytown is interested in seeing revitalization of its sister community's waterfront, Tarrytown is concerned that regional impacts (traffic, economics) could affect Tarrytown's community character and quality-of-life.

Continued development of the Route 119 corridor in Greenburgh may also affect Tarrytown. A new Stop & Shop food supermarket was built along Route 119. Exit 2 is a major exit bringing vehicles off Route 287 to the businesses and hotels along Route 119. Continued development in this area should be sensitive to the residential neighborhoods and natural features (hillsides and wetlands) in the surrounding areas. Additional traffic from larger developments should be directed toward Route 287 and Route 87 and should not rely on local roads.

UNDERWATER LANDS

The ownership of underwater lands may have an important impact on the ability to implement some of the policies of the Village's LWRP. The historic understanding that the air, the running waters, and the sea are common to all people is the main thrust of the Public Trust Doctrine. This Doctrine, dating from Roman times and based on common law principles, guarantees the public's right to reach and use tidal lands, waters, and their living resources. Under the Public Trust Doctrine, the State of New York generally holds title to the foreshore, tidal waters and submerged land under tidal waters below the mean high water line as trustee for the public, and must administer the use of these lands in the public interest.

In New York State, the courts have interpreted the Public Trust Doctrine to mean that the public has the right to use public trust lands and waters for bathing, boating, fishing, and other lawful purposes when the tide is in; and when the tide is out, to walk along the foreshore to gain access to the water for these purposes and to lounge and recline on the foreshore. The courts have recognized that recreation is a valid and protected Public Trust purpose. The Public Trust Doctrine applies on the Hudson River, which is tidal to the federal dam at Troy.

The New York State Office of General Services is the State's administrator of the public trust and also having authority pursuant to the Navigation Law. OGS is the repository of records for grants and easements of lands underwater. Proposals affecting State-owned lands underwater should be presented to OGS for determination of the State's interest under the Public Lands Law.

Upland property owners whose lands abut public trust resources have rights. The public cannot access public trust land across private land without the owner's permission. Additionally, these owners possess riparian rights to the Hudson River. These rights entitle the owner to access navigable water. These rights are limited as to the type of use that may be placed in the water, and they must be reasonably exercised. By the nature of location over the water, the exercise of these rights almost always interferes with public use of the water and lands subject to the Public Trust Doctrine.

In New York State, adjacent upland owners can also apply to purchase or lease underwater lands. In the 18th and 19th centuries, the State sold large expanses of Public Trust lands and waters to adjacent land owners to promote the development of commerce. In many cases, these owners placed fill in the Hudson River to create new land. In more recent years, private uses of public trust waters include marinas, commercial fishing operations, and docks and piers for shipping, and recreational boating. Many grants were limited and a public interest in the underwater land remains. While the courts have consistently recognized the Public Trust Doctrine as a sovereign right held for the people, they have also recognized the validity of grants of public trust land to riparian owners.

The importance of the Public Trust lands for public access and as a recreational resource and the use of the Public Trust Doctrine to better protect New York's coastal areas, their living resources, and the public's right to access and enjoy them have recently been re-emphasized. The use of trust lands by the public generates billions of dollars for the State economy. The foreshore and underwater lands of the coast are used for recreation, boating, fishing, swimming, and visual enjoyment. The tidal areas provide habitat areas for shellfish and finfish of commercial and recreational importance. Private actions that interfere with these activities diminish the public's use and enjoyment of these commercially and recreationally productive resources.

In 1992, the New York State Legislature found that regulation of projects and structures, proposed to be constructed in or over State-owned land underwater, was necessary to responsibly manage the State's proprietary interests in trust lands. The Legislature adopted legislation that would severely restrict private ownership of public trust lands owned by the State. The intent of the Act was also to ensure that waterfront owners' reasonable exercise of riparian rights and access to navigable waters did not adversely affect the public's rights. The Legislature stated that use of trust lands is to be consistent with the public interest in reasonable use and responsible management of waterways for the purposes of navigation,

commerce, fishing, bathing, recreation, environmental and aesthetic protection, and access to the navigable waters and lands underwater of the State.

The Village has obtained maps and copies of deeds for properties underwater. For example, the Mary Benedict Trust conveyed currently underwater land on certain waterfront properties, such as the Washington Irving Boat Club, to the Village in 1889 upon condition that they be used only for recreational purposes. These documents will be evaluated as part of the Village's efforts to implement portions of this LWRP. Existing State grants, easements and leases to upland owners for use of public trust lands do not necessarily extinguish the public's rights to use these resources. Remaining public rights depend on the specific grant, easement or lease and in some cases require judicial interpretations. In addition, the federal government has tremendous powers under the Federal Navigation Servitude to regulate, and even absolutely prohibit, activities in the navigable waters of the United States, which includes the Hudson River.

The Village of Tarrytown adopted a local law in 2000 amending the Zoning Code to remove lands under water from the calculation of development potential on adjoining upland properties.

PLANNING AND PUBLIC POLICY

A number of local, County, regional, and State policy documents that include recommendations for the development and use of the Hudson River waterfront in and around Tarrytown have been prepared in recent years. These documents are summarized below.

The Village of Tarrytown LWRP provides specific policy guidance for the Village of Tarrytown with respect to development of water-related and water-dependent uses and enhancement of public access to waterfront areas. The planning and zoning studies and amendments adopted by the Village that are described below are consistent with the LWRP and the Village's overall planning policy of protecting the community character and remaining open spaces within the Village. The LWRP reflects the general policies of the Westchester County and Regional Plan Association documents to encourage creation of vibrant downtown areas. The Village of Tarrytown seeks to develop stronger linkages between the waterfront and the Village's downtown shopping district along Main Street and adjoining residential neighborhoods. The Village of Tarrytown also seeks to work with New York State and the Hudson River Greenway Conservancy in creating continuous, publicly-accessible waterfront parks. This LWRP provides information vital to local implementation of a regional greenway.

VILLAGE OF TARRYTOWN 2007 COMPREHENSIVE PLAN

The Village of Tarrytown's 2007 Comprehensive Plan outlined goals that reflect broad areas of concern within the Village and are as follows:

1. Land Use: Provide for a balanced mix of land uses within Tarrytown and ensure that new development respects and contributes to Tarrytown's character.
2. Housing: Maintain and preserve character of existing neighborhoods and encourage housing affordable to seniors and working families.
3. Environmental Preservation: Ensure that new development respects environmentally sensitive areas, particularly water resources, and preserves the scenic quality of the community.
4. Open Space: Upgrade and increase/acquire open space and recreational facilities to enhance their function and appearance.
5. Community Facilities and Services: Upgrade and expand services and facilities to enhance their function and appearance.
6. Transportation, Circulation and Parking: Enhance traffic circulation, public transportation, and parking facilities to better serve the Village's population in a manner compatible with the character of the community.

The Comprehensive Plan's Recommendations and Priorities (Table 10-1 of the Plan) are incorporated in this LWRP's revised Proposed Land and Water Uses (where applicable).

2007 DEVELOPMENT BUILD-OUT ANALYSIS

A build out analysis was included as part of the 2007 Comprehensive Plan and provided a general estimate of the future growth potential in Tarrytown if the Village was built out to the maximum extent permitted by the laws in place at that time. The build-out analysis was carried out for the undeveloped parcels in the Village. However, the build-out analysis did not include the Hudson Harbor residential development along the waterfront. Much of the development potential remaining is contained within the larger tracts of institutional and commercial land, such as the Montefiore Medical Center office site, where existing uses may become obsolete as the sites sold and developed for more profitable uses. These large sites are all currently developed and in use, and thus should be considered separate to the build-out analysis. The assessment of their development potential, in combination with the build-out analysis offers a more complete picture of Tarrytown's growth potential. The economic recession of 2008 has impacted and will continue to impact the development potential in the Village.

Montefiore and the EF (Education First) School (former Marymount College) are both very large land users in the Village. If their current use was to become obsolete, or ownership of the sites changed, the development of these sites would have a significant impact on the Village. Marymount College was purchased by the EF - Education First, thereby preserving the institutional nature of the property. The redevelopment of the Montefiore site could yield 162 dwellings at its current zoning of OB.

TARRYTOWN WATERFRONT MASTER PLAN

To build upon the regulatory structure of the Waterfront General Business District (WGBD) zone created in 1998, the Village completed detailed planning and design studies of the waterfront to determine the optimum use of vacant land in the waterfront area. The Village's Waterfront Master Plan was funded by the Department of State from the Environmental Protection Fund as part of the Governor's "Waterfront ReDiscovery" project and was completed in 2005. The study provided an accurate inventory of the waterfront area, solicited public input on potential access scenarios, and proposed design solutions for new development. Of specific interest to the Village were waterfront improvements in the area of Main Street, pedestrian and vehicular access improvements between the west side of the railroad tracks and the east side of the railroad tracks, improvements to Depot Plaza (including the new Village Hall), and gateway treatments at the western end of Main Street. Subsequent review and modifications to the Master Plan formed the next steps in achieving the Village's vision of a revitalized waterfront as outlined in this LWRP and provided a gateway to the waterfront and connections with downtown.

1989 TARRYTOWN "SOUTH END" REZONING

In 1989, the Village of Tarrytown Board of Trustees adopted zoning amendments in the area south of the Thruway to promote the following purposes:

- to maintain a strong village with a commercially viable downtown and zones of decreasing residential density radiating out from the downtown;
- to preserve a village that is distinct from its neighboring villages;
- to provide recreation for its diverse population; and
- to attempt to slow the increased urbanization of the Village and minimize traffic congestion.

The rezoning primarily affected large estate-sized parcels, covering 74 parcels of land with 19 different property owners. The rezoning increased the required minimum lot size of affected parcels; changing R-10 and R-15 properties to R-20, and R-20 parcels to R-40.

GENERAL MOTORS REUSE STUDY

The closing of the General Motors (GM) production facility in June 1996 generated a great deal of concern for the reuse of the site. Although the GM plant is located entirely within the Village of Sleepy Hollow, its proximity to Tarrytown and its regional economic impacts, both direct and indirect, make its closing an issue for many communities and the State as a whole.

The Village of Sleepy Hollow has approved a redevelopment proposal for the site, which is slated to include 1,177 residential units, 35,000 square feet of office space, 135,000 square feet of retail, cinema and restaurant space and a 140-room hotel. While Tarrytown legally challenged the density and resultant traffic impacts of the project, the two Villages have reached an agreement providing that the future developer for the site will pay \$384,000 to Tarrytown to fund various traffic mitigation measures, including.:

- Elimination of up to four parking spaces on the southbound side of Broadway just north of Main Street, and/or on the northbound side of Broadway just south of Neperan Road, and moving an existing fire hydrant on the southbound side of Broadway,
- Completing a study for and, if approved by the state DOT, the installation of a traffic signal at the intersection of Broadway and West Franklin Street,
- Implementing "traffic calming measures" in the Miller Park neighborhood of Tarrytown,
- Installing two traffic signals on the H-Bridge on both on both the east and west side of the bridge where the ramps connect to the overpass, and
- Installing a traffic signal at the intersection of West Franklin Street and White Street.

WESTCHESTER 2025/ PLAN TOGETHER

Westchester 2025 (adopted in 2008 and amended in 2010) builds on *Patterns for Westchester* with regard to land use policies and setting out a new framework for a planning partnership between the County and its municipalities. The Plan states "Major events of the early 21st century including flooding, terrorism and infrastructure failure require a shift in the original premise of *Patterns* that cooperation should be voluntary to a paradigm that requires municipalities to participate in a more formal structure which will enable them to work together going forward."

- In addition to the policies referenced above in *Patterns*, *Westchester 2025* also includes the following policies:
- Enhance the appropriate functions of the county's transportation corridors
- Nurture the economic climate of the county with use of municipal, county, state and federal resources to improve infrastructure, housing and programs that attract and support business enterprise, with consideration of intermunicipal impacts.
- Encourage a range of housing types that are permanently affordable to renters and home buyers, with the County working with each municipality to address its needs for fair and affordable housing as well as a share of the regional need.
- Support transportation alternatives that improve the mobility choices of workers, consumers and residents and that improve air quality by enhancing the efficiency and effectiveness of public transportation and reducing solo-driving.
- Enhance the quality of life for Westchester residents by protecting the county's cultural and historical resources, integrating their consideration into land use decisions and promoting awareness of such resources through educational programs.

- Maintain safe and environmentally sound systems and policies for waste removal, collection and treatment as well as the treatment and distribution of drinking water consistent with the county's land use policies.
- Support capital improvements for physical facilities that enable the County and municipalities to deliver social services, public safety services and emergency services in an efficient, economic and humane manner.
- Work with neighboring jurisdictions ... in planning initiatives aimed at sound land use, transportation, economic development, housing and environmental policies.
- Encourage efforts to define the desired character of each municipality and neighborhoods within the broader, diverse palate of Westchester County.

WESTCHESTER COUNTY GREENPRINT & GREENWAY COMPACT PLAN

- Westchester County developed *The Greenprint for a Sustainable Future*, the Westchester County Greenway Compact Plan that included a regional economic development strategy for the Historic River Towns of Westchester (HRTW) and promotes the historic, cultural and natural resources of the region. (HRTW is a consortium of thirteen municipalities along the east bank of the Hudson River, including Peekskill, Cortlandt, Buchanan, Croton-on-Hudson, Town and Village of Ossining, Briarcliff Manor, Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, Hastings-on-Hudson, Yonkers and Historic Hudson Valley.) One of the first Greenprint Compact members in 2001, Tarrytown has adopted a local law amending the local zoning ordinance to state that consideration will be given to Greenprint policies when certain land use decisions are made. Greenprint will be directly linked to the Hudson River Valley Greenway planning compact through three objectives: to develop the Greenway trail system, participate in the regional tourism strategy, and coordinate planning among local governments. Communities that participate in the Greenway Program will receive funding advantage for State agency grants and coordination of State agency actions with Greenway plans. Within Tarrytown, the most continuous trail system linking the Village to other communities in HRTW and the Greenway Compact is the Croton Aqueduct.

HUDSON RIVER GREENWAY

The Hudson River Greenway Communities Council was created in 1991 by State legislation to assist communities along the river to protect and provide greater access to the Hudson River. The Greenway Heritage Conservancy, a sister public agency to the Communities Council, is actively facilitating public and private acquisition of land and easements to create a trail running from the mouth of the river to a point north of Albany. Completion of this project, through actions of individual landowners and communities, is expected to increase tourism to the Hudson River Valley region as a whole and to the local waterfront in particular. The RiverWalk Park in Tarrytown is an important component of the Greenway's plans.

C. NATURAL RESOURCES AND ENVIRONMENTAL QUALITY

FISH AND WILDLIFE RESOURCES

HISTORIC COMMERCIAL FISHERIES

As mentioned in the historical overview, above, both the Native Americans and early settlers fished from Tarrytown's shores. Commercial fishing occurred off the docks of Tarrytown into the twentieth century. Shad and sturgeon are cited in *History of the Tarrytowns* as the main catch. Shad to this day are caught by commercial fishermen in nets staked in the shallow areas on both shores of the River from Piermont to

Nyack. Striped bass fishing was once a viable commercial industry in this area, and would continue to be had the fish not been contaminated by PCBs.

Oyster farming is cited in *History of the Tarrytowns*. Local people remember this industry occurring in this century. Evidence of this industry was discovered in 1971-72 when slurry-pipe dredging occurred during the building of the Losee Park ballfield and hundreds of thousands of oyster shells were dredged up.

CURRENT FISH RESOURCES

According to studies done by various agencies, not only is the entire Hudson a significant living estuary on the East Coast, but this stretch of the River is critical in the spawning process of migrating fish such as shad and sturgeon.

The Village's shallow areas or "tidal shallows," are considered "tidal wetlands" under the State Tidal Wetlands Act. These shallows are actually significant habitat for the fry of many fish species that spawn in the Hudson Estuary, and for the species that then feed on the fry.

Fish found in the Hudson River Mile 44-56 Significant Coastal Fish and Wildlife Habitat north of Peekskill are striped bass, white perch, sturgeon, bluefish, anchovy, silversides, hogchoker, and blue claw crab. It is assumed these species migrate through the Tarrytown area to reach this habitat to the north.

Anecdotal information suggests that the young striped bass ("rockfish") particularly like the rocky shores of the railroad tracks along the east shore of the River. Improvements in the River's health have led to improvements in fish populations. If the PCB-pollution problem can be solved, there is tremendous potential for revival of the striped bass commercial fishery. Tarrytown could have more potential as a fishing base, though nobody has fished commercially from Tarrytown for many years. The other potentially large industry is blue-crabbing.

In an estuary, all wetlands and shoreline are ecologically important since their extent is limited; whatever remains in this area must be protected in order to maintain estuarine resources. Where possible, rockpiled bulkheads (and riprap in the case of shoreline stabilization for the RiverWalk) are preferable to sheet piling and all future shoreline development must provide for habitat revitalization. These objectives can be achieved through the site plan approval process.

FISH AND WILDLIFE HABITATS

There are no Significant Coastal Fish and Wildlife Habitats designated within or adjacent to the Village of Tarrytown. Within the Hudson River, the closest Significant Habitats are the Croton River and Bay Habitat; and the Haverstraw Bay Habitat, both to the north of the Village of Tarrytown. There are no rare, threatened, or endangered plant or animal species known to exist within the Village of Tarrytown.

In general, the Hudson River habitat continues to experience human disturbances of some type. These disturbances vary considerably, but include such activities as the effects of bulkheading; filling and dredging; removal of vegetation; adjacent land uses; and recreational activities and facilities such as fishing, boating, and associated marina and boat launch facilities. The specific impact of these human disturbances depends on the nature and scale of the human interactions within and affecting the habitat areas.

Although not comprehensive, examples of generic types of activities and impacts within and adjacent to the Village which could destroy or significantly impair habitat within the LWRP area are listed below:

- Any activity that would substantially degrade water quality.
- Discharges of sewage or stormwater runoff containing significant amounts of sediments or chemical pollutants into the habitat area.

- Any activity that would substantially increase turbidity or sedimentation, reduce flows, increase water temperatures, or alter tidal fluctuations,
- Any major physical alteration of the habitat. Spills of oil or other hazardous substances.
- Also, of particular concern are the potential effects of upstream and adjacent disturbances, including water withdrawals, impoundments, stream-bed disturbances, vegetation removal, or runoff from agricultural, residential, commercial and industrial areas.

The generic activities and impacts discussed above do not necessarily lead to destruction or impairment of natural resources or habitats. Many management measures can be taken to ensure that negative impacts do not occur. In most cases, these measures have been included into existing local land use regulations within the Village of Tarrytown. Where analysis of specific site development activities indicates that mitigation measures will not avoid destruction or impairment of habitat, the Village should preclude development from occurring using existing powers granted by Village and State laws.

WILDLIFE HABITATS

Forest habitat areas in the Village of Tarrytown are located primarily in the Tarrytown Lakes area, along the Hudson River on large parcels south of the Tappan Zee Bridge, and on the large undeveloped parcels east of South Broadway. The forest habitat is typical of the eastern deciduous hardwood forest habitat common to New England and the Mid-Atlantic states. This forest contains a diversity of primarily deciduous tree and shrub species in addition to vines and herbaceous ground cover. Variation in the plant species composition occur according to changes in site topography, solar aspect, soil and geologic condition, hydrology and the degree to which a given area has been disturbed in the past.

Forests located at higher elevations in the eastern portion of the Village, where soil conditions are drier, are dominated by more xerophytic species such as Oaks, Hickories, Black Cherry and Sassafras. On lower areas near the river, where moister soil conditions prevail, a mixed mesophytic association of plant species predominates. Variations in the class of the existing over-story vegetation are a result of past disturbances such as removal of vegetation for agriculture and/or horticulture. Areas of more mature woodland are assumed to be less disturbed or result from a greater length of time that has passed since the disturbance.

Overall the forest lands provide a good habitat for a number of indigenous woodland bird species, common small mammals, white-tailed deer, owls, hawks and other birds of prey. In areas that have not been disturbed for lengthy periods (e.g., the South Tarrytown estate properties), the habitat resource value of the forest lands is generally good.

Designed landscapes are common in the vicinity of historic estate structures and residences. Existing vegetation is a mixture of native tree and shrub species combined with ornamental varieties and cultivars. They serve to enhance the wildlife habitat diversity of this area of the Village. Some of the large open field areas on the former estate properties can be classified as late woody/successional old-field with a mixture of grasses and herbaceous material and old-field species along with brambles, shrubs, and sapling sized tree growth.

The range and diversity of wildlife habitat found in South Tarrytown provides a suitable environment for protected and threatened wildlife species. Red fox and migratory osprey have been observed in this area. It is important to consider South Tarrytown as one continuous area in order to protect the habitat diversity essential for sustaining existing and future wildlife populations.

The Hudson River Flyway is an important bird migratory route and as much as possible a variety of habitats should be restored and preserved. For “feeder” species, suburban landscapes are ideal. Others need wetlands, shores, or shallow waters. These habitats are necessary on a migratory route that passes through metropolitan areas.

Officially documented species in this section of the Hudson Flyway include endangered and threatened species. The "Hawk Watch" at Hook Mountain and individuals at the Piermont Marsh have documented the "endangered" bald and gold eagles and the peregrine falcon; the "threatened" osprey and red-shouldered hawk; the "special concern species" of Cooper's hawk and numerous other species.

Large natural areas provide more variety of habitats for all wildlife and are preferable to narrow corridors, though corridors can provide adequate connections between larger areas. Land development design and policy must augment ecological variety by considering these factors.

WATER RESOURCES AND WETLANDS

SURFACE WATER RESOURCES

The Hudson River is the main water feature for the Village of Tarrytown. Other significant water resources within the Village include the Tarrytown Lakes, Andre Brook (which serves as a boundary between Tarrytown and Sleepy Hollow), Sunnyside Brook (along the Irvington border), and Sheldon Brook. In addition, two unnamed streams drain to the Hudson River: an unnamed stream leading from the "Little Mediterranean" within the Sunnyside Restoration; and an unnamed stream between Tappan Landing Road and Church Street, site of Native American settlements, that continues east to Birch Way. A number of smaller ponds also exist on private properties. (See Figure 2-12).

A Critical Environmental Area (CEA) is a specific geographic area designated by a state or local agency as having exceptional or unique characteristics. In establishing a CEA, the fragile or threatened environmental conditions in the area are identified, pursuant to the State Environmental Quality Review Act. Three CEAs are designated in Tarrytown: Tarrytown Lakes Reservoir, the Croton State Trailway, and the Hudson River. The Hudson River and upland area east to Broadway was designated as a Critical Environmental Area (CEA) by Westchester County in 1990 under the State Environmental Quality Review Act and NYCRR Part 617.4. The Old Croton Aqueduct State Historic Park is a linear park that runs from Van Cortlandt Park at the Bronx County/ City of Yonkers border to the Croton Dam in Cortlandt. The trailway passes through the center of the Village from north to south and provides a pleasant walking and running trail. Chapter 305, section 47 of the Village's code provides for a 30-foot buffer on both sides of the Aqueduct which is applied in zones other than R7.5 south of Sheldon Avenue.

The Tarrytown Lakes (also known as the Tarrytown Reservoirs) are located in the northeast corner of the Village. The Lakes include the Upper and Lower Tarrytown Reservoirs, covering a water surface area of 20 acres and 64 acres, respectively. The reservoirs were completed between 1881 and 1890 to serve as a drinking water supply. In 1983, the Village designated a portion of the watershed draining into the Lakes as a CEA. Westchester County designated a larger section of the watershed a CEA in 1990. Because of deteriorating water quality, the Village stopped using the reservoirs for drinking water in 1992. Tarrytown currently obtains its drinking water supply from the New York City Aqueduct.

SURFACE WATER QUALITY CLASSIFICATIONS

The quality of water resources is defined in terms of chemical, physical, and biological characteristics which, in turn, relate to the water's acceptability for its intended use. The New York State Department of Environmental Conservation (NYSDEC) has classified streams, lakes, and rivers according to best use. The classifications are used to regulate water quality and enforce water quality standards. The water quality classifications used by NYSDEC are as follows:

Class AA: Source of water supply for drinking, culinary or food processing purposes and any other usage.

Class A: Source of water supply for drinking, culinary or food processing purposes and any other uses with treatment.

Class B: Primary contact recreation and any other uses except as a source of water supply for drinking, culinary or food processing purposes.

Class C: Suitable for fishing and any other uses except as a source of water supply for drinking, culinary or food processing purposes.

Class D: Suitable for secondary contact recreation but will not support the propagation of fish.

In general, sources of pollution to waterbodies may be classified as either point or nonpoint. Point sources are discrete sources of pollution, the classic example being a pipe bearing sewage or industrial effluent. Nonpoint-source pollution enters the waterbody from more diffuse sources, such as runoff from streets, fields, etc. Pollution control has historically focused on point sources, as these sources are more easily determined and the effects are often more readily apparent. Since passage of the 1972 Federal Water Pollution Control Act Amendments (PL 92-500), remarkable progress has been made in controlling pollution from point sources. Despite the progress, more remains to be done. Nonpoint-source pollution is most often controlled by “Best Management Practices” during construction of new development and by treatment of stormwater runoff. Oils and greases, sediment containing heavy metals, and organic phosphorus and nitrogen are the primary pollutants of concern in nonpoint-source pollution.

Numerous point and nonpoint sources have degraded and continue to degrade the water quality of the Hudson River, the Tarrytown Lakes, and other local water bodies. Many development activities can impair water quality, including discharges from sewage treatment plants and industrial sites; problems arising from combined storm and sanitary sewers; septic system effluent; agricultural fertilizers, pesticides and wastes; pollution from marinas; boat discharges; household pollution; lawn care; maintenance of golf courses; street run-off; and construction site run-off.

In the Village of Tarrytown potential impairments to water quality could result from storm water run-off, industrial discharges, and from the full range of nonpoint sources of pollution outlined above. In addition, a growing cause of pollution in the Hudson River is discharges from the increasing number of recreational boats on the River. There are currently two pumpout facilities in the Village of Tarrytown.

In the vicinity of Tarrytown, the Hudson River is classified SB—S for saline, B for swimming and fishing. This classification means that the River is suitable for primary contact, including swimming. Fishing is safe if NYSDEC regulations concerning quantities consumed are followed.

The Village has identified water quality concerns in the Tarrytown Lakes resulting from untreated stormwater runoff, excessive nutrient loading and sedimentation from surrounding areas, including the use of fertilizers, pesticides, and herbicides on surrounding properties. In response to these concerns, the Village has conducted a number of studies to determine ways in which the Lakes can be restored and protected for future generations. A multi-year study was conducted for the Village by Manhattan College. In January 2006, a Preliminary Lakes Management Report by Professional Consulting LLC was prepared that included short-term recommendations for treatment of water quality and replacement of filtration systems for streams entering the reservoirs. Long-term recommendations include monitoring of water quality and bathymetric surveys (bathymetry essentially provides a topographical map of the lake bottom). A report was also prepared by Dvirka & Bartilucci Engineers to develop a stormwater management plan that would be implemented as part of the subdivision at Wilson Park, bordering the Upper Reservoir. Several management options for the Lakes have been implemented, including the installation of 12 aerators to keep the water moving and thereby reducing algae and other aquatic plant growth as well as the administration of copper sulfate on an as needed basis in order to reduce invasive plant species. Control of sedimentation and nutrient loading from upland areas should be continued. The Village adopted an Erosion and Sediment Control local law (Local Law No. 10 of 1999) for this purpose.

The Village of Tarrytown recognizes the need to maintain high water quality in and adjacent to the Village. People depend on clean and pure water for drinking, cooking and cleaning; wildlife depends on clean water to live on and in; commercial fishing requires clean water and water-based recreation requires

clean water. Indeed, clean water is tied to a healthy economy and a healthy community. All surface water that flows through the Village ends up in the Hudson River (water that flows into the Saw Mill River Valley flows into the Hudson River in Yonkers). Tarrytown recognizes that it is partially the Village's responsibility to the Hudson River Valley to ensure that this water is not polluted or loaded with sediment or that water quality is otherwise not impaired through inappropriate or improper actions occurring within the Village.

WETLANDS

Wetlands are critical natural features for flood control and improving water quality. They are important natural storage areas for stormwater and natural filters able to temporarily hold large quantities of run-off to filter out impurities and sediments. Wetlands also provide important wildlife habitats, opportunities for recreation, and valuable open space. In New York State, the Freshwater Wetlands Act protects certain wetlands from activities that can have a negative impact on water quality. Any wetland of 12.4 acres or more, and smaller wetlands determined to be of unusual local importance, are regulated by the Act. Certain activities proposed to take place on or within 100 feet of a designated wetland require a permit from NYSDEC. The Village requires a 150 foot buffer for wetlands, within which all non-residential development requires approval by the Planning Board prior to the issuing of a wetlands permit. Residential development can take place within 50 feet of a wetland, subject to the issuance of a wetlands permit. In addition to designated wetlands, all wetlands and watercourses associated with navigable waters are protected under Article 15 of the New York State Environmental Conservation Law.

In addition to protection under State laws and regulations, wetlands are protected under the Federal Clean Water Act (Section 401) administered by the United States Army Corp of Engineers. These wetlands have been identified under the National Wetlands Inventory and can include wetlands as small as one acre. The federal wetlands are defined by three criteria: type of vegetation, period of inundation, and hydric soils; whereas the State designated wetlands are defined in terms of size and vegetation only.

Remnant tidal wetlands remain between the original shoreline and the land filled for the railroad tracks. These wetlands are under an acre in size and are located at the mouth of Sunnyside Brook, east of the railroad tracks and at the mouth of Sheldon Brook and the Hudson.

Identified wetlands in Tarrytown are shown in Figure 2-12² and include:

- Tarrytown Lakes and associated upland wetlands;
- Sheldon Brook, ± 12 acres (NYSDEC W-3);
- Talleyrand, ± 12 acres (part of NYSDEC W-3);
- Willow Brook, ± 1 acre;
- Gracemere, ± 1 acre;
- Pintail, ± 2 acres; and
- The “Little Mediterranean” at Sunnyside, Washington Irving’s home, ± 1 acre.

Construction of the Thruway in the Sheldon Brook wetland divided the wetland into two areas. Later development in adjacent areas in Tarrytown and Greenburgh has led to flooding. The Talleyrand freshwater wetland is a New York State regulated wetland.

All of the wetlands within the Village have experienced, and continue to experience, human disturbance. This includes the effects of bulkheading; filling and dredging; removal of vegetation; adjacent land uses; and various types of recreational activities. The impact of these human disturbances depends on the nature and scale of human interactions within or adjacent to the wetlands. Negative impacts from such activities can be avoided or mitigated. In addition to avoiding incompatible use of the wetlands and adjacent land, many management measures can be taken to ensure that negative impacts do not occur. One of the most effective ways to protect wetlands and watercourses is to maintain an undisturbed vegetative upland buffer around the habitat areas. Such buffering is required in the Village’s existing Wetlands and Steep Slopes Protection Law (Local Law #7 of 1977). Other management measures include established “Best Management Practices” for construction sites and agricultural practices, stream corridor management, removal of trash, control of exotic species, and maintenance of appropriate public access to a habitat area. The Village has adopted additional Local Laws to protect freshwater wetlands, steep slopes, and hillsides.

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² Figure 2-12 shows New York State and National Wetland Inventory designated wetlands included in Westchester County’s Geographic Information System. The NYSDEC and NWI maps should be consulted for the official designation of wetlands and their boundaries.

FLOOD-HAZARD AREAS

Flood prone areas are identified by the Federal Emergency Management Agency. Flood Insurance Rate Maps (FIRM) are prepared by the National Flood Insurance Program. Figure 2-13 indicates areas within the 100-year and 500-year floodplains according to Westchester County Department of Planning's Geographic Information System.

The waterfront area at the foot of Main Street is within the 100-year frequency flood plain that extends several hundred feet from the river's edge. The 100-year flood elevation of the Hudson River is 8 feet above National Geodetic Vertical Datum (NGVD), which approximates mean sea level. However, individual and detailed site surveys may reflect elevations greater than 8 feet, i.e., the 100-year flood plain. Development within a flood plain is subject to building restrictions implemented to control flood damage and hazards.

In Tarrytown, areas in the 100-year flood plain include:

- the banks of Sunnyside Brook from the Hudson River along Sunnyside Lane to approximately Peter Bont Road;
- the banks of Sheldon Brook from the Hudson River to Broadway and then in spots from Broadway to Meadow Street;
- a large area occupied by the Tallyrand Office Park north of the Thruway and east of Meadow Street;
- Andre Brook west of Patriots Park and largely north of the Village of Tarrytown border with the Village of Sleepy Hollow; and
- the Hudson River waterfront including most of Washington Irving Boat Club, all of Losee and Pierson Parks, the railroad parking lot, portions of the RiverWalk and Hudson Harbor property, the Fire Training Center, and the Metro-North Railroad tracks from West Main Street south to the Village of Irvington.

The 500-year flood plain in the waterfront area extends across the railroad tracks up to Depot Plaza and Franklin Court. A small area within the Sunnyside Brook drainage basin between Peter Bont Road and Pintail Road is also within the 500-year flood plain.

The implementation by the Town of Greenburgh of parts of the Sheldon Brook Drainage Basin Program has so far resolved the flooding problems associated with Sheldon Brook. This includes the enlarging of culverts at Meadow Street and the creation of a drainage right-of-way for Sheldon Brook through the General Foods property. The Sheldon Brook flooding problem started after the intense round of development along Route 119 in Tarrytown and Greenburgh (1970s and 1980s). In addition, the Village and the County are co-funding a capital project to mitigate flooding in the Loh Park drainage basin, which will include the installation of larger drainage pipes and the widening of two small bridges that cross a stream, in order to handle the runoff east of the Loh Park area.

Episodes of flooding associated with Hurricane Floyd in the autumn of 1999 and subsequent heavy storms have occurred in areas not previously known to flood as well as in those areas where flooding has been observed. Recent major storms—Hurricane Irene and Tropical Storm Lee in 2011 and Superstorm Sandy in 2012—caused major power outages, debris from damaged trees and houses and road closures. Some major facilities such as the Tarrytown Marina were seriously damaged. Tarrytown partnered with the Town of Greenburgh and the other Villages in the Town in developing The Greater Greenburgh Hazards Mitigation Plan in 2011, which identified various natural hazards that impact the Village's critical infrastructure and made recommendations to address them. Westchester County is currently developing a County-wide Hazards Mitigation Plan that will include Village infrastructure, including railroad tracks, as well. The Village Planning Board addresses sea-level concerns when it reviews development projects along the riverfront and in flood zones.

TOPOGRAPHY, SLOPES, AND EROSION

TOPOGRAPHY AND SLOPES

The dramatic topography of the hillsides rising from the Hudson River provides unique views of the Tappan Zee and Palisades on the western shore and lends character to Tarrytown. Height above mean sea level (MSL) quickly rises from the level topography of the waterfront area (approximately 10 feet above MSL) to approximately 150 feet above MSL along Broadway. Topography immediately surrounding Broadway is fairly level before the hillside again rises steeply toward the main ridgeline (approximately 450 feet above MSL) dividing the Hudson River drainage basin with the Saw Mill River basin.

South of the natural gap through which the Thruway was built the topography is similar. After rising steeply from the banks of the Hudson River, the land levels out on the west side of Broadway before again climbing to a ridgeline near the border with Greenburgh.

Figure 2-14 indicates the general topography (50 foot contours) and areas of steep slopes. Slopes of 15 to 25 percent are generally considered prone to erosion and difficult to develop. Slopes exceeding 25 percent should be preserved to the maximum extent practicable to avoid excessive erosion or slope failure.

EROSION AND SILTATION

Erosion is not currently a major problem along Tarrytown's waterfront. Previously, there were serious erosion problems along the Losee/Pierson Park bulkhead that were corrected by the construction of a steel sheet bulkhead in 1988. Additional shoreline stabilization at Pierson and RiverWalk Parks was completed in 2009. Additional improvements to the water's edge along Pierson Park and Andre Brook were completed with Department of State (DOS) grant funding. There are no state-designated coastal erosion hazard areas in the Village.

The channel out to the river from the boat clubs is periodically dredged. Siltation is generally caused in this area by storm water run-off through Andre Brook as well as by river action. Silt settles where the current slows because of the widening of the river at the Tappan Zee. The restoration of Andre Brook resulted in the following

The Village adopted an Erosion and Sediment Control law to minimize erosion from upland areas resulting from construction.

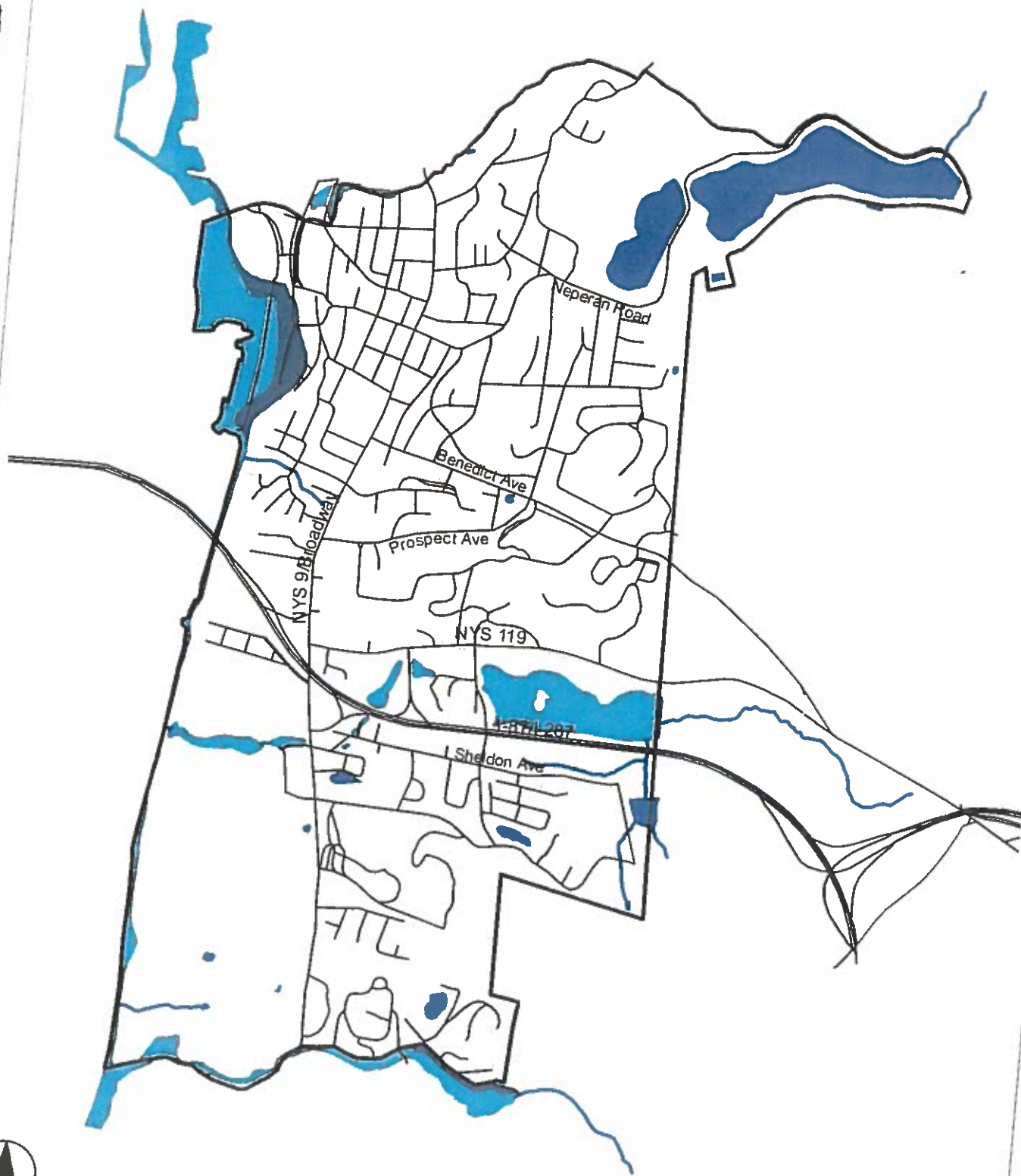
GREEN BUILDING

Green or sustainable building is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition. Research and experience increasingly demonstrate that when buildings are designed and operated with their lifecycle impacts in mind, they can provide great environmental, economic, and social benefits.

Elements of green building include:

- Energy Efficiency and Renewable Energy
- Water Stewardship
- Environmentally Preferable Building Materials and Specifications
- Waste Reduction
- Toxics
- Indoor Environment
- Smart Growth and Sustainable Development

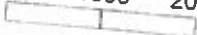
The US Green Building Council has devised a Leadership in Energy and Environmental Design (LEED™) Green Building Rating System as a way to measure the energy and environmental performance



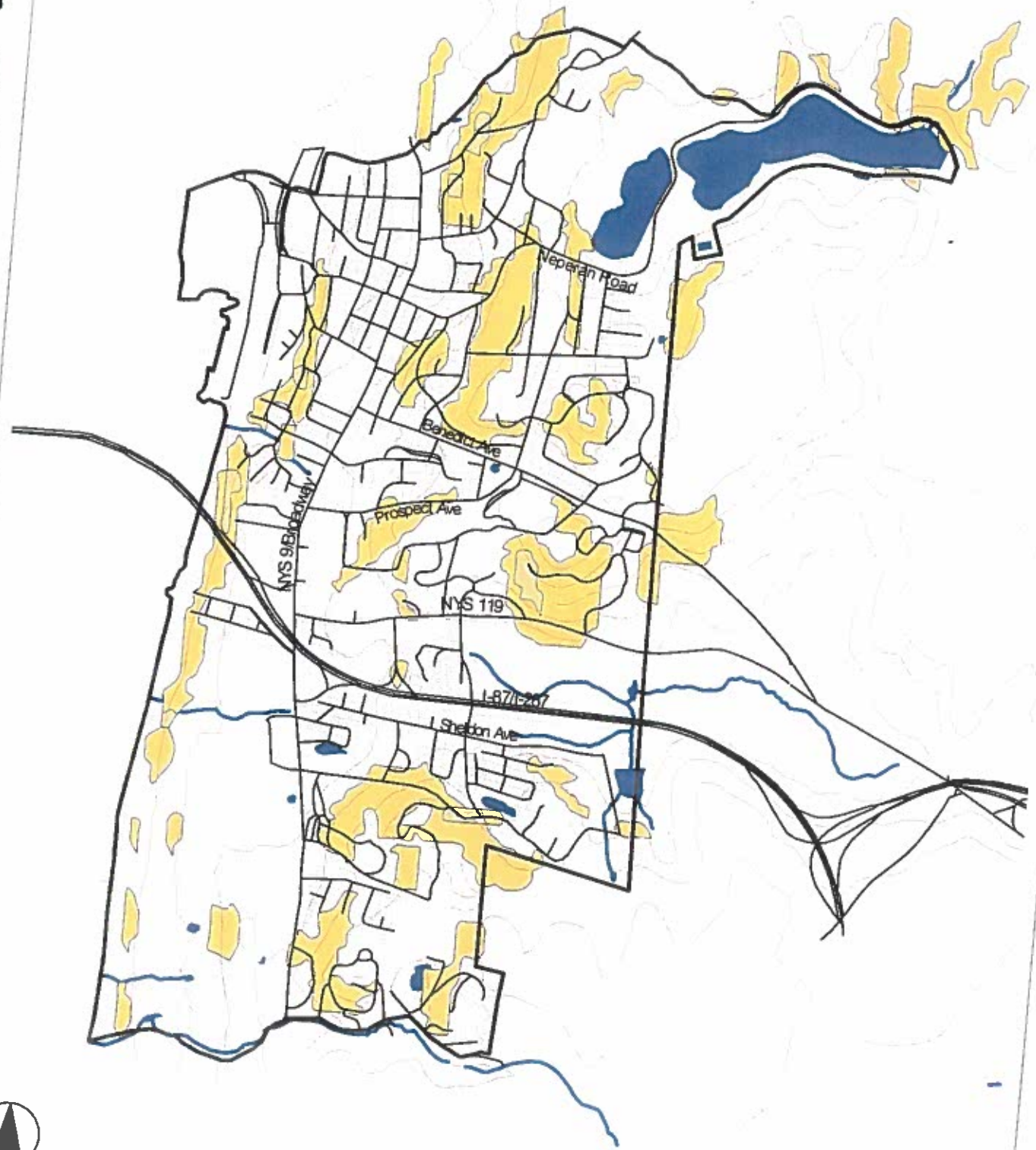
Source: Westchester County Department of Planning

Village of Tarrytown
Local Waterfront Revitalization Program

Flood Plain
 100 Year
 500 Year

0 1000 2000 Feet

 1:24000

Floodplain
Figure 2-13



Source: Westchester County Department of Planning

Village of Tarrytown

Local Waterfront Revitalization Program

50 Foot Contour Lines
Slope
15- 25 %
> 25 %

0 1000 2000 Feet
1:24000

Topography
Figure 2-14

of buildings. The LEED™ rating system allots points within seven specific categories for environmentally beneficial building materials and design, in categories such as site location, water efficiency, energy and the atmosphere, materials and resources, and indoor environmental quality.

New York State offers a tax incentive program for developers known as the Green Building Tax Credit (GBTC) program. The GBTC is a 25 million dollar income tax credit for owners and tenants of buildings which meet energy, indoor air quality, materials, commissioning, water conservation, appliance, and size criteria. Also, the New York State Energy Research and Development Authority (NYSERDA) provide technical and financial assistance to those interested in building "green."

As part of its ongoing efforts to implement green initiatives, the Village, with grant funding from the federal stimulus funds administered by NYSERDA, installed solar panels at the new Village Hall and at the Senior Center. Green building initiatives are under review.

D. HISTORIC AND ARCHAEOLOGICAL RESOURCES

HISTORIC RESOURCES

As much as Tarrytown's character is tied to the Hudson River, its character also is tied to the history and culture of the Lower Hudson River Valley. Several of the Valley's most important historic resources are found within Tarrytown or immediately adjacent to Tarrytown. In addition to the State/National Register properties located in its borders, the Village of Tarrytown has developed its own list of historic landmarks and districts. Figure 2-15 indicates the locations of historic landmarks and historic districts. In addition to those resources listed on the State or National Registers of Historic Places are properties identified as "eligible" for listing. These properties are identified in Table 2-3, below.

Table 2-3
Historic Resources in the Village Of Tarrytown

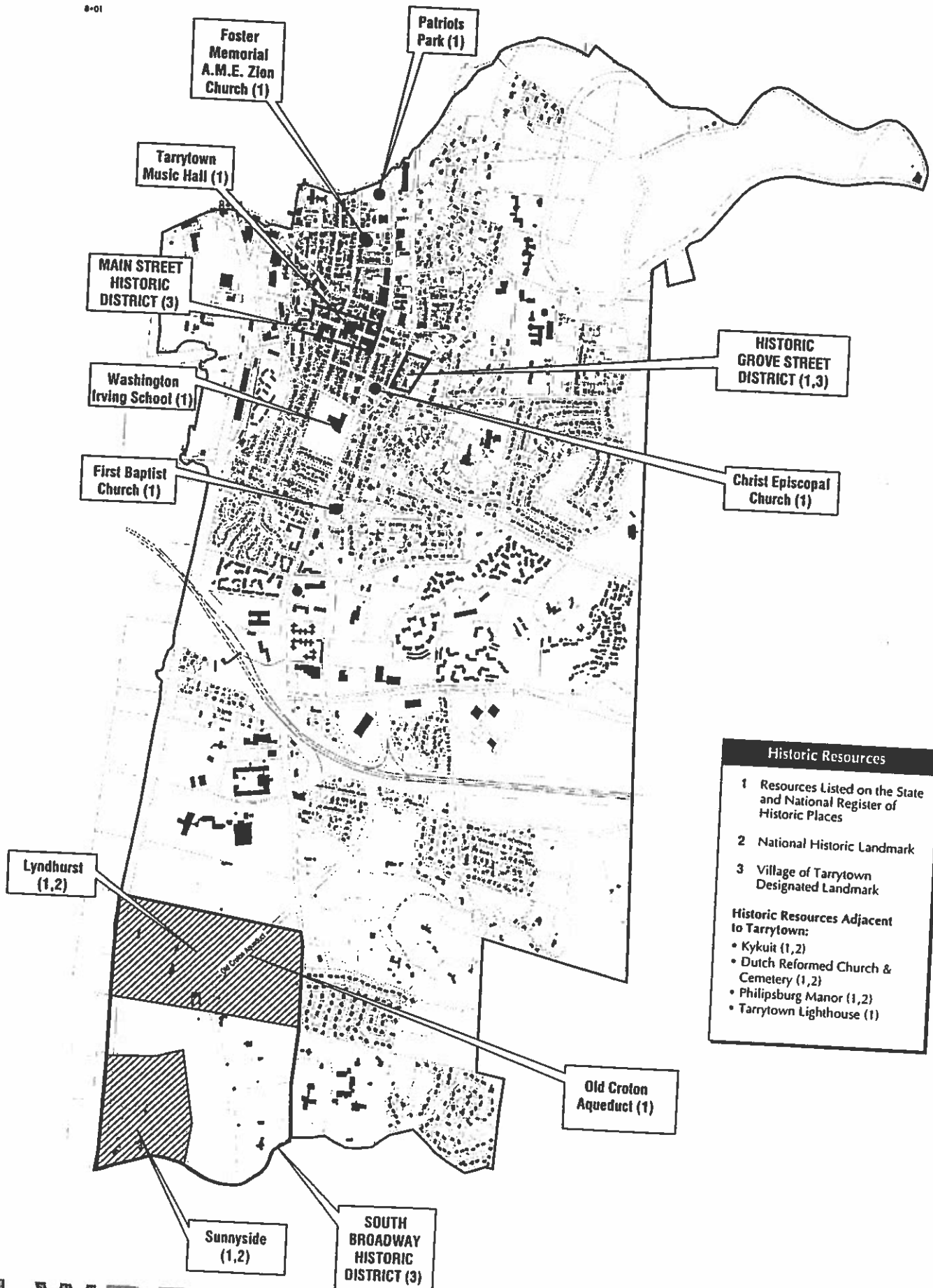
Address	Name/Building Use	Status/Notes
Sunnyside Lane	Sunnyside (Washington Irving House)	S/NR, NHL, V
635 S. Broadway	Lyndhurst (Jay Gould Estate)	S/NR, NHL, V
	Belvedere Estate	V
	Shadowbrook	V
	Lehman Estate (General Foods' VAR Parcel 13)	V
1, 2, 8, 15, 19 Grove Street	Grove Street Historic District	S/NR, V
13 Main Street	Tarrytown Music Hall	S/NR, V
90 Wildey St.	Foster Memorial A.M.E. Zion Church	S/NR, V
North Broadway	Patriots Park & Captor's Monument	S/NR, V
56 Broadway	First Baptist Church & Parsonage	S/NR, V
Broadway & Elizabeth	Christ Episcopal Church & Parsonage	S/NR, V
Old Croton Aqueduct	Old Croton Aqueduct State Park	S/NR, NHL
18 North Broadway	Washington Irving (Frank R. Pierson) School & Historic Trees in front in the park	S/NR, V
9 Archer Place	Residence	S/NR eligible
121 North Broadway	Warner Library	S/NR eligible, V
28 Central Ave	Residence	S/NR eligible
22 Cottage St.	Residence	S/NR eligible
37 Cottage St.	Residence	S/NR eligible
Depot Square	Tarrytown Railroad Station	S/NR, V
27 Dixon Street	Residence	S/NR eligible
24 Dixon St.	Residence	S/NR eligible
29 Dixon Street	Residence	S/NR eligible
Franklin St.	Riverside Hose Co.	S/NR eligible
23 John St.		S/NR eligible

62 Main St.	Tarrytown YMCA	S/NR eligible
1 Neperan Rd.	Professional Building	S/NR eligible as part of a district
111 Neperan Rd.	Wunderlich House	V
15, 17-19, 21, 25, 27, 50, 54, 64, 121 North Broadway	Various Uses	S/NR eligible as part of a district
42 North Broadway	Second Reformed Church	S/NR eligible, V
828 South Broadway	American Booksellers Association	V
400 Benedict Ave.	Axe Castle	V
100 Marymount Avenue	Butler Hall, Marymount College	V
100 Marymount Avenue	Gerard Hall, Marymount College	V
100 Marymount Avenue	Science Hall, Marymount College	V
Highland Ave	Tappan Hill Mansion	V
105 White Plains Rd.	Goebel Collectors Club Building	V
171 Sheldon Ave.	Pennybridge School	V
52-54 North Washington St.		S/NR eligible
90 North Washington St.	Shiloh Baptist Church	V
2 South Broadway	Peoples Westchester Savings Bank	S/NR, V
27 South Washington St.	United Methodist Church	S/NR eligible, V
43 South Washington St.		S/NR eligible
54 South Washington St.	Residence	S/NR eligible
Notes: S/NR—Site is listed on the State and/or National Registers of Historic Places. NHL—National Historic Landmark V—Village Landmark S/NR Eligible—Site has been found eligible for listing on the State and/or National Registers of Historic Places by the State Historic Preservation Office (SHPO) as of October 13, 2000.		

Tarrytown has a rich history, because the Village was the site of many notable events and has been influenced over the centuries by the diversity of its population and shifting markets. Its residents included industrial and service workers, farmers, fisherman, professionals, slaves, the very wealthy, and a constant flow of immigrants of all backgrounds. Landscapes, buildings, historic districts, and monuments remain to testify to this history. Many have been designated or nominated as historic. Tarrytown's unique character is created by the interweaving of eras, events and cultural artifacts of enduring quality, interest and sentiment. The historic character of the Village of Tarrytown as a riverfront community is defined by its historic landscapes and buildings, many of which are located along the Hudson River and in the downtown area.

Historic preservation has become a substantial force of social, economic and aesthetic benefit to communities in New York State and across the nation. Many communities have recognized the importance of preserving the historic character of their communities and have made efforts to preserve and protect individual structures and the historically or architecturally significant neighborhoods in which they exist. The Village of Tarrytown is included in the long list of communities that have taken a concerted effort to protect their historic roots and preserve them for future generations. The history of the Village of Tarrytown as a whole revolves around its location on the Hudson River, one of the primary reasons that the entire village is included in the coastal boundary for the LWRP.

Becoming knowledgeable about its historic and archaeological resources helps a community to identify and understand the economic, geographic, environmental, social, and cultural forces that shaped its development. This section describes the wide range of buildings, landscapes, and archaeological sites in the village that are listed on or eligible for the State or National Register of Historic Places (S/NR) as well as Village-designated landmarks (V). This information can be used should demolition, alteration, or adjacent new construction be proposed in these areas and for projects using state or federal funds. State and National Register properties affected would require review by the State Historic Preservation Officer (SHPO). In addition, listed properties could be eligible for funding from the State or from federal



Rehabilitation Tax Credits. Other uses for this information could include identification of educational, community identity, aesthetic regulations, tourism, and recreational opportunities.

In 1979, the Village enacted a local historic preservation law, the “Landmark and Historic District Act”. The Village adopted the law to protect and enhance its unique historic resources; to promote the economic, cultural, educational and general welfare of the public; to foster civic pride; and to enhance the attractiveness and ensure the orderly development of the community. This local law empowers the Village Board of Trustees to designate local historic districts and landmarks and review projects that may affect these designated historic resources. In particular, the Village Architectural Review Board is authorized to review proposed actions that modify or impact Village landmarks.

Historic resources in the Village have been surveyed as part of efforts to inventory historic places in the Village. Some of these resources have been determined to be eligible for listing on State and National Registers of Historic Places by the State Historic Preservation Office either as individual listings or as part of a historic district but have not yet been listed. The landscapes around certain of the resources, specifically Lyndhurst, Sunnyside, and the Old Croton Aqueduct contribute to the aesthetic and historic quality of the resources. The Old Croton Aqueduct State Historic Park is also a National Historic Landmark, with the designation conferred on it in 1992. Additional historic resources not yet listed or deemed eligible for listing on the State and National Registers include 1 Cobb Lane and the Shiloh Baptist Church on Wildey Street. Continued evaluation of the built environment in the Village is needed to identify additional properties that are historically significant.

Numerous additional historic properties are located in areas adjacent to the Village of Tarrytown including Kykuit, the Rockefeller family estate; Philipsburg Manor; and the Dutch Reform Church and cemetery (a site mentioned in Washington Irving’s classic tale of the headless horseman, “The Legend of Sleepy Hollow”), all of which are listed on the State and National Registers and are National Historic Landmarks, and the Tarrytown Lighthouse, a State and National Register listed property.

HISTORIC DISTRICTS

Tarrytown has three locally designated Historic Districts (see Figure 2-15):

- The South Tarrytown Historic District—This district includes properties west of South Broadway from the Village of Irvington north to the northern property line of the Requa property. Notable resources within the historic district include Lyndhurst, Sunnyside, Shadowbrook, the Belvedere Estate, Lehman Estate (Montefiore Medical Center’s VAR Parcel 13) and the Old Croton Aqueduct. Historic resources also include the South End stone walls, including the west side of South Broadway, those walls bordering South Broadway on property belonging to Montefiore Medical Center; walls south of the Montefiore offices to the Irvington line are already protected under the South Tarrytown Historic District designation. On the east side of South Broadway, those walls bordering South Broadway from East Sunnyside Lane north to the southern property line of Hope Presbyterian Church are also designated historical.
- The Historic Grove Street District—This district, located along either side of Grove Street from Elizabeth Street to Neperan Road, is listed on the State and National Registers of Historic Places (S/NR). Located within the historic district is the Historic Society of Tarrytown building and several residences.
- Main Street Historic District—The Main Street Historic District includes all properties fronting on Main Street between Broadway and Baylis Court on the north side and between Broadway and Windle Park on the south side. The Tarrytown Music Hall is an individually listed resource on the S/NR within the Main Street Historic District.
- Chapter 305 (Zoning) of the Village’s code requires that for any development either in or within three hundred feet of an historic district, the Planning Board can require or permit increased building

heights and can review, approve, and regulate architectural styling and the types, textures, and/or colors of building facade materials proposed. This is intended to achieve conformity, equality, compatibility and proper visual scale with adjacent buildings. In addition, special permit uses within a historic district have to meet additional criteria in order to be considered.

- In addition, Chapter 191 of the Village Code provides criteria for designating landmarks in the Village which includes association with persons or events of historic significance to the village, region, state or nation and illustrative of historic growth and development of the village; region or nation. There are some additional buildings located in the Village, which could be considered for designation as historic landmarks.

ARCHAEOLOGICAL RESOURCES

Because of the sensitivity of archaeological resources it is not possible to identify specific sites within Tarrytown where archaeological resources have been found or are likely to be found.

The prehistory of the lower Hudson Valley region, which includes the Village of Tarrytown, encompasses the Paleoindian, Archaic, Transitional, and Woodland Periods. The Paleoindian period (10,000-8,000 B.C.) represents the earliest occupation of the southeastern New York region. The Archaic (8,000-1,700 B.C.) refers to a time prior, to the introduction of horticulture and pottery manufacture and is divided into Early, Middle, and Late periods. The Transitional period (1,700-1,000 B.C.) witnessed a gradual change in Archaic lifestyles with the development of "Woodland" period traits.

The Woodland period (1,000 B.C. -A.D. 1,600), which is characterized by the use of pottery and reliance on horticulture, is divided into Early, Middle, and Late periods. Some or all of these types of pre-history resources may be found in the Village of Tarrytown. The New York State Archaeological Sensitivity Map³ indicates that the Village of Tarrytown has multiple site-sensitivity over much of its area, particularly along the north and south ends of the Village and along Andre and Sunnyside Brooks. As a means of providing protection to these resources, the New York State Office of Parks, Recreation, and Historic Preservation and State Historic Preservation Officer (SHPO) has requested that any ground-modifying construction should be preceded by an archaeological investigation through consultation with the SHPO when necessary.

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³ New York State Office of Parks Recreation and Historic Preservation, March, 1992.

E SCENIC RESOURCES AND VISUAL QUALITY

TAPPAN ZEE EAST SCENIC DISTRICT

Article 49 of the State Environmental Conservation Law authorizes the New York State Department of Environmental Conservation (NYSDEC) to designate scenic areas in the State. In order to qualify for such a designation, an area must contain positive aesthetic elements of regional, state-wide, or national significance, and must have aesthetically recognizable boundaries. In 1994, the Commissioner of NYSDEC approved the designation of the Tappan Zee East Scenic District.

The Tappan Zee East Scenic District includes the Village of Tarrytown as well as the Villages of Sleepy Hollow, Irvington, Dobbs Ferry, and Hastings-on-Hudson; and the Towns of Mount Pleasant and Greenburgh. Some of the goals of designation of the Tappan Zee East Scenic District are to stimulate increased public awareness of scenic and historic resources; to identify and document the importance of valued cultural assets; to enhance community pride; and to promote a positive image for the area as a good place in which to live and work.

VIEWS

Washington Irving described the view of the Hudson River in 1849 with the following words:

the vast expanses of Tappan Bay, whose wide-extended shores present a variety of delectable scenery—here the bold promontory, crowned with embowering trees, advancing into the bay—there the long Woodland slope, sweeping in the upland precipices—while at a distance a long waving line of rocky heights threw their gigantic shades across the water.⁴

Since that time, the Tappan Zee off Tarrytown has been painted by many famous painters including Jasper Cropsey, Albert Bierstadt, and Francis Silva.

Today, views to and from Tarrytown contrast dramatic natural scenery with elements of the built environment. Looking toward the Hudson River from points within Tarrytown, both from the waterfront and from points inland, distant views of the River, the Palisades, and communities along the western

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⁴ "Peter Stuyvesant's Voyage Up The Hudson," as quoted by R.M. Toole in "Designation and Boundary Proposal for the Tappan Zee Scenic District."

shore are available. The Tappan Zee Bridge is a strong element of many of these views. The view from the River and the Bridge looking toward Tarrytown is primarily one of the developed areas of the Village below the ridgeline running along the Village's eastern border. Wooded areas along the ridgeline are punctuated by brief views of certain notable structures such as the dome of the former Marymount College (now Education First International School), the Axe Castle, and the tower at Lyndhurst. Aside from the EF International dome, there are few structures that interrupt the continuous ridgeline view from the River.

While the Hudson River cannot be seen from all points within Tarrytown, its presence is an important contributor to community character. Glimpses of the River from or across private land contribute to a sense of community connectedness to the River. Even when the River cannot be seen directly the promise of its presence around the next corner is an important element of community character and quality-of-life. Tarrytown is a true "River Town" with its history, its community identity, and its pride inexorably tied with Hudson River. Ensuring that views of the River are maintained is an important element of the LWRP.

VIEW PRESENTATION STUDY

Innumerable public and private views are enjoyed from Tarrytown. These views, of both the natural features of the Hudson River Valley as well as the historic resources are an important part of the community character. Protecting important views is essential to maintaining the character of the community.

An example of a view that merits protection is the historic view from Main Street out to the River after one turns the bend below Washington Street. This view is visible until about Windle Park when it is blocked by two-story residential buildings at the intersection of White Street with Main Street (where Main Street bends to the north to go down the steep slope). A view preservation corridor could preserve this view out to the River from the core of the commercial district, tying the modern village to the River reflecting the historic relationship of the two.

Views from Tarrytown

The Tarrytown shoreline, bluff corridor just east of the river, and the hillsides east of Broadway offer extraordinary views of the Hudson River. From many vantage points along the shore the views are long, broad, and uninterrupted. The shoreline offers views of the striking and imposing Tappan Zee Bridge, high-rise apartment buildings along the Yonkers waterfront, and the distant Manhattan skyline. To the west, the waterfront area offers views of the eastern shore of the Hudson, including the Piermont waterfront, the cliffs of the Palisades, and Nyack and the recent high-rise development along its waterfront. To the north of Nyack along the western shore of the Hudson, the natural, hilly landscape and cliffs of the Palisades are again visible. To the north, the view is dominated by a number of new residential and recreational uses in Tarrytown and Sleepy Hollow located on the former GM assembly plant site. At the end of the manmade point on which the GM plant formerly stood, the historic Tarrytown Lighthouse is visible from the Tarrytown waterfront area north of the Tappan Zee Bridge. The conical structure, listed on the State and National Registers of Historic Places, is the only lighthouse located in Westchester County.

The top of the H-bridge in Tarrytown provides one of the most expansive views available to the public of the Tarrytown waterfront and the Hudson River beyond. Broad views of the northern portion of the Tarrytown waterfront are also available from the pedestrian bridge crossing the railroad tracks at the Tarrytown station. The H-bridge and green vinyl clad fencing below it effectively block most views of the waterfront and the Hudson River from street-level viewpoints along Main, Cortlandt, and Wildey Streets and Depot Plaza.

Notable views can be obtained at the following locations:

Views west from Broadway.

- across the Washington Irving Intermediate field (Broadway south of Franklin Street)

Views west from the Old Croton Aqueduct State Park.

- from the Lyndhurst property
- intermittently as it crosses streets east (and up) from Broadway north of the Thruway

Views west from the bluff corridor (the steep ridge which rises from the railroad tracks).

- across numerous private properties
- Sunnyside Restoration
- the western end of Paulding Avenue
- the western end of Van Wart Avenue
- the western end of Church Street
- the western end of Independence Street
- the intersection of Franklin Street and Franklin Court
- the intersection of Main Street and Cottage Place

Views west from the hillsides north and south of the Thruway.

- the west lawn of the EF International School (former Marymount College) along Marymount Avenue
- Altamont Avenue between Fairview Avenue and Neperan Road
- the McKeel Street Municipal Parking Lot (one block up from Broadway)
- Benedict Avenue
- the Castle at Tarrytown (Axe Castle) (private)
- various intersections and between houses

Views west from the downtown area.

- within the Warner Library
- Franklin Street at Franklin Court
- Main Street west of Windle Park
- Neperan Road at Altamont Avenue
- intermittently on a few streets

Views west from the waterfront.

- along all the marina and parkland and the end of lower Main Street
- from the H-bridge and train station pedestrian bridge
- from passenger trains
- from the new Scenic Hudson RiverWalk Park, Pierson Park and Hudson Harbor residential community

Views of Tarrytown

Views of Tarrytown are available from:

- the Tappan Zee Bridge
- towns and villages on the western shore of the river (Nyack, Piermont)
- the Hudson River

Views of Tarrytown will be enhanced by protection of the stretch of green of the steep bluff that rises from the Hudson River and runs from Sunnyside Lane to the end of MacArthur Lane (near Church

Street). The largely unbroken quality of the ridgeline is an important element of the Village's community character and is protected by existing provisions within the Zoning Code that restrict development within the "ridgeline" and "hilltop" areas along the crest of the ridge atop which the EF International School (former Marymount College) sits.

Particularly important views can be protected by designation, mapping, and a local view preservation law (see list of projects in Section 4). Views of the Hudson River from street-level in the waterfront area are protected by provisions within the Waterfront General Business District zoning district. These provisions seek to ensure continued public views (and direct public access) to the Hudson River and beyond.

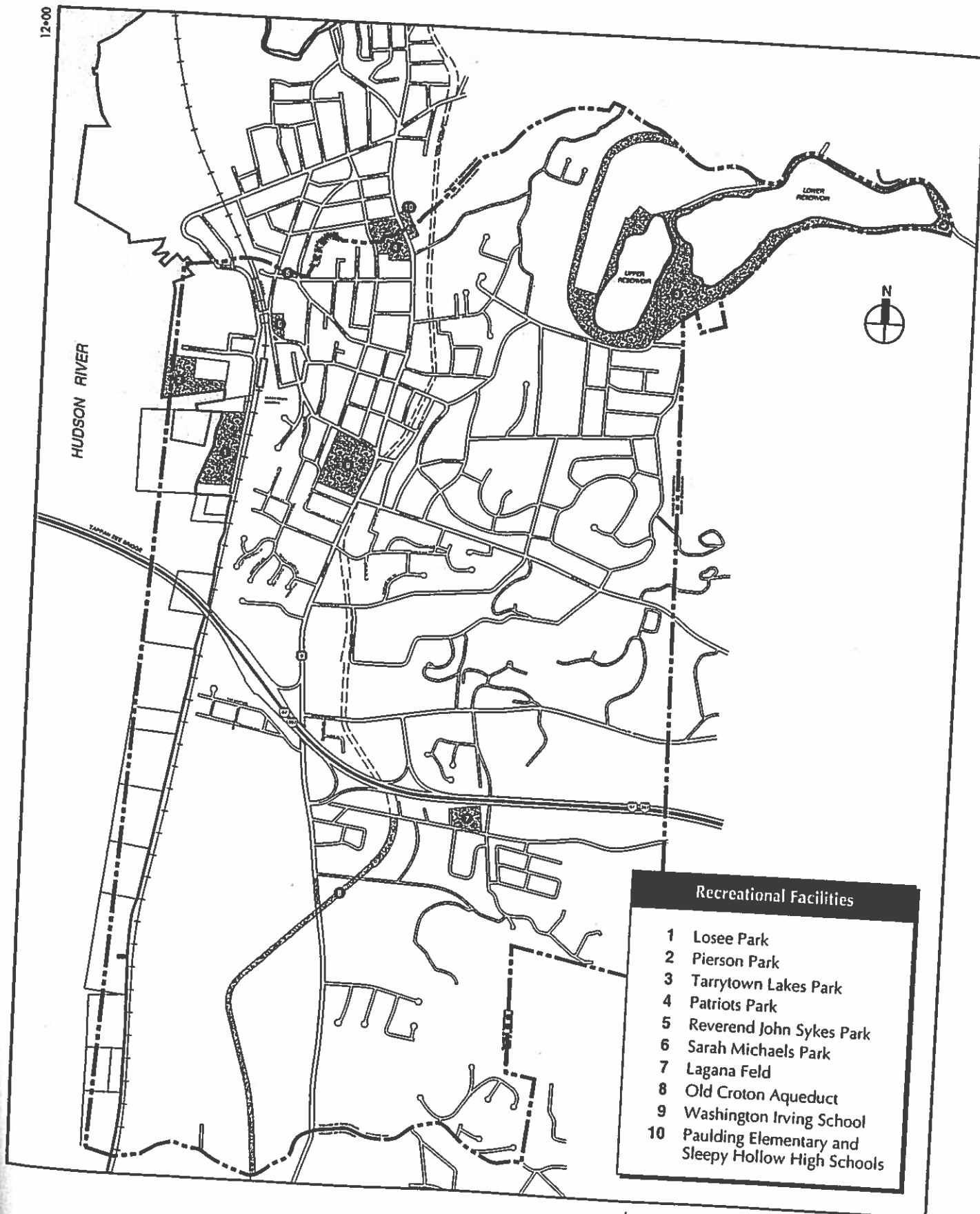
E. PUBLIC RECREATION AND WATERFRONT ACCESS

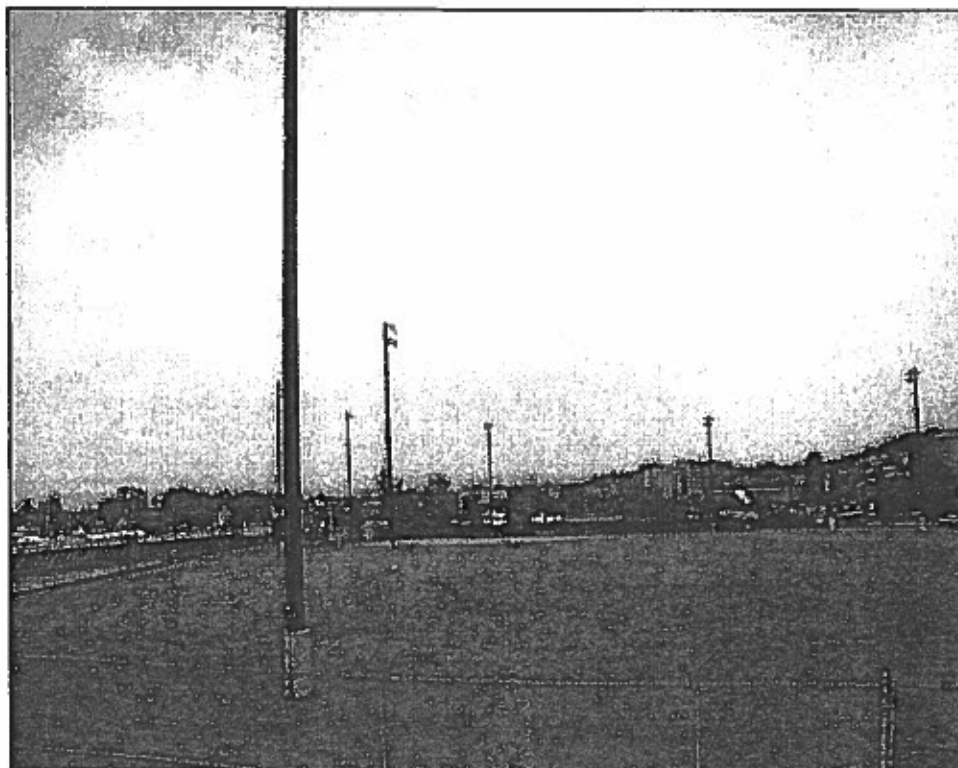
BACKGROUND

The Village of Tarrytown's development pattern and topography is characteristic of several of the older Hudson River communities surrounding the Village. Older single-family residential neighborhoods and commercial areas between Broadway and the River north of the Tappan Zee Bridge create the Village's central core. Areas east of Broadway, ascending the slope of the valley's eastern ridgeline contain less dense, but comparably mature, neighborhoods of residential houses as well as some large properties occupied by estates or institutions. Within this landscape there are few suitably flat areas for parks, especially parks that could contain active recreational resources such as playing fields. Existing fields are not in the best condition because increased demand for playing fields has led to shared multiple activities—from soccer to lacrosse to baseball-- on the same fields. There is a demand for outdoor swimming pools and recreational facilities that include meeting rooms and classes for Village residents. As a result, Tarrytown has found it difficult to provide adequate active recreation spaces to meet the demand of its residents.

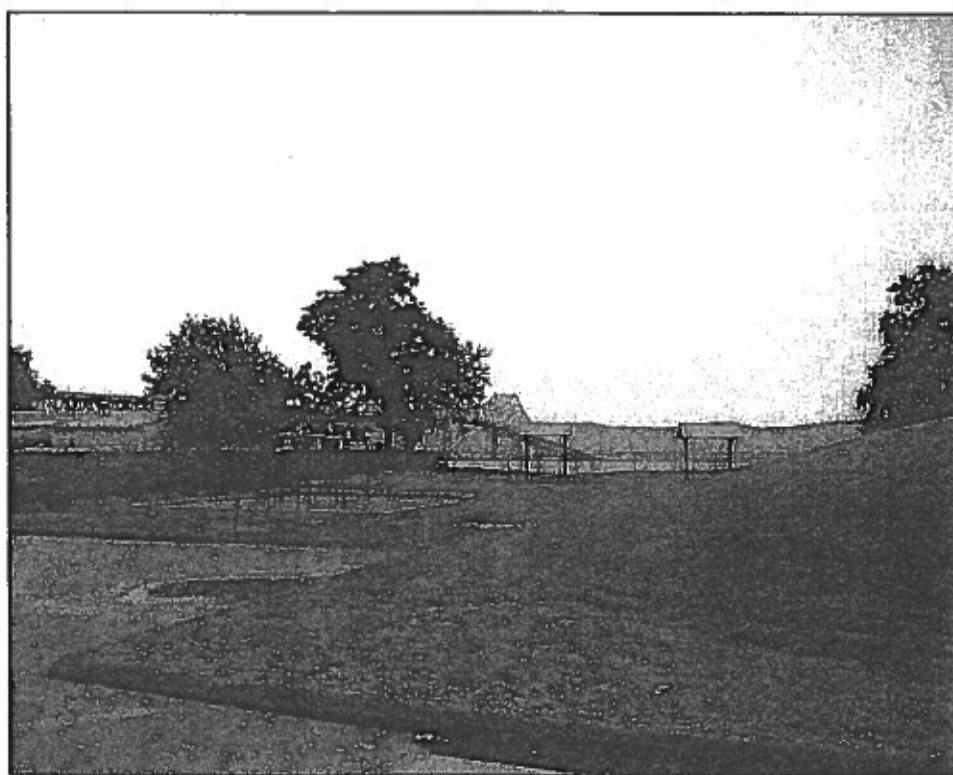
Historically, Tarrytown's location within the Hudson River Valley has provided multiple benefits with respect to access to regional-scale private and public recreational and cultural facilities. These resources have shaped the character of the village and contributed to its quality of life. In the early 20th century, John D. Rockefeller, Sr., purchased hundreds of acres of land in and around Tarrytown some of which is now New York State Park land. The remaining areas are privately held property, although some areas continue to be publicly accessible through the generosity of the Rockefeller family. The Kykuit Mansion, the Rockefeller family estate, is available for public tours through Historic Hudson Valley. Railroad tycoon Jay Gould's summer estate, Lyndhurst, is now a National Trust for Historic Preservation property. In addition, Tarrytown's role in hosting part of the Hudson Valley's cultural history is evident in Washington Irving's Sunnyside estate, owned and operated by Historic Hudson Valley. The community has enjoyed access to these open spaces for passive recreation and some active uses such as hiking and biking. However, these private properties do not serve the active recreation needs of Tarrytown's residents.

Village-owned open spaces have limited resources for active recreation uses such as baseball fields, soccer fields, tennis courts, basketball courts and other athletic activities. Playing fields owned and maintained by either the School District of the Tarrytowns or the Irvington School District are used for some youth league activities, but are not necessarily available to all Village-run recreation programs. The Village of Tarrytown, the Village of Sleepy Hollow and the Public Schools of the Tarrytowns conducted a shared services study, funded primarily by the NYS Department of State, in 2010-11 to research opportunities for sharing park maintenance and recreational programming services. Their report identified needs and opportunities that are reflected in this plan.

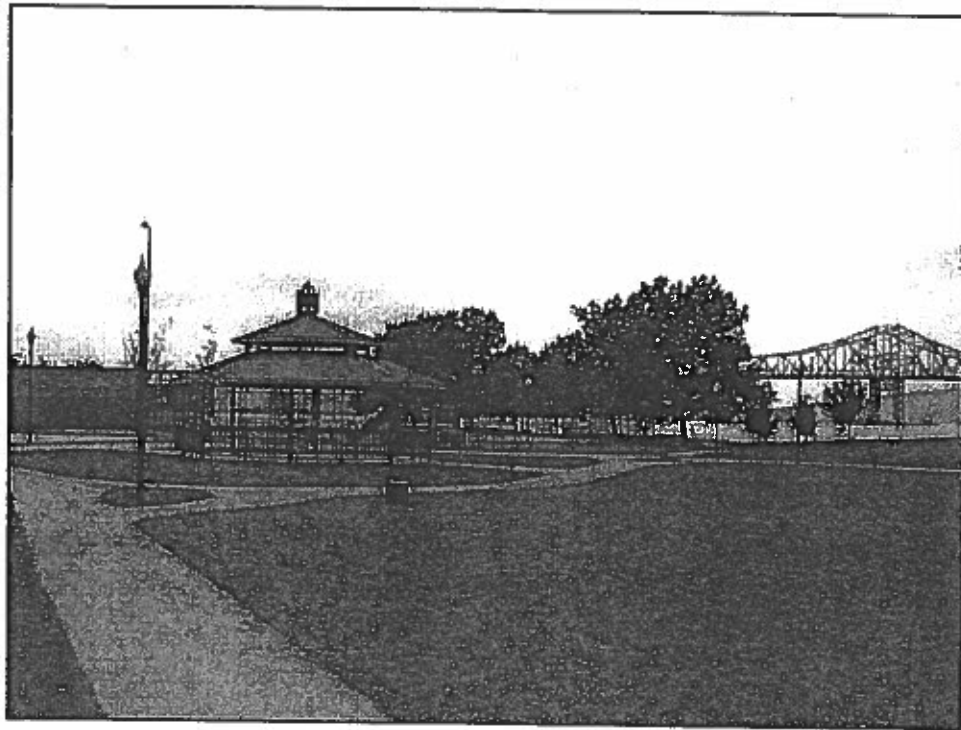




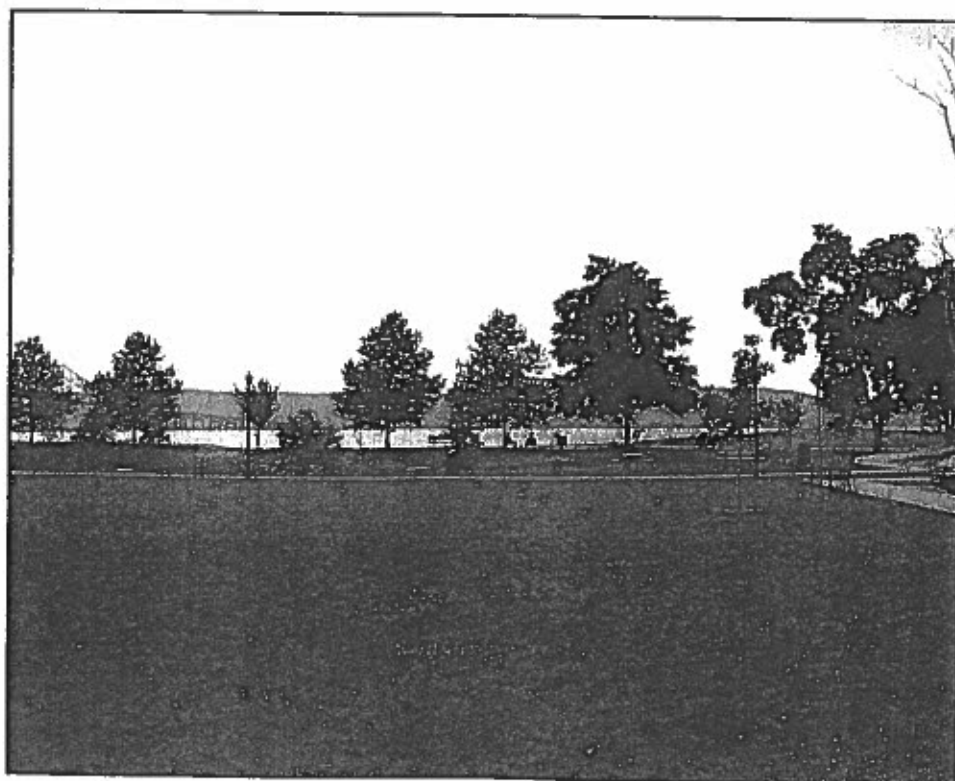
Losee Park/Basher Field 1



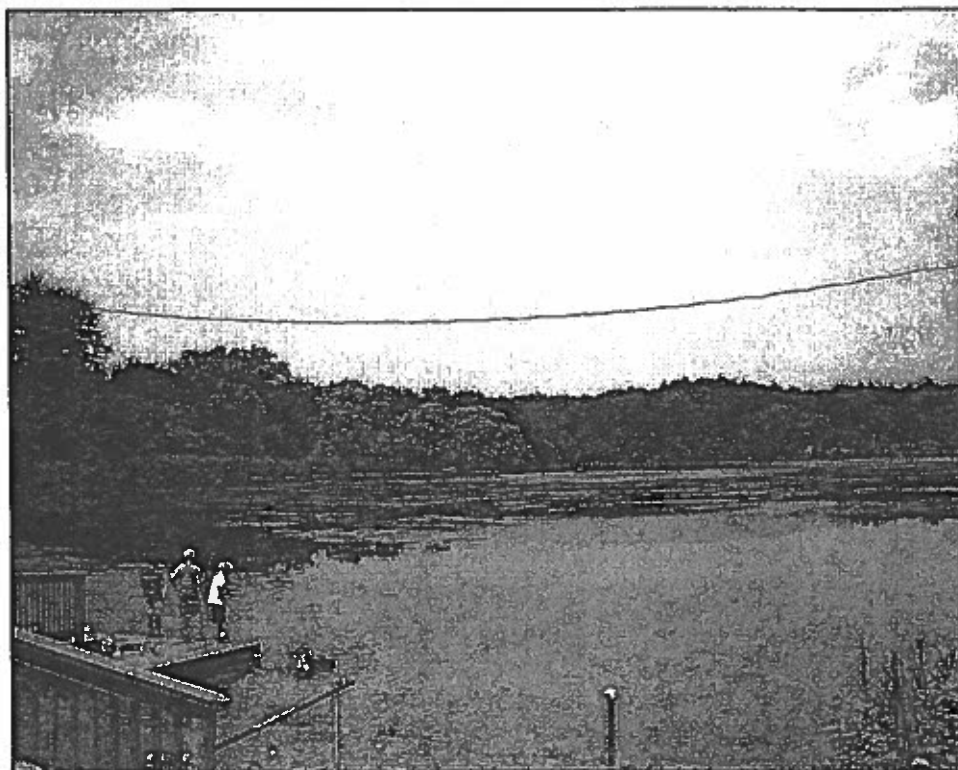
Losee Park 2



Pierson Park/Pilla Landing 3



Pierson Park 4



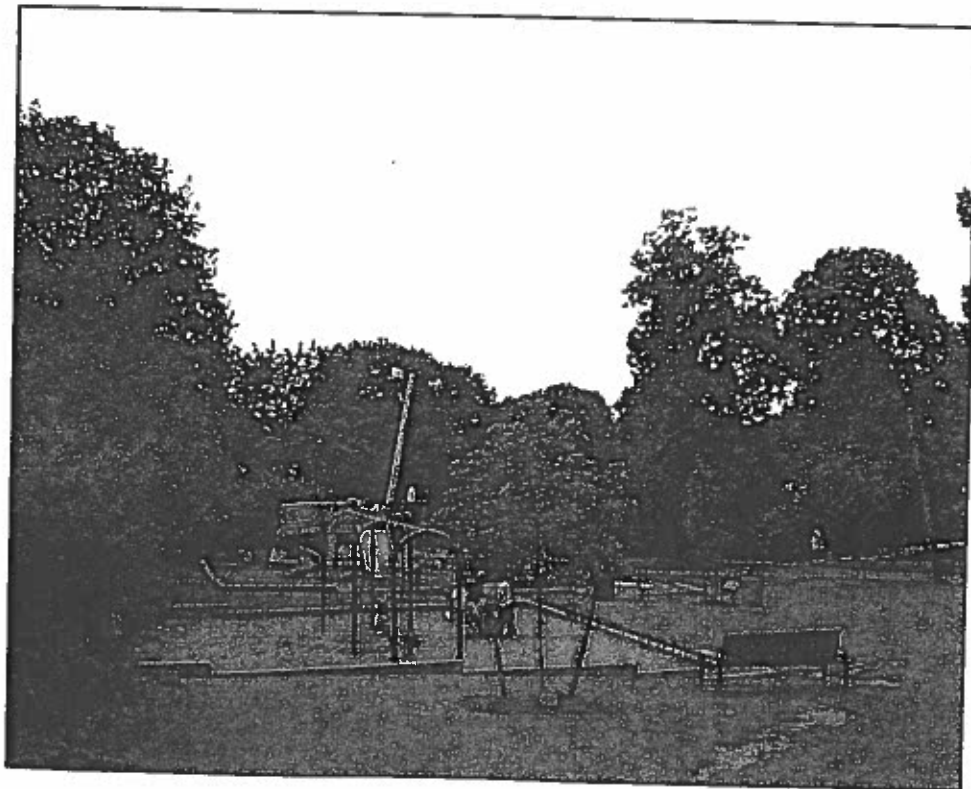
Tarrytown Lakes Park 5



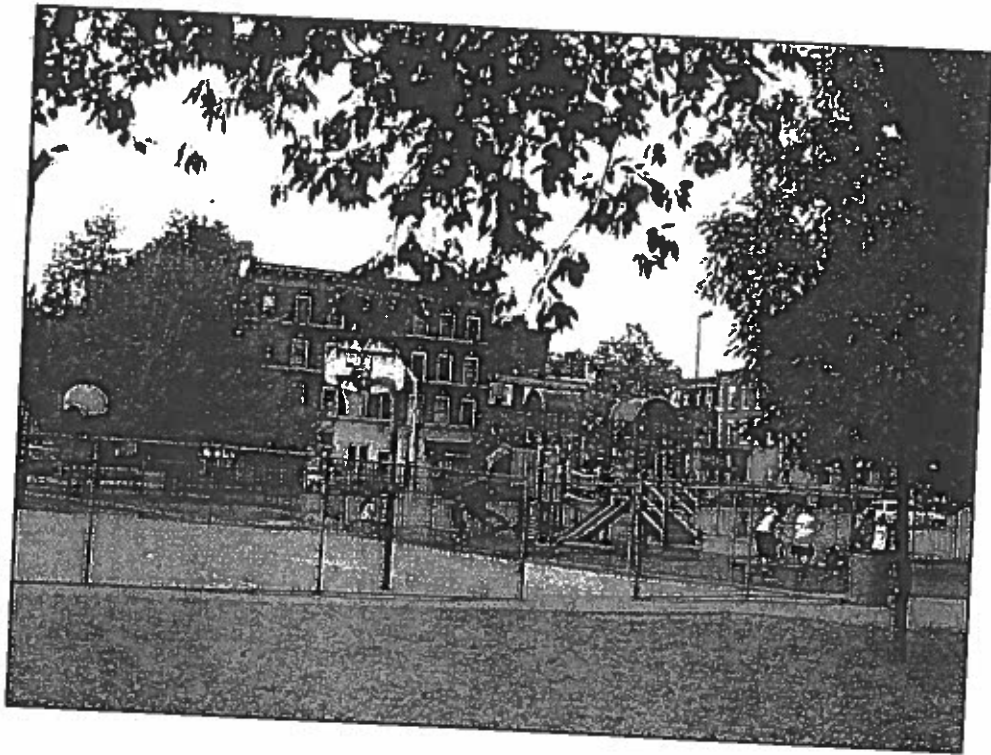
Tarrytown Lakes Park 6



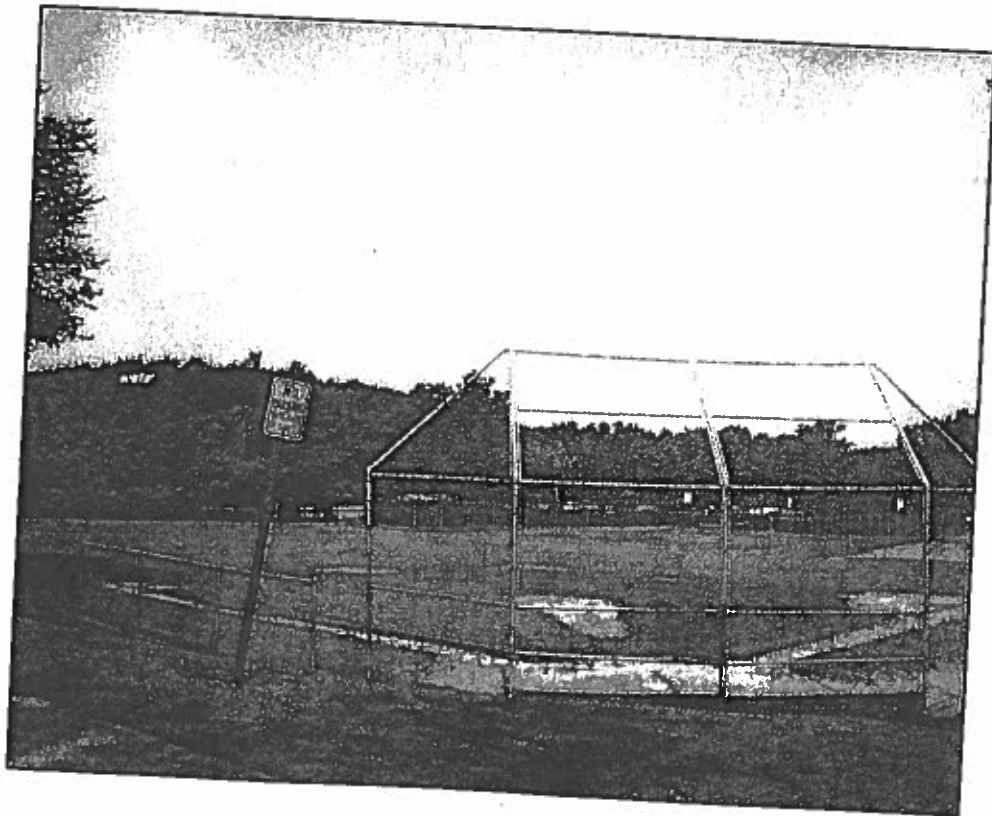
Patriot's Park 7



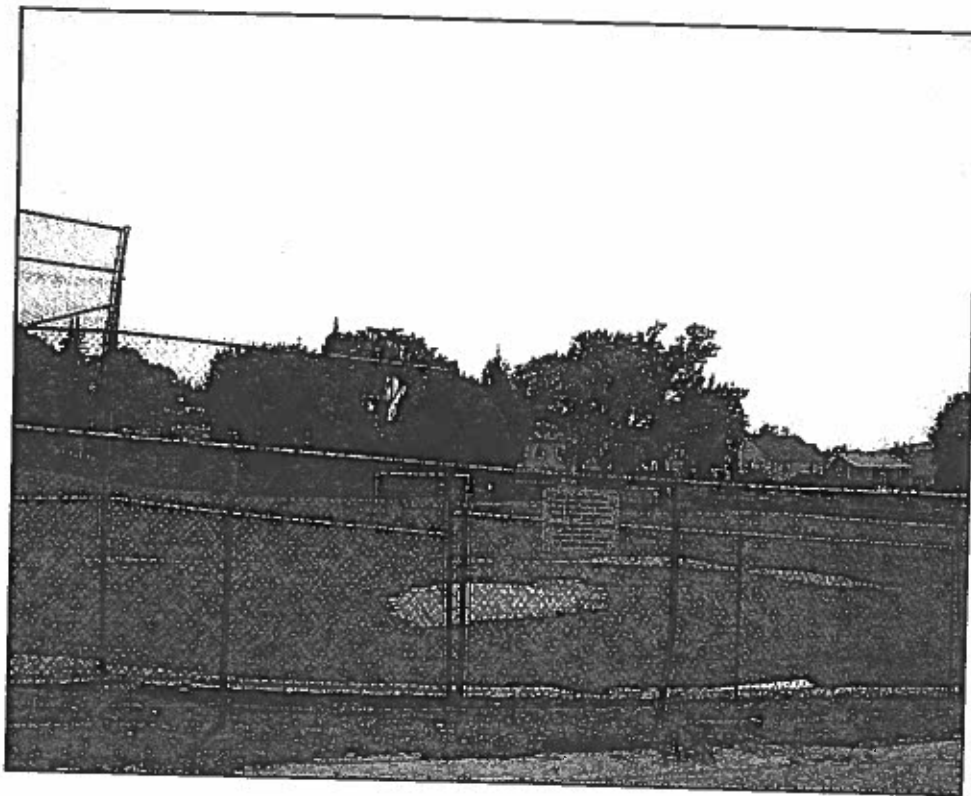
Patriot's Park 8



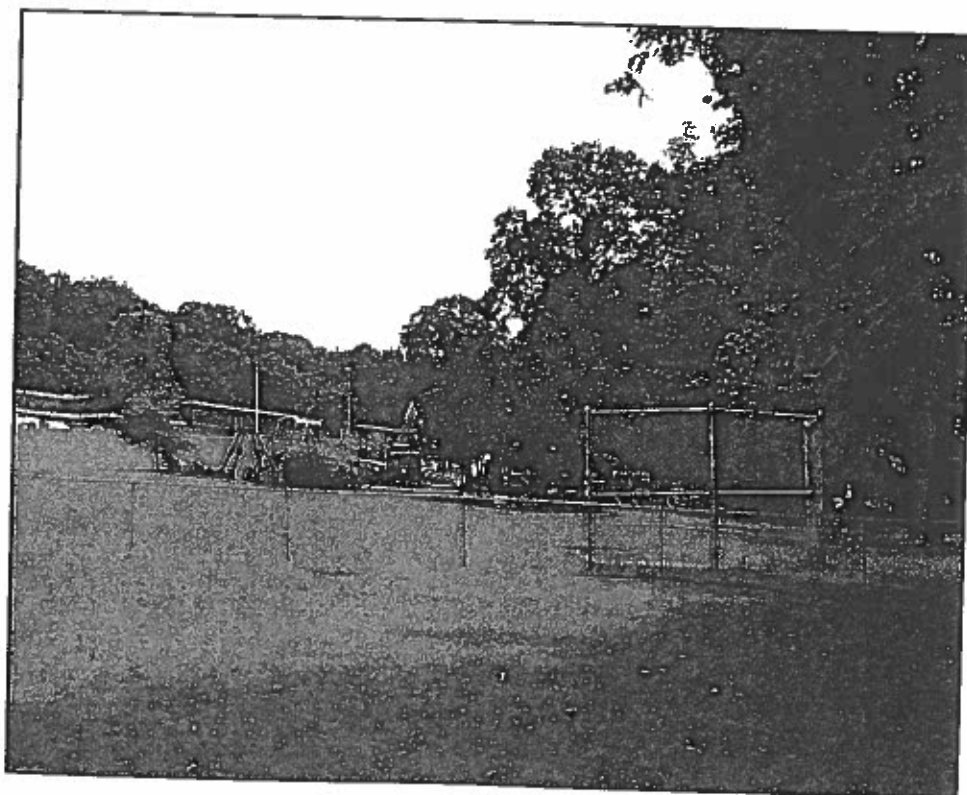
Reverend John Sykes Park 9



Lagana Field 10



The Washington Irving School 11



Paulding Elementary School 12



Croton Aqueduct Trailway 13

EXISTING CONDITIONS

A variety of open space and recreational facilities in and around Tarrytown serve Village residents (Figure 2-16). Table 2-4 identifies the Village, school district, County, and State open spaces as well as other private open spaces at Hudson River Valley cultural landmarks. All of the parks are heavily used. This amount of use requires a large expenditure for maintenance by the Village's Department of Parks and Recreation which manages to maintain the parks in a generally good state of repair to meet the needs of park users despite having only four paid full-time staff.

There are three parks located on the Village's waterfront: Losee Park, Pierson Park and Scenic Hudson RiverWalk Park.

Losee Park

Losee Park is approximately 6.7 acres not including approximately 19.3 acres of Village-owned land located off-shore. The Park offers two baseball/softball fields as well as soccer field equipped with night lighting, a swing set for toddlers, fishing and a sitting area along the water with picnic tables (Figure 2-17). Losee Park is heavily used by adult baseball leagues, youth baseball, youth softball and youth soccer leagues. The park is used every night and during the daytime on weekends during the baseball season. The weekday evenings are generally used by the adult leagues while the weekends are reserved for the youth leagues. While the ball fields are well maintained, the fence surrounding the ballfield area is rusted and in need of repair. The wooden ballfield light poles and assembly are antiquated and need to be replaced with upgraded poles and energy efficient lighting. The park is in need of amenities such as restrooms and concession stand. A future kayak launch is planned for the southwest area of the park. Additional improvements include the installation of artificial turf, expanded parking spaces and the construction of a river walkway along the park's riverfront.

Table 2-4
Open Space Resources In and Around Tarrytown

Name/Ownership	Acreage	Municipality	Features
Village of Tarrytown Parks			
Patriot's Park ¹	3.9	TTN, SH	Passive recreation; toddler and school-age playground; basketball court
Sarah Michaels Park ¹	1.1	TTN	Passive recreation; benches, walkways
Lagana Field ¹	3.5	TTN	Ballfields, tennis (2), basketball, playground, pavilion
Losee Park ¹	6.7	TTN	Ballfields (2), swing set, picnicking, passive recreation, fishing, future kayak launch
Pierson Park ¹	10.9	TTN	Basketball (2), tennis (4), sprayground, fishing pier, wetland restoration; walkways, benches; playground; performance pavilion; picnicking
Tarrytown Boat Club ³	7.2	TTN	Marina
Washington Irving Boat Club ³	5.7	TTN	Marina
Tarrytown Lakes/ Reservoir ²	150.1	TTN, MTP	Fishing, skating (approx. 96.3 acres are water surface area), walking trail, soccer field, pump station, kayaking, biking
Paulding Beach/Hoe's Dock ¹	0.7	TTN	Beach on west side of railroad tracks
Scenic Hudson RiverWalk Park ¹		TTN	Walking and cycling path
Neperan Park ¹	2.4	TTN	Walking path, natural playground
Gracemere Park ¹	6.2	TTN	Pond, passive recreation
Loh Park	.4	TTN	Passive recreation
Subtotal	198.8		
Village of Tarrytown Land Under Water			
Losee Park Water Area ³	19.3	TTN	Land under water
Pierson Park Water Area ³	2.8	TTN	Land under water
Parcel 2/17/P14 ³	5.9	TTN	Land under water (under TPZ bridge)
Parcel 3/28/P28 ³	2.1	TTN	Land under water (near Sunnyside)
Parcel 2/17/P10 ³	14.3	TTN	Land under water (at end of Paulding)
Subtotal	44.4		
School District			

Washington Irving School ¹	9.0	TTN	soccer fields (2), basketball, tennis (3), softball, playground
Paulding Elementary/Sleepy Hollow High School ¹	47.1	TTN, SH	playground; football, softball, baseball, basketball, tennis (4), track
Subtotal	56.1		
Town			
Taxter Ridge Park	200	GRB, NYS	Open space
Subtotal	200		
County			
Kingsland Point County Park ²	18.8	SH	Picnicking, playground, hiking, fishing, nature study, ballfields
Tarrytown Lakes/Buttermilk Ridge ²	122.0	TTN, GRB	Hiking
North County Trailway	N/A		± 29 mile biking, walking trail
Heritage Park ²	40	TTN	Passive recreation
RiverWalk		TTN	Walking path, 2.5 miles
Subtotal	180.8		
State			
Rockefeller State Park Preserve ²	719.1	MTP, SH	Hiking, cross-country skiing, nature study, fishing, swimming, horseback riding
Rockwood Hall State Park ²	108.1	MTP	Hiking, nature study
Old Croton Aqueduct	N/A		± 2.8 mile biking, walking trail in Village
Subtotal	827.2		
Private Recreational			
Philipsburg Manor ³	15.2	SH	Historic working farm, picnicking
Lyndhurst ³	70.4	TTN	Historic home, passive recreation, summer concerts, picnicking
Sunnyside ³	27.5	TTN	Hiking, picnicking, passive recreation, historic house
Subtotal	113.1		
TOTAL	1,620.4		
Notes: TTN = Tarrytown; SH = Sleepy Hollow; MTP = Mount Pleasant; and GRB = Greenburgh. Open Space Ratio Classifications (see Table 2-5) 1 Urban Recreation. 2 Large, Forested. 3 Extra Open Space. Source: Village of Tarrytown; Town of Greenburgh; Westchester County Department of Planning, <i>Addendum to Major Open Spaces Map</i> , September 1994; United States Geological Survey Aerial Photography (1995); Laberge Parks and Recreation Study (2011); Village of Tarrytown Comprehensive Plan (2007)			

Pierson Park

Pierson Park (8 acres) lies west of the Metro-North parking lot along the Hudson River shoreline and approximately 2.8 acres of Village-owned water area are located off-shore of Pierson Park. This park was recently improved and includes: playgrounds, a sprayground, a performance pavilion, a picnic pavilion, restoration of Andre Brook, and an extended fishing pier. Tennis and basketball courts were relocated to the nearby commuter parking lot just southeast of Pierson Park, thereby expanding the park. The Village of Tarrytown Recreation Department offices and Senior Center are also located here, and a new recreation center and outdoor aquatic center is under construction next to the Senior Center. Pierson Park has been redeveloped through the assistance of NYS Department of State grant funding. .

Scenic Hudson RiverWalk Park and RiverWalk

The Village partnered with Scenic Hudson, Westchester County and developer Natural RE/sources to create a linear waterfront park that includes a 0.6-mile long riverside esplanade, a series of grass terraces and lawns, and an "eco-corridor" filled with native plants. The northern section of the park was a former industrial site. The Park extends south along the southern and western edge of the redeveloped Pierson Park. RiverWalk

- The Westchester RiverWalk is a planned 51.5-mile multi-faceted pathway paralleling the Hudson River in Westchester. The RiverWalk section in Tarrytown south of the Tappan Zee Bridge—County

Waterfront Park at the Montefiore Medical Center office site and Lyndhurst-- opened in the summer of 2010. The County is working to acquire easements to fill gaps in the RiverWalk system over the railroad tracks and under the Tappan Zee Bridge. One remaining gap in the RiverWalk system in Tarrytown is located along Losee Park, which is currently being implemented through a joint grant with the Department of State LWRP and the County in partnership with the Village.

Tarrytown Lakes

The largest Village-owned open space resource is Tarrytown Lakes Park (Figure 2-19). The Tarrytown Lakes is a designated Critical Environmental Area by the Village of Tarrytown and Westchester County. This is an ecologically important area and should be protected from excessive development. The 150-acre Lakes area (which includes the 89-acre lakes) offers opportunities for fishing and skating as well as hiking along the former railroad right-of-way to the west of the upper reservoir. The right-of-way and steel truss bridge have been improved through a grant from the NYS Department of State. The landscaping near the parking area on Neperan Road is well maintained and the dock area is used as part of the ice skating program. However, the shed near the dock and the stairs leading to the dock area are in need of repair. A Westchester County bike path extends along the south side of the reservoirs starting from the eastern end of the parking area opposite Sunnyside Avenue. This path is part of the larger Tarrytown Lakes recreation area and Buttermilk Ridge county park. On the western end of the Lakes, along the right-of-way, lies a recently improved soccer field and several parcels of open space that are owned by the Village. Some of those lands were recently acquired by the Village as part of the nearby Wilson Park residential development.

The Eastview Pump Station on the eastern end of the Lakes Park was the subject of an extensive feasibility study in 2010, commissioned by the Village, of its adaptive reuse. The study proposed a number of potential uses for the building at an estimated cost of \$6.6 million.

Patriot's Park

Patriot's Park is a 3.9-acre park straddling the border of Tarrytown and Sleepy Hollow (Figure 2-19). The Village of Tarrytown owns the entire park. This park is primarily a large grassed area with mature shade trees and walking trails. There are several memorials erected around the park and benches are located throughout. There is also a small swing set and playground for school-age children. The playground is in good condition. A new playground for toddlers was constructed in 2011. The southwest corner of the park includes a basketball court and fence that requires improvement.

Pennybridge Park

Pennybridge Park, which includes Lagana Field (Figure 2-21) is a 3.5-acre park located adjacent to a single-family residential neighborhood on Sheldon Avenue. The facilities at the park include one baseball field, two tennis courts, a basketball court and two playgrounds. A former school is located in one corner of the park and is currently used by a child care center. The American Youth Soccer Organization (AYSO) uses this field for league games. This park is in need of upgrades.

Sarah Michael's Park

Sarah Michael's Park is a 1.1-acre open space area in front of the Asbury Terrace apartment building on River Plaza. The park is a fenced-in grassy area with paved pathways and benches. .

Neperan Park and Gracemere Park

The Village acquired land for two new parks—Neperan Park and Gracemere Park. The Neperan Park site was acquired in 2002 as a centrally located neighborhood park for the downtown. The Park provides a walking path, an open grassy play area and a natural playground. Gracemere Park is accessed off Route 9 and is a two-acre neighborhood park that abuts a privately owned pond.

School District of the Tarrytowns

The School District of the Tarrytowns provides some additional space for active recreation use. (The Irvington School District, which covers the southern half of Tarrytown, also provides recreation areas; however, these are more distant from the center of Tarrytown and are not considered in this analysis.) Use

of the school fields is generally open to residents except when used for school activities. In addition, the American Youth Soccer Organization (AYSO) uses school fields for league play. Of the five public schools located within Tarrytown or Sleepy Hollow only three school properties contain active recreational facilities for non-school related activities (the Tappan Hill School—Kindergarten only—and Morse School—Grades 2-3— have limited playground facilities for school-use only). The Washington Irving School has a full-size soccer field (home field for the Sleepy Hollow High School boys varsity soccer team), a smaller soccer field for AYSO league play and Pop Warner football, a small softball cut-out (primarily for physical education class use), a basketball court, three tennis courts and a new playground (Figure 2-22). The Paulding Elementary School has a small playground area (Figure 2-22) used primarily for the first-grade students attending the school. Sleepy Hollow High School playing fields include a football field, softball and baseball fields, basketball court, running track, and four tennis courts. Village residents can use the High School tennis courts.

Other Recreational Facilities

The Hackley School and EF School (formerly Marymount College) provide active recreational facilities. However, these are privately-owned and are not always available to all Village residents. The YMCA on Main Street and the Jewish Community Center on South Broadway also provide a full range of recreational activities to members, including swimming pools and gymnasiums. The Senior Center and Recreation Center (located at Pierson Park off West Main Street) provide the venue for indoor activities. The Village's range of recreational facilities will be improved with the completion of the Hudson Harbor (formerly Ferry Landings) development, which includes an extension to the Senior Center and the construction of a 22,500 square foot Aquatic Center. This Center will include a reception area, an eight lane competitive swimming pool, full locker rooms and a multi-purpose room, and 2,000 sf of outdoor deck.

County, Town and State park lands located in neighboring Sleepy Hollow, Greenburgh, and Mount Pleasant total approximately 1,208 acres and are accessible to residents of Tarrytown. In addition, the Old Croton Aqueduct trail and the North County Trailway are recreational resources available to the residents of the Village of Tarrytown (Figure 2-23). Both paths are used by walkers and bikers and those enjoying the scenic qualities of the path and adjoining properties (including Lyndhurst).

Old Croton Aqueduct State Historic Park

The Old Croton Aqueduct State Historic Park is a linear park which runs from Van Cortlandt Park at the Bronx County/City of Yonkers border to the Croton Dam in Cortlandt. This passes through the center of the Village from north to south and provides a pleasant walking and running trail. Chapter 305, section 14 of the Village's code provides for a 30-foot buffer on both sides of the Aqueduct which is applied in zones other than R7.5. The creation of the New York State Thruway interrupted the trail between White Plains Road and Lyndhurst. During the planning stages for the New NY Bridge, the State rejected the Village's request to create a bridge overpass that would reconnect the northern and southern sections of the Old Croton Aqueduct due to cost.

Westchester County Heritage Park

Heritage Park is 40 acres of land in Tarrytown, south of Lyndhurst, and north of Sunnyside that was acquired by Westchester County. This is an important acquisition, which will ensure the retention of this linkage between the estates as a public area. The park is separated from Broadway by the former Belvedere Estate property which is now owned by the Unification Church. Access to the park from Broadway needs to be addressed.

Tarrytown Estates

One of the unique characteristics of Tarrytown is the large amount of land in estate ownership. This land is not dedicated open space, but nonetheless is critical to the Village as large green vistas and visual breathing room. The three large estates are: Lyndhurst Castle, Sunnyside, and the Belvedere Estate. Lyndhurst Castle is operated as a museum by the National Trust. Sunnyside, the former home of

Washington Irving, is run by Historic Hudson Valley. The Belvedere Estate is owned by the Unification Church. The creation of and amendments to the Historic Commons District in the Village's Zoning Code ensure that the large, open expanses of these properties endow the southwest corner of the Village with a very pleasant, rural character, consistent with the historic uses of the area.

NEEDS ASSESSMENT

ADEQUACY OF OPEN SPACE RESOURCES

The National Recreation and Parks Association (NRPA) and American Academy for Park and Recreation Administration (AAPRA) have established facility space standards for active athletic recreational activities. The NRPA and AAPRA note that in the early years of the park and recreation profession a basic standard of ten (10) acres of parkland per 1,000 persons in a community was proposed as the basis for meeting the recreational needs of a community. By the 1980s the philosophy behind these standards had begun to evolve into a systems approach to plan for a wide range of land, water, historical and cultural resources. The NRPA and AAPRA specifically have eliminated standards for units of the number of facilities (be it ball fields, basketball or tennis courts, a community center, or other public open space or recreational facility) in deference to the direction of local government planning and budgeting. However, standards for acreage per 1,000 population remain a useful guide to assessing the demand for a community's recreation space.

In general, NRPA suggests that a park system at a minimum be composed of a "core" system of parklands, with a total of 6.25 to 10.5 acres of developed open space per 1,000 population. Applying this to Tarrytown's population (estimated at 11,277 in 2010), this results in a range from a minimum of a 70.4 acres to a maximum of 118.3 acres for developed open space requirements. At present, the sum of developed State, County parks and Village parks is approximately over 238.8 acres of land area with the development of Heritage Park, Gracemere Park, and the RiverWalk Park.

NRPA recommends a total of 90 acres of open space per 1,000 population and defines three specific standards for different types of open space. Table 2-5 identifies these standards and compares them to existing conditions within Tarrytown. (Table 2-4 categorizes each park according to the NRPA classifications).

The NRPA recommends 10 acres per 1,000 population for "urban recreation areas;" 65 acres per 1,000 population for "large parks, forest, and other open space;" and 15 acres per 1,000 population for "extra open space." Using the 2010 US Census population for Tarrytown of 11,277 residents, the open space ratios are estimated at 7.5 acres per 1,000 residents for urban recreation areas, 100.8 acres per 1,000 residents for large parks and forested areas, and 15.4 acres per 1,000 residents for extra open space. If the open space provided at Washington Irving School and Sleepy Hollow High School (which is in the Village of Sleepy Hollow) were not included in the Urban Recreation Areas, the ratio of Village-owned active recreation area to 1,000 population falls to 2.0, well below the NRPA standard.

Table 2-5
Open Space Standards

NRPA Park Type	NRPA Standard*	Tarrytown		
		Acres	2010 Open Space Ratio**	2014 Open Space Ratio
Urban Recreation Areas	10.0	91.6	8.2	8.0
Forested Areas	65.0	1,318.1	117	115.7
Extra Areas	15.0	210.4	18.7	18.4
Note: *- NRPA Standards and Tarrytown Open Space Ratio are reported in acres per 1,000 population. ** - Based on 2010 US Census count population of 11,277. *** - Assumes population of 11,386.				

A second set of calculations was performed for projected population in 2014.⁵ If no additional park space is created, the ratio of park space to 1,000 population drops to 8.0 acres per 1,000 for urban recreation areas, 115.7 acres per 1,000 for forested areas, and 18.4 acres per 1,000 for extra open space.

The ratios for the village indicate that there is a deficit of urban recreation areas available to the public. The Village of Tarrytown and surrounding communities do benefit from the presence of several large tracts of open land, as seen in the ratio of 117 acres of large open areas per 1,000 residents. Other open spaces, notably such private historic facilities as Philipsburg Manor and Lyndhurst, contribute to the open space resources in the area, but are only available to residents on a limited basis. It should be noted that workers, tourists, residents of neighboring villages, and other visitors not included in these ratios place additional demands on open space facilities in and around Tarrytown. In addition, these ratios do not reveal specific deficiencies or excess demand for active recreational facilities such as ball fields, swimming pools, natural skating areas, basketball courts and tennis courts.

The Village of Tarrytown needs to provide additional active recreational facilities. Provision of additional undeveloped open spaces would not serve to offset the demand identified in this report. In addition, any new park land must be accessible to the entire community, and not just to residents of one subdivision. The Village may want to consider additional objectives with respect to new recreational facilities to ensure that the goals of the Village are being met.

PUBLIC ACCESS TO THE WATERFRONT

An additional open space need within the Village of Tarrytown is public access to the Hudson River waterfront. While public access to the waterfront has been increased by the Village and County in recent years (redeveloped Pierson Park and the development of the County Heritage Park and Scenic Hudson RiverWalk Park at Tarrytown), it is limited by a number of factors. South of the Tappan Zee Bridge, the railroad right-of-way abuts the shoreline, making public access to the waterfront difficult; however, the County has developed approximately 0.75 mile of public access along the River from the Lyndhurst Estate to Van Wart Avenue. Inaccessible parking limits public access in this area. North of the Tappan Zee Bridge, public access to the waterfront is currently available at Losee, Scenic Hudson RiverWalk and Pierson Parks, which together account for approximately 0.6 miles of shoreline. In total, residents of

Village of
arrytown LWRP

Section 2

⁵ The population estimate for 2014 (11,386) was based on the calculation done by the Laberge Group Tri-Agency Recreation Needs Assessment (2011)..

Tarrytown currently enjoy public access to about 1.35 miles of the total 2.6-mile Tarrytown Hudson River waterfront.

FUTURE IMPROVEMENTS

Future improvements to existing facilities may include, but are not limited to:

- Losee Park improvements should include new picnic shelters and table areas, expanded parking, concession stand and restrooms, new fencing, installation of artificial turf and the replacement of ballfield lighting. The Village will construct a portion of the RiverWalk with a recent grant from DOS.
- Refurbishment of the stairs and shed at the Tarrytown Reservoir and adaptive reuse and preservation of the Eastview Pump Station.
- Current improvements to the railroad right-of-way along the upper reservoir (grant approved by DOS) will provide connectivity to the Old Croton Aqueduct Trail and serve as a link to an expanded trail system throughout the Lakes area.
- Water quality improvements to the reservoirs (being implemented).
- Upgraded amenities at existing neighborhood parks, including new playground and basketball court at Patriots Park and improvements to Sarah Michael's Park and Lagana Field/ Pennybridge Park.

- Village goal of creating a network of open spaces within the Village is being implemented through the Planning Board review process for each new development.
- The Tarrytown Lakes Committee has made a number of recommendations for the protection and improvement of the Lakes. The Village needs to examine and incorporate the appropriate recommendations and develop a comprehensive strategy for the protection of the Lakes. Early priorities include implementation of recommendations for the treatment and monitoring of the lakes (aeration and catch basins have been implemented), promoting the use of organic fertilizers within the lakes watershed and restricting phosphate fertilizers, providing public education as regards measures for private homeowners to preserve the lakes, and exploring long-term strategies to restore native plants to the lakes.

F. WATER, SEWER, AND STORMWATER

WATER SUPPLY

The Village is served by municipal water supplies provided from New York City aqueducts. Historically, the Tarrytown Reservoir was the source of drinking water for the Village. The Catskill Aqueduct of the New York City water supply system supplies Tarrytown with its drinking water. The New Croton Aqueduct may be used for backup supply and the Village is working cooperatively with neighboring Villages to create an additional connection to the Delaware Aqueduct.

SANITARY SEWERS

A comprehensive sewage network that is part of Westchester County's Saw Mill River Sewer District serves all of Tarrytown. Formerly, sanitary sewage for the village fed into Tarrytown's now defunct sewage treatment facility located in the waterfront area on West Main Street. These buildings now serve as the Department of Recreation offices. In the early 1970's all village sewage flows were redirected by the County Department of Environmental Facilities to a new County Pump Station located south of Depot Plaza adjacent to Bridge Street. From this pump station, sewage is transferred south and is ultimately treated at the Yonkers Sewage Treatment Plant. The average daily flow conveyed by the Tarrytown Pump Station to the Yonkers Treatment plant is approximately 3 million mgd. The sewage generation is from a larger service area, not only from the Village.

A 24-inch and an 18-inch sewage line collect the sewage flows of the Village and cross the railroad tracks in the vicinity of Division Street and the H-bridge. From there, they run along Green Street, serving the industrial operations directly adjacent to this sewer line, and connect to a 30-inch line at West Main Street, which flows to the County Pump Station. In addition, a separate 12-inch sewer line runs along Wildey Street serving some of the industrial facilities located in the northern portion of the industrial district. This line also connects to the County Pump Station. The 10-inch mains feed various smaller water lines.

Sewage is conveyed to the Yonkers Joint Treatment Plant for treatment prior to discharge of the effluent into the Hudson River. At the Treatment Plant, the sanitary sewage receives secondary treatment to remove 85 percent of the Biochemical Oxygen Demand (BOD) and total suspended solids in accordance with the mandates of the Clean Water Act. Under its State Pollutant Discharge Elimination System (SPDES) permit, the plant can handle a dry weather flow of 120 mgd. For the past several years, the plant has been handling flows about 31 mgd below its permitted capacity.

STORM DRAINAGE

There are two networks of storm drain lines that service Tarrytown and empty into the Hudson River. One drains the entire village north of Main Street and discharges into Andre Brook just south of West Main Street and adjacent to Pierson Park and the Recreation Department facilities. This brook also accepts flow from a large culvert (approximately 15 x 20 inches) that runs along Cortlandt Street and drains a portion of Sleepy Hollow. A second storm drain system serves all of Tarrytown south of Main Street and discharges at the Tarrytown Boat Club inlet.

According to current maps, drainage for most of the waterfront area at the foot of Main Street does not enter these two storm drain systems. Most other industrial operations have private drains that empty directly into the Hudson without entering the systems maintained by the Village. Some of these private drainage systems have discharge permits from NYSDEC. The northern-most businesses in the waterfront area drain to a storm system that discharges into the Hudson through an outlet in the Village of Sleepy Hollow.

PHASE II STORMWATER MANAGEMENT PROGRAMS

Land development often eliminates features that moderate stormwater runoff and exposes soil to erosion. Stormwater runoff carries soil and other pollutants into streams, lakes, rivers and estuaries. It can cause bank erosion, flooding, road washouts and flooded basements. Excessive stormwater runoff can become a costly and sometimes dangerous problem. Preventing these problems requires precautions during and after land development. Federal and state law requires urbanized communities, including Tarrytown, to establish Phase II stormwater management programs aimed at controlling stormwater on developed sites to the maximum extent possible; the quantity, rate and quality of runoff should not be significantly different from what they were before the sites were developed. Local stormwater programs which incorporate the Stormwater Phase II Minimum Control Measures are fully functional in the Village.

Tools to limit stormwater impacts include:

- **Conservation subdivisions** may be an effective development tool to reduce the percentage of impervious surface and provide open space and natural areas that are useful for managing stormwater runoff.
- **Low-impact development** is a new concept in site planning that may be used to complement other land use tools. Its goal is to mitigate construction and post-construction impacts to land, water and air. By integrating site design and planning techniques such as narrower streets and bio-retention areas, the Village could conserve hydraulic functions and natural systems on site and reduce stormwater runoff from the site.

The Village adopted local law Chapter 258 in 2010 to regulate stormwater management. The local law includes the requirement that developers submit a Stormwater Pollution Prevention Plan (SWPPP) to the Village with any application for a land use approval; and it also includes sanctions for non-compliance. The Village stormwater management program also includes procedures for inspections and enforcement.

The Village is currently compliant with the Phase II regulations. In accordance with the NYSDEC requirements, the Village of Tarrytown prepared and filed the Notice of Intent (NOI) with the NYSDEC on March 5, 2003, to be covered under the Phase II SPDES General Permit GP-02-02 available through the NYSDEC. The Village prepared an initial Storm Water Management Program (SWMP), with an aim to set measurable goals that the Village has to implement and enforce in order to comply with the permit requirements. It described various actions that the Village undertook over a period of five years starting from 2003, to protect the Village's storm water quality and reduce pollutants, until the full implementation of the SWMP in 2008.

Stormwater runoff on new lots and subdivisions are regulated by existing local controls and will be further controlled by the new Phase II Stormwater regulations. However, stormwater runoff on existing lots in the older parts of the Village will not be regulated.

G. TRAFFIC AND TRANSPORTATION

ROADWAY JURISDICTIONS

Roadways in the Village of Tarrytown are defined by their jurisdiction—New York State, Westchester County, and Village roadways. These can be further classified as local, feeder/collector, and arterial roadways, depending on their location and the amount of use they receive.

ROADWAY CLASSIFICATIONS

The functional classifications of the roadways in Tarrytown and throughout New York State are based on standards set by the Federal Highway Administration (FHWA).⁶ The definitions of these classifications depend on the type and condition of the roadway, traffic volumes, and other related roadway characteristics. According to these standards:

A principal arterial serves the major centers of activity and carries the highest proportion of the traffic volume for the area it serves. This includes the major portion of trips entering and leaving the area and the majority of through movements. In contrast, the minor arterial is intended to interconnect and augment the principal arterial system and accommodates trips of moderate length within a smaller geographic area than that served by principal arterial.

The function of a collector street is to collect traffic from residential neighborhoods and local streets and channel it to arterial roadways, thereby distributing trips to their ultimate destinations. Local streets provide access to adjoining land uses (e.g., in neighborhoods or subdivisions) and link these land uses to collector streets. The Functional Classification (FC) descriptions, contained in Table 2-6, correspond to the FCs used by FHWA, New York State Department of Transportation (NYSDOT), Westchester County DOT (WestDOT) and a variety of other transportation agencies that classify roadways. It should be noted

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⁶ *Highway Functional Classification, Concepts, Criteria, and Procedures*, U.S. Department of Transportation, Federal Highway Administration, 1974.

that all of the roadways in the village (and the majority of those in Westchester County) are classified as urban roadways under this classification system.

ROADWAY NETWORK

The major roadways that connect the Village with the region are described in detail below.

- Interstate 87/287 (I-87/287) is a major interstate highway (FC-11, Urban Principal Arterial Interstate Highway) constructed through the middle of the Village of Tarrytown. I-87/287 is a seven-lane highway that is part of the New York State Thruway. Access to I-87/287 is available at Route 9 and Route 119.

Table 2-6
Functional Classifications for Roadways

Functional Classifications	Description
Rural Roadways	
FC-01	Principal Arterial Interstates
FC-02	Principal Arterial Other Freeways/Expressways (Divided Limited Access, Non-Interstates)
FC-04	Other Primary Arterials
FC-06	Minor Arterials
FC-07*	Major Collectors
FC-08*	Minor Collectors
FC-09*	Local (Residential)
Urban Roadways	
FC-11	Principal Arterial Interstates (e.g., I-287)
FC-12	Principal Arterial Other Freeways/Expressways (Divided Limited Access or Non-Interstate Highways, e.g., the Taconic State Parkway)
FC-14	Other Primary Arterials (e.g., Route 9)
FC-16	Minor Arterials (e.g., Route 448, Beekman Avenue)
FC-17*	Collectors
FC-19*	Local (Residential Streets)
Note: * Roadways with these FCs are not eligible for Federal aid for reconstruction, upgrading, etc. Source: Highway Functional Classification, Concepts, Criteria, and Procedures, U.S. Department of Transportation, Federal Highway Administration, 1974.	

- Route 9 (FC-14, Other Urban Primary Arterial), Broadway, is the main arterial roadway in the Village. Route 9 runs north-south through the Village of Tarrytown. It has one to two lanes in each direction, and generally has fairly narrow shoulders. Route 9 carries moderate to high volumes through the Village and is particularly heavily used as a north-south truck corridor.
- Route 448 (Beekman Avenue/Bedford Road) (FC-16, Urban Minor Arterials) in Sleepy Hollow is the other main distribution roadway to the Village, being a through roadway that connects to the surrounding highway system. This roadway is generally one lane in each direction, and carries moderate traffic volumes in the area.
- Route 119 (White Plains-Tarrytown Road) (FC-14, Other Urban Primary Arterials) is a main commercial corridor connecting Tarrytown to the east toward Elmsford and White Plains. The road provides access to large-scale office parks and retail centers and roughly parallels I-87/287.
- Saw Mill Parkway (FC-12, Principal Arterial Other Freeways/ Expressways) is a major north-south parkway that connects the Village to the surrounding highway system, including I-287, Route 119

and areas further south, including New York City and the George Washington Bridge. The parkway has two lanes in each direction. This parkway skirts the northeastern Lakes area of the Village.

There are a number of other local and collector streets in the village (with urban FCs of FC-17 or FC-19, Collectors and Local roadways), which typically have one lane in each direction. These roadways are either through roads serving a portion of the area and connecting to roadways serving other parts of the region. These key local collectors include Main and Wildey Streets, and Hudson Street (in Sleepy Hollow), Central Avenue (also designated as a truck route), and Cortlandt Street; these roads provide access to the waterfront and also serve residential neighborhoods in the downtown area. East of Broadway, key local collectors include Benedict Avenue, which serves as a connector from Route 119 to the Village, and Neperan Road, which takes traffic from the Village of Tarrytown through the Tarrytown Lakes area to Pocantico Hills. The State DOT funded roadway improvements to Neperan Road that included the repaving of the road and stormwater drainage controls.

Main access to the publicly-accessible waterfront area at the foot of Main Street is via the H-bridge over the railroad tracks. Secondary access is available via Railroad Avenue/River Street from Sleepy Hollow. This limited accessibility to the waterfront constrains the amount of new development that could occur in this area. The Village has obtained funding from the LWRP to explore the feasibility of reopening of the pedestrian tunnel accessway currently located north of the Tarrytown Train Station and at the foot of Main Street as a means of providing public access to the waterfront. Opportunities for creating new railroad crossings or alternative routes to and from the waterfront are limited by the existing neighborhoods between the waterfront and Broadway and by the severe topography.

PROPOSED OR PLANNED ROADWAY IMPROVEMENTS

Tappan Zee Bridge/ I-87/ I-287 Corridor

New York State is replacing the Tappan Zee Bridge with the new NY Bridge. Plans for the new Bridge include eight traffic lanes, four breakdown/emergency lanes, and a dedicated commuter bus lane. Designed and constructed to be mass-transit-ready, the new crossing will be able to accommodate bus rapid transit, light rail or commuter rail. The bridge will also include a bike and pedestrian path. The first span of the new twin-span bridge is scheduled to open in 2016, and the new bridge should be complete in 2018.

H-Bridge Improvements

The condition of the H-bridge was studied during the environmental review process for Ferry Landings (now Hudson Harbor). The study concluded that the bridge is structurally sound and capable of handling the projected traffic volumes from the development. However, certain cosmetic improvements to the bridge were suggested as part of the Ferry Landings development, including underside painting, repair of the guardrail, and the creation of a “feature” at the apex of the bridge to create a sense of arrival at the waterfront. In addition, pedestrian walkways along the legs of the bridge require replacement. The NYS DOT required repairs to support columns and slabs. The Village has engaged a contractor to complete major structural repairs. The four legs of the H-Bridge are owned by the Village, but the overpass is owned by Metro North.

Depot Plaza Traffic Circulation and Beautification

The Depot Plaza area, which is comprised of the Tarrytown Train Station and the new municipal office building/ police station, is a heavily trafficked area by pedestrians and vehicles. The circulation of traffic in this area has been studied in partnership with Metro North Railroad and recommendations have been made for improvements in order to reduce congestion, enhance pedestrian safety and beautify the streetscape.

Wayfinding Signage

The Village established a Signage Committee to improve traffic circulation throughout the Village and to better guide residents and visitors to the waterfront, areas of interest and parking.

TRAFFIC CONDITIONS

An examination of NYSDOT Annual Average Daily Traffic (AADT) data from 2009/10 along Route 9 indicates the severity of the local problem in Tarrytown. Table 2-7 shows the AADT at points along Route 9 from Dobbs Ferry north to Route 133 in Ossining. The spike of traffic coming onto Route 9 in Tarrytown from Route 119 and the Thruway exit on Route 119 and Benedict Avenue (which also carries traffic from the Route 119 exit off of I-287) is quite evident. Route 9 also has the greatest number of accidents in the Village, with 167 accidents reported by the Tarrytown Police Department in 2009. Significant numbers of accidents reported on other Village roadways include 18 accidents on Neperan Road, 18 accidents on Main Street, 18 accidents on Route 119, 21 accidents on Benedict Avenue and 9 accidents on Wilkey Street. Accidents have increased by about 19 percent on Village roadways since 2009.

**Table 2-7
AADT on Route 9**

Location	AADT	Pct. Increase (Decrease)*
Dobbs Ferry	9,483	—
Route 119	17,911	89%
Benedict Avenue	26,448	48%
Route 448/Bedford Road	15,891	(40%)
Route 117, Sleepy Hollow	15,998	1%
Route 133, Ossining	15,917	(1%)
Note: * - Percentage increase (decrease) from previous location.		
Source: New York State Department of Transportation, Annual Report of Volumes, 2009/10.		

AADT reports for other major roadways include the following:

<u>Location</u>	<u>AADT (2000)</u>	<u>AADT (2009/10)</u>	<u>Pct. Increase (Decrease)</u>
<u>Rt. 119 from Rt. 9 to Benedict Ave.</u>	<u>13,574</u>	<u>12,213</u>	<u>(10)</u>
<u>NYS Thruway from Rockland County Line to Exit 9</u>	<u>137,788</u>	<u>134,947</u>	<u>(2)</u>
<u>NYS Thruway from Exit 9 to Exit 8</u>	<u>113,874</u>	<u>113,027</u>	<u>(1)</u>
<u>Source: New York State Department of Transportation AADT, (2009/10); Tarrytown Comprehensive Plan, 2007</u>			

Route 9/ South Broadway

As part of the Village's ongoing efforts to improve traffic flow and alleviate congestion on Route 9/ Broadway, a consultant was retained to analyze traffic on Route 9 south of I-287 and provide recommendations to ease congestion. Published in May 2006, this study included:

- Evaluation of existing traffic operating and safety conditions;
- Peak period traffic volume analysis;

- Evaluation of operating conditions at key intersections;
- Projection of future traffic volumes for the year 2016, accounting for expected traffic to be generated by new developments including Doubletree Hotel, Lighthouse Landing, Hudson Harbor, Jardim Estates, Westwood Development, Tarrytown Grand Estates, Tallyrand Office, 155 White Plains Road, South Astor Street, Unification Church, Ichabod's Landing, Sheraton Hotel and Avalon Green II; and
- Recommended traffic improvements.

This study found that there is currently considerable peak period congestion on Route 9, particularly between Montefiore and Sunnyside Lane. Backups affect the operation of the intersection of Routes 9 and 119 and multiple unsignalized intersections. New York State recently re-striped Route 9 and added turning lanes in both directions and medians in the vicinity of the Belvedere Estate, Lyndhurst and Montefiore in an effort to improve safety. However, the Adler study indicates that these changes have "led to deterioration in traffic safety along the corridor." The study also found that if all of the development projects in the pipeline are realized, by 2016 traffic volumes can be expected to increase by 20 percent. Overall level of service conditions would greatly deteriorate and existing delays at key intersections would likely double.

The following improvements were recommended to address these conditions:

1) Doubletree Driveway and I-87/I-287 Ramps at Route 9

Reconstruct westbound approach to provide a second right-turn lane in the existing shoulder and re-stripe the southbound approach to provide two left-turn lanes and a single through-right lane. Changes to the signal cycle length and coordination with the Montefiore driveway signal were also recommended.

2) Montefiore Driveway at Route 9

Re-stripe the southbound approach to provide a left-turn lane. Changes to the signal cycle length and coordination with the Doubletree driveway signal were also recommended.

3) Sunnyside Lane at Route 9

Re-stripe the northbound and southbound approaches on Route 9 to provide two through lanes in either direction and add a left-turn and right-turn lane. Signal timing should also be modified.

4) Safety Improvements

Restore Route 9 between the Montefiore driveway and Sunnyside Lanes to one 18-foot wide lane in each direction. The report concluded that this previous configuration was superior in accommodating vehicular traffic in terms of turning movements, passing through traffic, and cyclists. A reduction in the speed limit from 40 mph to 30 mph in this area was also recommended.

PUBLIC TRANSPORTATION

The Village of Tarrytown is served by both public rail and bus service. These services are described in detail in the sections below.

COMMUTER RAIL

The primary public transportation service for the Village of Tarrytown is the rail line of the Metro-North Commuter Railroad. The village is served by the Metro-North Hudson Line, which runs between Poughkeepsie and Grand Central Terminal in New York City. The Tarrytown rail station, located on the east side of the tracks at Depot Plaza, is an express stop on the Hudson Line. Metro-North maintains both local and express train service at the Tarrytown station. Amtrak connections can be made at Penn Station in Manhattan and at Croton-Harmon, which is located north of Tarrytown. The Tarrytown Train Station

has undergone a large scale refurbishment as part of Metro North's Capital Program. The renovated building includes a café, ticket agent and waiting area, new heated overpasses, stairways and elevators as well as new platforms. Work at the station began in 2009 and was completed in 2012. Roadway improvements to and from the train station, including the Depot Plaza area, are needed in order to address the traffic impacts of the new NY Bridge and the new GM development in Sleepy Hollow along the Depot Plaza. The Village will work with Metro North Railroad, commuter buses and other partners to study and address these impacts.

BUS SERVICE

The Westchester County Department of Transportation maintains local and express bus transit service on Broadway and South Broadway (US 9) and White Plains Road (NY 119), Benedict Avenue, the Metro-North Commuter Railroad Station (Depot Plaza) and throughout the Village north of Route 119. Buses generally serve the areas north and south along the Hudson and east of the White Plains area and provide express service to New York City. WestDOT's Bee-Line System provides bus service to the Village of Tarrytown and includes local routes (1T and 13) and express bus service to New York City (BxM4D). Besides serving local destinations, the buses connect with other routes serving the greater Westchester area (including routes 1C, 1W, 5, 13B, 14, 15, 19, Shuttle Route T and the Tappan ZEEExpress) and with rail service in Tarrytown and other towns. Buses operate with 15 to 30 minute head ways on weekdays during peak commuting periods. On weekdays during off-peak commuting periods and on weekends, head ways are about one hour.

TROLLEY SERVICE

The Village may wish to explore the potential for a trolley service or other mass transit options (such as a funicular or gondola) to the Hudson Harbor Development. This would serve residents of Hudson Harbor with direct access to the Village's commercial center and may limit the amount of private car traffic from Hudson Harbor. Options to expand any mass transit options and share costs with the Village of Sleepy Hollow should also be explored.

PEDESTRIAN AND BICYCLE CIRCULATION

Tarrytown's sidewalk system serves pedestrian circulation needs throughout the Village. Tarrytown's most significant pedestrian trail is the Old Croton Aqueduct Trailway, which extends from the New York City line to the New Croton Dam in Westchester County. This 26-mile unpaved trailway is part of the Old Croton Trailway State Park and is maintained by the Taconic region of the New York State Office of Parks, Recreation and Historic Preservation. The trailway has also been designated as part of the Hudson River Valley Greenway Trail System. According to NYS DOT, a future bike route is planned to parallel this trailway. Bicycle circulation is accommodated on-street; the Village does not have dedicated bicycle lanes on its roadways. Bicycle racks have been installed in the downtown area in order to encourage and provide for cyclists.

The Tarrytown Village Lakes Trail, currently rehabilitated through a DOS LWRP grant, provides pedestrian and bicycle connectivity to a system of trails in the Lakes area—including County Lakes Trail and the North and South County Trailway system, part of an ambitious rails-to-trails project that will eventually connect Van Cortlandt Park in the Bronx to Putnam County Trailway via a scenic car-free bike path through Westchester County. Future segments of the Village Lakes Trail include connectivity to the Village's downtown area along Broadway/ Route 9 via an Andre Brook Trail and the waterfront.

There is a pedestrian tunnel under the Metro-North Railroad that is currently closed. The re-opening of this tunnel would help to increase pedestrian and bicycle circulation in this area, particularly with the

development of Hudson Harbor. The Village has been awarded a grant through DOS to conduct a study and plan to reopen the tunnel.

AIR SERVICE

There are four major airports in the region that are within ten to thirty miles of Tarrytown. Westchester County Airport is the closest airport to the Village. Located ten miles from Tarrytown, it is served by fourteen airlines with direct flights to over twenty cities. LaGuardia Airport, which is located approximately twenty miles away in Queens, New York, provides domestic air service to major cities throughout the United States. John F. Kennedy Airport in Queens, New York and Newark Liberty International Airport in Newark, New Jersey provide both domestic and international air service. Both of these airports are located approximately forty miles from Tarrytown.

PARKING

On-street parking in the village is regulated by meters and posted parking regulations. The Village has made additional off-street parking available in the Village core in municipal lots and through agreements with private landowners. The Village has acquired the Mason's lot off Main Street in order to create about 25 additional parking spaces. Parking in the Village core is a continuing need.

There are three large commuter parking lots adjacent to the railroad station that are for use during the weekdays by resident and non-resident parking permit holders only. There are approximately 210 parking spaces in the lot east of the Tarrytown railroad station and 463 spaces in the lot west of the station. While all of the permits are typically sold (and names added to a waiting list), the lots are not always 100 percent full. The construction of the new municipal building and police station in this area has removed commuter parking spaces. The redevelopment of Pierson Park included the design and development of parking spaces to accommodate waterfront park visitors and commuters at the previously designated fire training lot north of Losee Park.

H. AIR QUALITY

In Westchester County, ambient concentrations of carbon monoxide, ozone, and lead are predominantly influenced by mobile source emissions; emissions of nitrogen oxides come from both mobile and stationary sources; and emissions of respirable particulate matter and sulfur dioxide are associated mainly with stationary sources.

CLIMATE CHANGE. Climate changes have impacted the Village of Tarrytown through increased storm frequency and intensity. Recent major storms with heavy rainfall and intense winds such as Hurricane Irene and Tropical Storm Lee in 2011 and Superstorm Sandy in 2012 caused major power outages, debris from damaged trees and houses and road closures. Some major facilities such as the Tarrytown Marina were seriously damaged. Other storm impacts included: flooding along the Hudson River and Metro North Railroad tracks; streambank erosion along Hudson River tributaries (including Andre Brook); buckling of roadways and creating potholes and sinkholes; straining the capacity and integrity of the Village's aging water and sewer infrastructure—especially in the low to moderate income and downtown areas as well as roadways near the Tarrytown Lakes and southern portions of the Village that lie in flood zones.

The Village is a member of New York State's Climate Smart Communities program, which is a partnership between the State and local governments that focuses on local actions that will lower operating costs, promote economic growth, improve operational efficiency and upgrade infrastructure, while protecting the climate. The Village consulted with the International Council for Local Environment Initiatives (ICLEI) to conduct a greenhouse gas inventory of the Village's municipal facilities and operations in 2007 along with recommendations to reduce the Village's carbon footprint. The Tarrytown

Environmental Advisory Council (TEAC) is charged with advancing the steps outlined in the Climate Smart Community Pledge.

The Village has implemented the following initiatives consistent with promoting sustainability: procurement of electric vehicles, installation of solar panels at Village Hall and the Senior Center, creating bicycle facilities in the downtown area, enhancing recycling efforts throughout the Village and downtown business district, increased environmental education and greening campaigns through the TEAC, and the creation of open spaces and trail networks. The Village Planning Board addresses sea-level concerns when it reviews development projects along the riverfront and in flood zones. The Village is interested in planning initiatives that promote sustainable and transit-oriented development and community resiliency.

VILLAGE OF TARRYTOWN AIR QUALITY

While air quality is largely a function of regional traffic levels and is only monitored on a regional level, exhaust fumes from heavy traffic on the I-287 corridor may cause bad air quality locally in the Village. Mitigation of this problem could be achieved by improving operation of the toll plaza (or adopting congestion pricing), reducing truck and/or auto traffic on the Thruway, increasing mass transit on the west side of the river, or by working cooperatively with New York State to support enforcement of tough auto emission standards. The Village would like NYSDEC to monitor air quality within the Village to assess local air quality impacts from regional traffic.

The Village joined a state-local partnership, Climate Smart Communities, in order to combat climate change on a local level. Having taken the Climate Smart Communities Pledge, the Village appoints a climate coordinator and galvanizes community support; identifies sources of greenhouse gases in the community; sets goals for emission reduction and develops a climate action plan; implements a local action plan by reducing emissions from municipal facilities and vehicles; encourage businesses, institutions and individuals to “go green” by demonstrating and explaining the savings from energy efficiency and low-carbon energy; and adopts local land use strategies that reduce emissions and help adapt to unavoidable climate change.

The Village has established a local citizen group, the Tarrytown Environmental Advisory Council (TEAC), to assist it in implementing its responsibility as a Climate Smart Community. The Village has promoted municipal and business recycling efforts as well as community outreach and education. The Village has modified its vehicle procurement policy to promote, where financially feasible, the acquisition of hybrid or electric vehicles when replacing existing vehicles. The Village has partnered with the New York Power Authority in the acquisition of electric vehicles for the Recreation Department and a hybrid mini-bus for its Senior Citizen Transportation program. In addition, the Village has obtained funding from NYSERDA to install solar panels on Village Hall and to replace Village-owned traffic lights with more energy efficient LED lights.

DETERIORATED OR UNDERUTILIZED SITES

For planning purposes, this LWRP identifies underutilized or deteriorated sites according to criteria from the 44 LWRP Policies (see Section 3, “Local Waterfront Revitalization Program Policies.” The criteria used to identify deteriorated or underutilized sites are:

1. Waterfront sites not used for water-dependent or water-enhanced uses, whether recreational or industrial.
2. River-edge sites not providing public access.
3. Properties occupied by deteriorating structures or sites that are a blight in intensely used or historic areas.

4. Ecologically important areas that are threatened.

The following sites have been identified as deteriorated or underutilized sites according to the definition above:

1. The only remaining leases of properties on the waterfront are the Tarrytown Boat Club and the Washington Irving Boat Club. The development of these parcels must give priority to water-dependent or water-enhanced uses. Due to the proximity of these parcels to existing parkland, the primary redevelopment goal will be to allow for greater access to the waterfront, which can be achieved during lease renewal negotiations and the site plan review process.
2. Sites in the broader waterfront area including the gateway area around Depot Plaza and the areas adjacent to the Metro-North Railroad Station, including areas under the H-Bridge railroad overpass.

