

**VILLAGE OF TARRYTOWN
BOARD OF TRUSTEES
WORK SESSION 6:00 P.M.
WEDNESDAY, APRIL 28, 2021**

Location: Zoom Video Conference – For Information on How to Join
Visit <https://www.tarrytowngov.com/home/events/34071>
Any questions prior to the meeting may be emailed to administrator@tarrytowngov.com.

Board of Trustee Concerns

Open Session

1. Update Village Code – Smoking in Parks
2. FASNY Parade – August 2022
3. Discussion – Late Water Penalties Due to Bank Processing
4. Discussion – Scooter Legislation
5. Emergency Water Work – Broadway
6. Discussion – Station Area Overlay Zone
7. Tarrytown Marina – Petition for Zoning Text Amendment
8. Appointments – Registrar of Vital Statistics; Marriage Officer
9. Discussion – Parking Revenue Questions

Executive Session

- A. Parks Groundskeeper Position
- B. Appointment – Parking Enforcement Officer

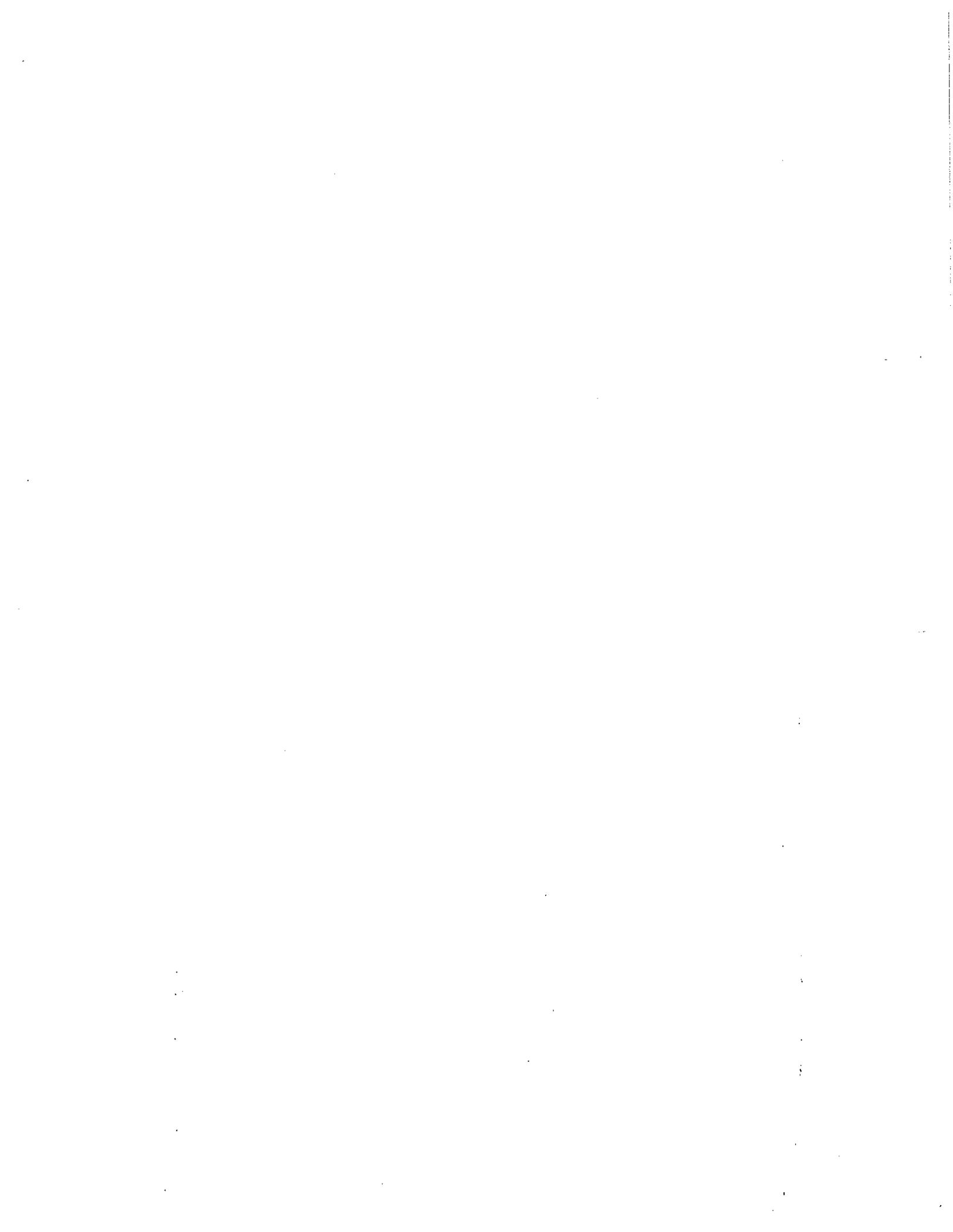


Chapter 221. Parks and Recreation Areas

Article I. Rules and Regulations

§ 221-9. Smoking of tobacco products.

No person shall use any tobacco product in any park, ball field or playground located within the Village. For the purposes of this section, "ball field" shall be defined as any public property owned by the Village of Tarrytown which is to be used for sporting events such as but not limited to baseball, softball, soccer or football. For the purposes of this section, "playground" shall be defined as any public property owned by the Village of Tarrytown and designated primarily for the use and recreation of children.



Richard Slingerland

From: April Rounds <arounds@fasny.com>
Sent: Wednesday, February 3, 2021 3:34 PM
To: Richard Slingerland
Subject: FW: Parade Letter

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

Hello Mr. Slingerland,

My apologies for the delay in my response; below you will find the answers to your questions.

Thank you again,

From: Donald Farrell
Sent: Friday, January 29, 2021 3:43 PM
To: April Rounds <arounds@fasny.com>; Scott Weaver <sweaver@tarrytownfd.org>; Ed Tase <etase@fasny.com>
Cc: John P. Farrell <jfarrell@fasny.com>; Eugene Perry <EPerry@fasny.com>
Subject: RE: Parade Letter

April & Scott,

Here are my thoughts on the questions below,

- 1) 75 Departments should be a good number
- 2) Estimated 150 pieces of apparatus and 150 Chiefs Vehicles, 25 Busses
- 3) Estimate 2000 marchers
- 4) Tarrytown Fire Department will be in charge of logistics (Parade Route, Parade, Refreshment area and parking of all vehicles)
- 5) All other FASNY Events will be held at the Double Tree
- 6) I'm sure we will need to provide insurance coverage also

DF

From: April Rounds <arounds@fasny.com>
Sent: Wednesday, January 27, 2021 12:43 PM
To: Scott Weaver <sweaver@tarrytownfd.org>; Donald Farrell <dfarrell@fasny.com>
Subject: FW: Parade Letter

Please answer the items below and I'll send along to him.

From: Richard Slingerland < >
Sent: Wednesday, January 27, 2021 11:41 AM
To: April Rounds <arounds@fasny.com>
Cc: Scott Weaver <sweaver@tarrytownfd.org>; Donald Farrell <dfarrell@fasny.com>; bmeade@tarrytownfd.org; Kelly Murphy <kmurphy@tarrytownfd.org>; Rick Tucci <RTucci@tarrytownfd.org>; Joshua Ringel

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<Jringel@tarrytowngov.com>; John Barbelet <jbarbelet@tarrytowngov.com>

Subject: RE: Parade Letter

Dear Ms. Rounds:

Good morning.

The Board will be discussing this request for approval of the 150th Parade in August, 2022, and would like to know more information.

- How many jurisdictions do you anticipate will participate?
- How many fire apparatus are forecasted to attend, based on past events?
- How many people are estimated that this will bring?
- What is the management plan for the vehicles and visitors?
- Where will any festivities or picnics or other gatherings be held?

Please let me know what information you can so the Board can make an informed decision.

Very truly yours,

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

From: April Rounds <arounds@fasny.com>

Sent: Tuesday, January 19, 2021 2:53 PM

To: Richard Slingerland <rslingerland@tarrytowngov.com>

Cc: Scott Weaver <sweaver@tarrytownfd.org>; Donald Farrell <dfarrell@fasny.com>

Subject: Parade Letter

Importance: High

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

Hello Mr. Slingerland,

I have been asked to e-mail the attached letter to you.

The Firemen's Association of the State of NY are bringing our Annual Convention to Tarrytown/Westchester for 2021 and 2022. We had submitted a letter on 10/29/20 on Behalf of the Firemen's Association of the State of New York, we are asking for your approval in allowing the Tarrytown Fire Department to be the proud host of our 150th Anniversary Firefighter's Dress Parade on Saturday, August 13, 2022.

With COVID-19 I know things are a bit scattered, I would ask if you could please let me know when you receive this; I'll also put one in the regular mail today as well.

We look forward to working with you.

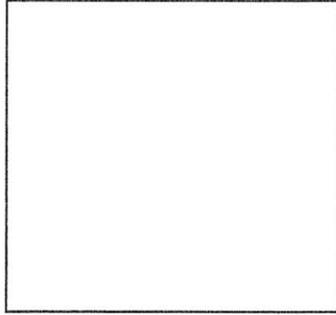
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April Rounds

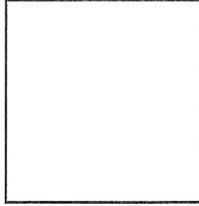
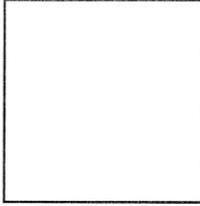
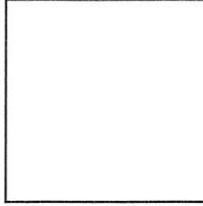
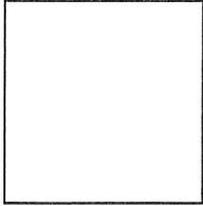
Events | Special Projects
Coordinator

O: 518.434.0987 F:
518.426.0139

arounds@fasny.com
107 Washington Ave.
Albany, NY 12210



www.fasny.com



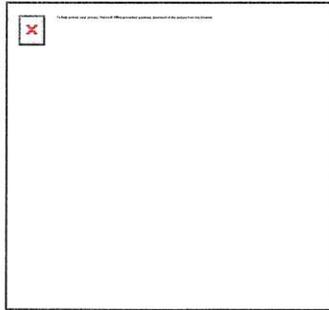
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Donald Farrell

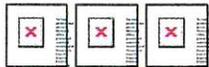
Director

O: 518.434.0987 F: 518.426.0139

dfarrell@fasny.com
107 Washington Ave.
Albany, NY 12210



www.fasny.com



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MEMORANDUM

To: Mayor Butler, Deputy Mayor McGovern, Trustees Brown, Zollo, Hoyt, Rinaldi
And Kim
From: Sadie McKeown
Subject: Station Area Overlay Zoning
Date: April 11, 2021

To the Board of Trustees:

I am a resident of the Village of Tarrytown since 1994 and have watched the village change over the years in the most positive ways. From the physical and economic changes on our historic Main Street, to the beautification of the parks and streets, to the redevelopment of the waterfront into a beautiful mixed used destination with amenities and facilities, to the comprehensive plan collaborative process which set forth home grown priorities and strategies for the next several decades, I have been proud to live in Tarrytown. I am grateful to our trusted leadership and all of the hours and hard work you have put in so that we can all share this special place.

In an effort to say thank you and do my part, I have held several volunteer positions in the village over the years with the school district, the YMCA, Asbury Terrace, the Comp Plan Management Committee, the Housing Authority and the Housing Committee. I have enjoyed using my professional expertise to make a contribution and it has allowed me to observe up close how things get done by the Trustees, the Village staff and the many Boards that make everything work. It is impressive that the village has attracted so many thoughtful and capable volunteers to support its operations.

I am writing today in support of the SAO which I think is an intelligent and comprehensive approach to how we should plan for and control for the future of our coveted station area. The proposed zone shifts projects from developer-driven to Village driven. In our current zoning a developer *proposes* a project and the Village *reacts*. Under the protocols of the SAO the project *must* conform to pre-set standards that reflect Village goals, Village requirements, in several key areas: land use; mobility and access; transportation and parking; affordable and senior housing; neighborhood character; infrastructure; open space; sustainability and resiliency. The SAO causes a developer to carefully consider all these components in their desired project.

Prospective large-scale projects benefit from being considered within this framework as its comprehensive approach leads to better outcomes not just for the village, but for the developer themselves. The components in the SAO derive from the Comprehensive Plan for Tarrytown which was already adopted by the Board of Trustees. The Plan represents the desires of the public which were gathered through a lengthy process with many public meetings and hearings. The fundamentals of the SAO came out of this process and as therefore should

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not now be questioned or second guessed. It is a smart document, well presented and guides a developer through our priorities and what he or she has to do to address them. Its scorecard is logical and ensures that the village gets what it wants as defined by the public. Yet, it preserves the process of final approval of any project by the BOT. I applaud the volunteers who put this SAO together and am grateful to them for their donating their professional expertise to produce such a progressive and forward thinking plan.

The last thing I want to address is the height which has been a contentious issue for many in the village. The Trustees seem to have arrived at a height limit of 48 feet from the lot line conceding a full 12 feet from the original 60-foot designation. I understand the need to address the feedback from people through the public process. However, I want to make sure that the "lot line" incorporates future changes forthcoming from the rewriting of the FEMA maps. We know this property is in a flood zone and we know that the new maps will only make that designation more egregious. The lot line should be wherever the FEMA maps determine is above the flood-plane. This is a public safety issue as well as an economic issue. All along the Hudson River developments start with fill that gets them to the flood-plane. If that means that the building will be higher than 48 feet from where it is now, then so be it. We know it will only be a few feet at most and will not come anywhere near the original 60-foot designation. It is a sound compromise and will:

1. Provide public safety to residents or merchants occupying the ground floor of a property in the flood zone
2. Preserve the economics of a project otherwise required to absorb the high cost of flood insurance
3. Maintain the spirit of the density that the compromise to 48 feet provided and not further erode a developer's ability to make a development feasible

Thank you for allowing me to provide feedback and again – I truly appreciate all of the work you are doing to move our special village forward.

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From: Liza and Tom Glover [REDACTED]
Sent: Friday, April 9, 2021 9:40 AM
To: tbutler@tarrytowngov.com; kbrown@tarrytowngov.com; rhozt@tarrytowngov.com;
dkim@tarrytowngov.com; bmcgovern@tarrytowngov.com; prinaldi@tarrytowngov.com;
dzollo@tarrytowngov.com; rslingerland@tarrytowngov.com
Subject: [EXTERNAL] My Endorsement of the SOA - Liza Glover

April 9, 2021

Dear Mayor Butler, Trustees and Village Administrator,

I want to express my total endorsement for the SAO plan in Tarrytown. This plan will fulfill the mission of the Tarrytown Comprehensive Plan.

Many years of meetings, public input and money went into the Comprehensive Plan, and the SOA is the way to achieve many of the village goals of "sustainability, housing options, reducing dependence on cars and strengthening connections to the Hudson River."

I have lived in Tarrytown almost 25 years and think this is the way to go and will only make Tarrytown an even nicer place to live (which it already is great).

If you need anything more from me, let me know.

Thank you,

Liza Glover
[REDACTED] McKeel Ave.
Tarrytown, NY 10591
[REDACTED]

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From: Victoria Weisel [REDACTED]
Sent: Wednesday, April 7, 2021 12:12 PM
To: Robert Hoyt <rhoyt@tarrytowngov.com>; Doug Zollo <dzollo@tarrytowngov.com>; Tom Butler <tbutler@tarrytowngov.com>; Karen Brown <kBrown@tarrytowngov.com>; Becky McGovern <bmcgovern@tarrytowngov.com>; Paul Rinaldi <prinaldi@tarrytowngov.com>; David Kim <DKim@tarrytowngov.com>; Richard Slingerland <rslingerland@tarrytowngov.com>; Kathy Zalantis <zalantis@szlawfirm.net>
Subject: Supporting the SAO

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

To the Board: Mayor Butler, Deputy Mayor McGovern, Trustees Brown, Zollo, Hoyt, Rinaldi, and Kim.

Public engagement and creativity are necessary components in ongoing projects and can be a wonderful part of the process. The public has become increasingly vocal about the 29 South Depot project and tangential issues. While good intentions of various groups are well-directed, there has also been what I think is harmful misdirection.

A spinning of incomplete and incorrect information in a recent emailed petition has misled many about the scope of the SAO as a tool that can protect everyone's best interests. Some damaging assumptions were included in the petition and this misinformation has steered people towards heightened mistrust and frustration about the SAO.

I am in support of the SAO and believe that it would be in the village's best interest to redirect the public's understanding of it. I believe that:

1. The Station Area Overlay (SAO) is a protective tool – a mechanism to promote smart, contained growth and sustainability within an area very vulnerable to sea level rise. The SAO provides strict standards that must be met for any project to be considered for this particular location.
2. The public has voiced its desire to keep the “small town feel” in Tarrytown development considerations. In line with that thinking, the village also does not want massive development with out-of-control density and vehicular congestion.
 - a. The Station Area Overlay was designed to ensure that when developers make a proposal, the village can hold them to a stringent standard. Just because contractors propose pie-in-the-sky projects, doesn't mean the village has to consider them.
3. All ideas are grist for the mill when seeking new approaches to smart, sustainable development. The village is always looking for creative alternatives and hopes that developers' proposals would address these current ideals. If a developer's proposal is out of line with village standards for riverfront development, the SAO will allow the village to toss out the plan.
4. Each section of the SAO reviews individual aspects of a project which is balanced within an equal scoring system. No one section carries more weight than another. In fact, if a project falls short in one area, the entire submission then fails approval.
5. It could be helpful to present a hypothetical project in a forum in order to present a comparison of working with the SAO in place versus without the SAO. This could demonstrate how the SAO streamlines the process with protections in mind.

We have reached a thorny time in history where political diatribe is venomous and sends good things like the SAO off the tracks and to the scrapyard. In our world of multi-media, the village can and should rise to this occasion

expediently to redirect the message away from rumor and innuendo. To not do so, seems counterproductive at a time when proactive measures can help lessen the need for focussed damage control.

Sincerely,

Victoria Weisel, MS, LMSW

Washington Place
Tarrytown, NY 10591

[Redacted]

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MEMORANDUM

To: Mayor Butler, Deputy Mayor McGovern, Trustees Brown, Zollo, Hoyt, Rinaldi
And Kim
From: Joyce Lannert
Subject: SAO
Date: April 8, 2021

To the Board:

A few thoughts on the subject of the SAO...

Although there has been significant discussion about the SAO at recent BOT meetings I would like to add my own perspective – as one who served on the committee that developed the SAO, and as a former Commissioner of Planning for Westchester County.

First and foremost, the proposed zone will shift projects from developer-driven to Village driven. In our current zoning a developer *proposes* a project and the Village *reacts*. Under the protocols of the SAO the project *must* conform to pre-set standards that reflect Village goals, Village requirements, in several key areas: land use; mobility and access; transportation and parking; affordable and senior housing; neighborhood character; infrastructure; open space; sustainability and resiliency. And there was careful consideration to include all the possible components in considering each project.

Frankly, I think ALL prospective large-scale projects would benefit from being considered within this framework! Why wouldn't we want this level of quality control applied to each significant project in our Village? And it's important to remember that all of the components in the SAO derive from the new Comprehensive Plan for Tarrytown adopted by this Board. How our community sees itself, the ideals, values and the character of Tarrytown Village that it wants preserved – as articulated by the public thru many, many public meetings and hearings – formed the basis for the SAO zone.

The process outlined in the SAO zone puts the Village in the driver's seat by requiring a particular quality of development at the outset – and one that is made clear, at the outset, to every applicant.

The *scorecard* – a sticking point for many, I realize – was put in place to provide a more transparently objective measure that the project meets the standards desired. The components of each category actually have a numerical value so that the project has to *score* a passing grade. Developers also prefer certainty rather than subjectivity and the *scorecard* provides this clear guideline in advance.

As for the height limitation of 48' – I strongly support that and advocated for that. BUT – the reason the idea of allowing *some* leeway for that measurement is the fact that FEMA flood maps have been adjusted due to climate change. We don't know yet what that means for the SAO zone, the new maps aren't due out until October. However, it makes sense to adopt the SAO zone at this time – for all the reasons previously stated. And if the new flood maps create too great an impediment to development in the SAO the height limitation could be re-considered at a later time.

The SAO zone requirements represent a fully integrated, intelligent approach to development in the station area. The most important aspect for you, as Board members, to remember is that the BOT has the *final* say on whether the application is granted SAO status. At the end of the SEQRA process, if the Planning Board recommends a project for SAO status, the BOT *can still opt to deny SAO status.*

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From: David Aukland [REDACTED]
Sent: Friday, April 2, 2021 9:46 AM
To: Tom Butler <tbutler@tarrytowngov.com>; Butler, Tom [REDACTED]
Subject: [EXTERNAL] SAO Adoption

To the Board: Mayor Butler, Deputy Mayor McGovern, Trustees Brown, Zollo, Hoyt, Rinaldi, and Kim,

I write to urge the Board to adopt the Station Area Overlay, SAO.

SAO is only good for Tarrytown. It can work for us now, and it can be improved at any time in the future.

SAO ensures that any proposed development in the station area steps up to the high standards we all expect for our village. It requires developers to show us in advance how they will comply with key elements of our Comprehensive Plan. Falling short of those standards simply means that a proposal will not be accepted - and further, the Board has the right to reject out of hand any proposal it does not like.

SAO is not - as detractors suggest - a free pass for developers, nor does it promote ballooning growth of new residential units. As well as SAO imposing its own parameters, every proposal is subject to the full and stringent requirements of SEQRA, which of course include assessments of such aspects as traffic, parking, utilities and schooling. These reviews are rigorous, open to public hearings, and fail-safe.

A recent petition has as its precept that SAO will somehow bring "700 new residential units" and allow "disasterous consequences for vehicular mobility" in the village. This is just untrue. Rather, SAO serves to emphasize desirable qualities in new developments beyond what the underlying zoning codes currently allow, and gives the Board an added basis for limiting or denying any unwanted proposition.

I respectfully ask - both as a resident who loves Tarrytown and as co-chair of the Comprehensive Plan Management Committee - that the Board, while giving due weight to public comment, adopt the SAO as a tool to encourage only development of the kind the village needs, and an additional means of helping the Board limit anything not good for our future.

Thank you.

David Aukland
35 year resident of Tarrytown

From: Joan Raiselis [REDACTED]
Sent: Thursday, April 1, 2021 3:08 PM
Subject: comments regarding SAO

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

To the Board: Mayor Butler, Deputy Mayor McGovern, Trustees Brown, Zollo, Hoyt, Rinaldi, and Kim,

I wanted to follow up about the SAO conversation that was had yesterday with the CPMC and about what seems to be happening in the village today from the organization called "Legacy".

Although the SAO conversation seems to be struck on the allowable height via "density" in the village, I would like to say that **residential development is not the "go to" and only option for development through the SAO.** If that were the case, the zoning would have been for residential, we would have written the code with that in mind and a form based format would have been outlined. If it were clear that the board policy and public preference tended toward accepting residential, we would have made guidelines for how that residential needed to be designed, in terms of the street and the density and the height. But I hope that the BOT remembers that the discussion and outreach to discuss what was preferred down there was not overwhelmingly residential. It was for a mixed bag or uses that included institutional, recreational, studios and offices attached to residential and some residential. **The SAO gives the Board the free and easy road to say "no, we don't feel that residential on this parcel is the best option."** That is the beauty of the overlay, it is legislative, it is discretionary, the ball is in your court and stays in your court.

Also, **regarding the quality of the projects,** mandated to meet a very high standard for sustainability in an environmentally sensitive area and for the transit oriented lifestyle that this neighborhood epitomizes, high quality is not a given if the developer is crafting the zoning. This overlay bypasses all the negotiation for the village pushing for better quality while the developer replies, "I can't do that, economically". Herein, it is already outlined, not for negotiation, If the developer doesn't want to meet the guidelines, the board of trustees has the easy answer: "well, thank you anyway." The scorecard will show quantitatively. It is not a fight, it is not a prolonged and bloody battle.

Regarding the measurement for height: although the option is on the table, for sure, to open up the text again and change the method "from zero" to "from BFE", it seems that there is no will or energy left to do that. Why not keep it at 48 from zero, let the SAO happen. Nothing may happen but it might open the door for something not yet considered. I would remind you that by not allowing more opportunity there and with developers knowing how difficult it has been to request a zoning review for them, the value of the property down in that area may decrease, if developers shy away from the difficulties of what needs to be done to build anything outside of the small range of uses within the existing zoning.

And lastly, the economic benefits of more and higher revenue that development brings is something that I cannot but wonder: What will replace that opportunity? I have a 2 bedroom house on .3 acres - and I am paying \$26K in property taxes. When I think about my mother, living in Fairfield county, CT on .75 acres and a 4 bedroom house and paying \$8K for her property taxes, I begin to wonder oiw it's possible. I wonder how I will continue to afford living in my house as my taxes go up over the next 20 years. When the gulf widens between subsidized Affordable Housing and market rate, which may be

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the only two that can afford the property taxes and cost of living here, the "character" of our community will be increasingly disparate. And you know that it is not the physical appearance of what is a village but the nature of the people who live here, who care here, who are welcoming and welcome here.

Personally, I respect the system that puts this decision in your hands and I hope that you will consider all the benefits of the proposals as have been outlined by long and arduous effort and research by *residents and professionals*, as well as the public comments coming your way in the heat of an election year.

Very respectfully,

Joan Raiselis,
29 year resident of Tarrytown

--

Joan Raiselis

Richard Slingerland

From: Howard Smith [REDACTED]
Sent: Thursday, April 1, 2021 10:51 AM
To: Tom Butler; Becky McGovern; Doug Zollo; Robert Hoyt; Karen Brown; Paul Rinaldi; David Kim
Cc: Richard Slingerland
Subject: SAO building height determination

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

Dear Trustees,

I am sure that others listening to Wednesday night's SAO discussion were as dismayed as I was to learn that you are entertaining an approach to determining the starting point for calculating building height that would effectively result in actual building heights in excess of the 48 foot limit the Board has already established. Although many in the community would have liked to see you adopt a lower height limit, there was a general sense of relief at the compromise you arrived at. If you end up agreeing on an approach that will result in buildings higher than 48 feet, based on what many will perceive as a "technicality," it will undermine public confidence in you, leaving folks feeling betrayed. This will spark a whole new round of negative commentary during which emotions will run higher than they did during the initial round of public concerns about building height. I urge you to be very cautious about backing away from the commitment you made to 48 feet.

Regards,
Howard Smith

Tarrytown Connected, Not Tarrytown Congested!

Tarrytown Legacy

RECEIVED

APR 0. 2021



I do not support creating a new zoning district (Station Area Overlay or SAO), to allow further high density development in Tarrytown's station area without first performing a comprehensive traffic study to determine the impact of existing and potential future projects on Tarrytown's already crowded roadways. If the SAO district is approved, there is the potential for up to 700 new residential units to be built in the station area which, in conjunction with the 1,177 residential units at Edge on Hudson, could have potentially disastrous consequences for vehicular mobility throughout Tarrytown. WE DO NOT WANT MORE TRAFFIC!

Tarrytown Connected, Not Tarrytown Congested Petition Signatories

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Total Signatories - 268

	Name	City	State	Postal Code	Country	Signed On
1	Peter Bartolacci	Tarrytown	NY	10591	US	2/23/2021
2	Mark Reilly	Tarrytown	NY	10591	US	2/24/2021
3	Howard Smith	Tarrytown	NY	10591	US	2/24/2021
4	Elena Demovidova	Tarrytown	NY	10591	US	2/24/2021
5	Robert Stone	Tarrytown	NY	10591	US	2/24/2021
6	Barbara Friedlich	Tarrytown	NY	10591	US	2/24/2021
7	Amy Wessan	Tarrytown	NY	10591	US	2/24/2021
8	Thomas Dickason	Tarrytown	NY	10591	US	2/24/2021
9	Camilla Markarian	Tarrytown	NY	10591	US	2/24/2021
10	Lauren Johnson	Tarrytown	NY	10591	US	2/24/2021
11	Stew Schectman	Tarrytown	NY	10591	US	2/24/2021
12	Debra Portnoy	Tarrytown	NY	10591	US	2/24/2021
13	Suzanne Bartolacci	Tarrytown	NY	10591	US	2/24/2021
14	ELLEN STONE	Tarrytown	NY	10591	US	2/24/2021
15	Harley Dembert	Tarrytown	NY	10591	US	2/24/2021
16	Alexis Forte	Tarrytown	NY	10591	US	2/24/2021
17	M Ja	Tarrytown	NY	10591	US	2/24/2021
18	Carla Pellicci	Tarrytown	NY	10591	US	2/24/2021
19	Rachel Tamarin	Tarrytown	NY	10591	US	2/24/2021
20	Terence Murphy	Tarrytown	NY	10591	US	2/24/2021
21	Shell Colley	Tarrytown	NY	10591	US	2/24/2021
22	Mary Slavinski	Tarrytown	NY	10591	US	2/24/2021
23	James Donovan	Tarrytown	NY	10591	US	2/24/2021
24	George Hofgartner	Tarrytown	NY	10591	US	2/24/2021
25	Thaddeus Kromelis	Tarrytown	NY	10591	US	2/24/2021
26	Fusaki Fujita	Tarrytown	NY	10591	US	2/24/2021
27	Mike Love	Tarrytown	NY	10591	US	2/24/2021
28	Diana Martinez	Tarrytown	NY	10591	US	2/24/2021
29	Scott Shachter	Tarrytown	NY	10591	US	2/24/2021
30	Harini Srinivasan	Tarrytown	NY	10591	US	2/24/2021
31	Melissa Miller	Tarrytown	NY	10591	US	2/24/2021
32	Sandy Kostaras	Tarrytown	NY	10591	US	2/24/2021
33	Parthy Katsaris	Tarrytown	NY	10591	US	2/24/2021
34	Helen Pouloutides	Tarrytown	NY	10591	US	2/24/2021
35	Howard Jaffe	Tarrytown	NY	10591	US	2/24/2021
36	Jason Moll	Tarrytown	NY	10591	US	2/24/2021
37	Jennifer French-Glick	Tarrytown	NY	10591	US	2/24/2021
38	chris maceyak	Tarrytown	NY	10591	US	2/24/2021
39	Katy Mendez	Tarrytown	NY	10591	US	2/24/2021
40	Tina Patsch	Tarrytown	NY	10591	US	2/24/2021
41	Loretta London	Tarrytown	NY	10591	US	2/24/2021
42	Barbara Angelini	Tarrytown	NY	10591	US	2/24/2021
43	Dustin Glick	Tarrytown	NY	10591	US	2/24/2021
44	Maria Roglieri	Tarrytown	NY	10591	US	2/24/2021

Tarrytown Connected, Not Tarrytown Congested Petition Signatories

	Name	City	State	Postal Code	Country	Signed On
45	Alexa Brandenburg	Tarrytown	NY	10591	US	2/24/2021
46	Victoria Cabezas	Tarrytown	NY	10591	US	2/24/2021
47	gus montero	Tarrytown	NY	10591	US	2/24/2021
48	Dolf Beil	Tarrytown	NY	10591	US	2/24/2021
49	Tara Maceyak	Tarrytown	NY	10591	US	2/24/2021
50	SUSAN Crucy BURKHARDT	Tarrytown	NY	10591	US	2/24/2021
51	Jane Agdern	Tarrytown	NY	10591	US	2/24/2021
52	Melissa Alvarez	Tarrytown	NY	10591	US	2/24/2021
53	Laura Burk	Tarrytown	NY	10591	US	2/24/2021
54	Petronella Feaster	Tarrytown	NY	10591	US	2/24/2021
55	Hollis Glaser	Tarrytown	NY	10591	US	2/24/2021
56	Patricia Janes	Tarrytown	NY	10591	US	2/24/2021
57	Ann Fox	Tarrytown	NY	10591	US	2/25/2021
58	Jennifer Carreno	Tarrytown	NY	10591	US	2/25/2021
59	nora Cusanelli	Tarrytown	NY	10591	US	2/25/2021
60	Yona Gonen	Tarrytown	NY	10591	US	2/25/2021
61	Indira Ranganathan	Tarrytown	NY	10591	US	2/25/2021
62	Denis Fogarty	Tarrytown	NY	10591	US	2/25/2021
63	Iris Jaffe	Tarrytown	NY	10591	US	2/25/2021
64	Michael Shanker	Tarrytown	NY	10591	US	2/25/2021
65	Will Lee	Tarrytown	NY	10591	US	2/25/2021
66	Celesti Colds Fechter	Tarrytown	NY	10591	US	2/25/2021
67	Martina Briwn	Tarrytown	NY	10591	US	2/25/2021
68	Dean Gallea	Tarrytown	NY	10591	US	2/25/2021
69	Myles Birrittella	Tarrytown	NY	10591	US	2/25/2021
70	Anne Muenzinger	Tarrytown	NY	10591	US	2/25/2021
71	Tanya Munroe	Tarrytown	NY	10591	US	2/25/2021
72	Kathleen Doherty	Tarrytown	NY	10591	US	2/25/2021
73	Jean Genovese	Tarrytown	NY	10591	US	2/25/2021
74	Sophie Burk	Tarrytown	NY	10591	US	2/25/2021
75	Andrea Lattanzio	Tarrytown	NY	10591	US	2/25/2021
76	Edward Brubaker	Tarrytown	NY	10591	US	2/25/2021
77	Massimo Balestri	Tarrytown	NY	10591	US	2/25/2021
78	Lisa Sloane	Tarrytown	NY	10591	US	2/25/2021
79	Heidi Bartolacci	Tarrytown	NY	10591	US	2/25/2021
80	Nancy Hanover	Tarrytown	NY	10591	US	2/25/2021
81	Paul Stone	Tarrytown	NY	10591	US	2/25/2021
82	Lisa Jenner	Tarrytown	NY	10591	US	2/25/2021
83	Sung Pak	Tarrytown	NY	10591	US	2/25/2021
84	Maria Washburn	Tarrytown	NY	10591	US	2/25/2021
85	Eunice Cheung	Tarrytown	NY	10591	US	2/25/2021
86	Michelle Tapia	Tarrytown	NY	10591	US	2/25/2021
87	Jane Lence	Tarrytown	NY	10591	US	2/25/2021
88	Grace Morelli	Tarrytown	NY	10591	US	2/25/2021
89	Jeanette Minogue	Tarrytown	NY	10591	US	2/25/2021
90	Beth Chesterson	Tarrytown	NY	10591	US	2/25/2021

Tarrytown Connected, Not Tarrytown Congested Petition Signatories

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	Name	City	State	Postal Code	Country	Signed On
91	MAULIK Pandya	Tarrytown	NY	10591	US	2/25/2021
92	Laura Fogarty	Tarrytown	NY	10591	US	2/25/2021
93	Patricia Looney	Tarrytown	NY	10591	US	2/25/2021
94	Tricia Kenney	Tarrytown	NY	10591	US	2/25/2021
95	Emily Marin	Tarrytown	NY	10591	US	2/25/2021
96	Maureen Higgins	Tarrytown	NY	10591	US	2/25/2021
97	Stacy Shatkin-Cusick	Tarrytown	NY	10591	US	2/25/2021
98	Bernadette Zullo	Tarrytown	NY	10591	US	2/25/2021
99	David Barnett	Tarrytown	NY	10591	US	2/25/2021
100	Johnny Zhinin	Tarrytown	NY	10591	US	2/25/2021
101	Jeanne Pedro	Tarrytown	NY	10591	US	2/25/2021
102	Agnes Dickason	Tarrytown	NY	10591	US	2/25/2021
103	Anne Barschall	Tarrytown	NY	10591	US	2/25/2021
104	Mary Lattari	Tarrytown	NY	10591	US	2/25/2021
105	Katy Krider	Tarrytown	NY	10591	US	2/25/2021
106	Violet Shkreli	Tarrytown	NY	10591	US	2/25/2021
107	Patrick Derivan	Tarrytown	NY	10591	US	2/25/2021
108	Mark Liflander	Tarrytown	NY	10591	US	2/25/2021
109	Cynthia wyffels	Tarrytown	NY	10591	US	2/25/2021
110	Stefan Rosenthal	Tarrytown	NY	10591	US	2/25/2021
111	Will Checchi	Tarrytown	NY	10591	US	2/25/2021
112	Dana Miller	Tarrytown	NY	10591	US	2/25/2021
113	Kim Russo	Tarrytown	NY	10591	US	2/25/2021
114	Tina Zagrobelny	Tarrytown	NY	10591	US	2/25/2021
115	Sandra Olson	Tarrytown	NY	10591	US	2/25/2021
116	Bryna Majidi	Tarrytown	NY	10591	US	2/25/2021
117	Maritza Perez	Tarrytown	NY	10591	US	2/25/2021
118	Heather Logan	Tarrytown	NY	10591	US	2/25/2021
119	John Sardy	Tarrytown	NY	10591	US	2/25/2021
120	Tony Jimenez	Tarrytown	NY	10591	US	2/25/2021
121	Michael Variano	Tarrytown	NY	10591	US	2/25/2021
122	Claudia Greene	Tarrytown	NY	10591	US	2/25/2021
123	Pamela Louis	Tarrytown	NY	10591	US	2/25/2021
124	A Barrett Seaman	Tarrytown	NY	10591	US	2/25/2021
125	Jill Muller	Tarrytown	NY	10591	US	2/25/2021
126	Patricia Marino	Tarrytown	NY	10591	US	2/25/2021
127	Yukiko Hanes	Tarrytown	NY	10591	US	2/25/2021
128	James Wilson	Tarrytown	NY	10591	US	2/25/2021
129	Armand Majidi	Tarrytown	NY	10591	US	2/25/2021
130	Elizabeth Petrucci	Tarrytown	NY	10591	US	2/25/2021
131	Edward Knobloch	Tarrytown	NY	10591	US	2/25/2021
132	Eileen Wiseman	Tarrytown	NY	10591	US	2/25/2021
133	Marie Carter	Tarrytown	NY	10591	US	2/25/2021
134	Wendy Lugari-Primiano	Tarrytown	NY	10591	US	2/25/2021
135	Alexander Majidi	Tarrytown	NY	10591	US	2/25/2021
136	Linda DeBellis	Tarrytown	NY	10591	US	2/25/2021

Tarrytown Connected, Not Tarrytown Congested Petition Signatories

Name	City	State	Postal Code	Country	Signed On
137 Amy Roberts	Tarrytown	NY	10591	US	2/25/2021
138 Annette DeLuca	Tarrytown	NY	10591	US	2/25/2021
139 Sheila Aigner Resino	Tarrytown	NY	10591	US	2/25/2021
140 John Campbell	Tarrytown	NY	10591	US	2/25/2021
141 DANIEL Hanover	Tarrytown	NY	10591	US	2/25/2021
142 Beatrice Knox	Tarrytown	NY	10591	US	2/25/2021
143 Dominic Onwe	Tarrytown	NY	10591	US	2/25/2021
144 Thomas Hinds	Tarrytown	NY	10591	US	2/25/2021
145 Rebecca Phillippo	Tarrytown	NY	10591	US	2/25/2021
146 Mary McBride	Tarrytown	NY	10591	US	2/25/2021
147 Jamie Weiss-Yagoda	Tarrytown	NY	10591	US	2/25/2021
148 Robert Suhr	Tarrytown	NY	10591	US	2/25/2021
149 Ruth Keppler	Tarrytown	NY	10591	US	2/25/2021
150 Paul Keppler	Tarrytown	NY	10591	US	2/25/2021
151 Emily Ohara	Tarrytown	NY	10591	US	2/25/2021
152 Allison McKenney	Tarrytown	NY	10591	US	2/25/2021
153 Robert W Fischer	Tarrytown	NY	10591	US	2/25/2021
154 Raymond Tapia	Tarrytown	NY	10591	US	2/25/2021
155 Brenda Beardwood	Tarrytown	NY	10591	US	2/25/2021
156 Suzanne Roscio	Tarrytown	NY	10591	US	2/25/2021
157 Chelsea Keeney	Tarrytown	NY	10591	US	2/25/2021
158 Tara Van Tassell	Tarrytown	NY	10591	US	2/25/2021
159 Adrian Kringas	Tarrytown	NY	10591	US	2/25/2021
160 Mistrella Murphy	Tarrytown	NY	10591	US	2/25/2021
161 Jeffrey Brensilver	Tarrytown	NY	10591	US	2/25/2021
162 Gary Bartolacci	Tarrytown	NY	10591	US	2/25/2021
163 Lauren Victor	Tarrytown	NY	10591	US	2/25/2021
164 Clarice Pollack	Tarrytown	NY	10591	US	2/25/2021
165 Nancy OShaughnessy	Tarrytown	NY	10591	US	2/26/2021
166 ENRIQUE Catalan	Tarrytown	NY	10591	US	2/26/2021
167 Roseanne Ostrander	Tarrytown	NY	10591	US	2/26/2021
168 Shaddy Mosa	Tarrytown	NY	10591	US	2/26/2021
169 Joan Rose	Tarrytown	NY	10591	US	2/26/2021
170 Maribeth Bischof	Tarrytown	NY	10591	US	2/26/2021
171 Michael Wigon	Tarrytown	NY	10591	US	2/26/2021
172 Anyely Cancu	Tarrytown	NY	10591	US	2/26/2021
173 sheila sullivan	Tarrytown	NY	10591	US	2/26/2021
174 Kim Waddell	Tarrytown	NY	10591	US	2/26/2021
175 Margaret Delaney	Tarrytown	NY	10591	US	2/26/2021
176 Charles Zekus	Tarrytown	NY	10591	US	2/26/2021
177 Ravi Konuru	Tarrytown	NY	10591	US	2/26/2021
178 Phyllis Weaver	Tarrytown	NY	10591	US	2/26/2021
179 Michael Levine	Tarrytown	NY	10591	US	2/26/2021
180 Anatoly Tchadliev	Tarrytown	NY	10591	US	2/26/2021
181 Katrina Kastrati	Tarrytown	NY	10591	US	2/26/2021
182 Kathleen Barstow	Tarrytown	NY	10591	US	2/26/2021

Tarrytown Connected, Not Tarrytown Congested Petition Signatories

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	Name	City	State	Postal Code	Country	Signed On
183	Monica Olson	Tarrytown	NY	10591	US	2/26/2021
184	Karmen Lewis	Tarrytown	NY	10591	US	2/26/2021
185	Daniel Barber	Tarrytown	NY	10591	US	2/26/2021
186	Heather Haggerty	Tarrytown	NY	10591	US	2/26/2021
187	Christine Campbell	Tarrytown	NY	10591	US	2/26/2021
188	Catherine Williams	Tarrytown	NY	10591	US	2/26/2021
189	Elvira Aloia	Tarrytown	NY	10591	US	2/26/2021
190	Kathryn F. Hamilton	Tarrytown	NY	10591	US	2/26/2021
191	Debbie Heindl	Tarrytown	NY	10591	US	2/26/2021
192	Tammy Bordeaux	Tarrytown	NY	10591	US	2/26/2021
193	Craig Allan	Tarrytown	NY	10591	US	2/26/2021
194	Christie Crawford	Tarrytown	NY	10591	US	2/26/2021
195	Harriet Klugman	Tarrytown	NY	10591	US	2/26/2021
196	denis NOONAN	Tarrytown	NY	10591	US	2/26/2021
197	Alex Domeyko	Tarrytown	NY	10591	US	2/26/2021
198	Keri Mackiewicz	Tarrytown	NY	10591	US	2/27/2021
199	Stella King	Tarrytown	NY	10591	US	2/27/2021
200	Cathy Lopane-Chulla	Tarrytown	NY	10591	US	2/27/2021
201	Christopher Cawley	Tarrytown	NY	10591	US	2/27/2021
202	ginny williams	Tarrytown	NY	10591	US	2/27/2021
203	Doug Warden	Tarrytown	NY	10591	US	2/27/2021
204	Monica Shepherd	Tarrytown	NY	10591	US	2/27/2021
205	Kathy Lombardi	Tarrytown	NY	10591	US	2/27/2021
206	Robert Senger	Tarrytown	NY	10591	US	2/27/2021
207	Geoffrey Patsch	Tarrytown	NY	10591	US	2/27/2021
208	Virginia Kuppek	Tarrytown	NY	10591	US	2/27/2021
209	Laurie Smith	Tarrytown	NY	10591	US	2/27/2021
210	OKSANA SLYWKA	Tarrytown	NY	10591	US	2/27/2021
211	Christopher Jones	Tarrytown	NY	10591	US	2/27/2021
212	Jessica Brosnan	Tarrytown	NY	10591	US	2/27/2021
213	Ben Heiser	Tarrytown	NY	10591	US	2/27/2021
214	Jessica Jaffe	Tarrytown	NY	10591	US	2/27/2021
215	Adam Virgadamo	Tarrytown	NY	10591	US	2/27/2021
216	Robert Gilpin	Tarrytown	NY	10591	US	2/27/2021
217	Kate Wall	Tarrytown	NY	10591	US	2/27/2021
218	Samantha Virgadamo	Tarrytown	NY	10591	US	2/27/2021
219	Shalini Sudarsanan	Tarrytown	NY	10591	US	2/27/2021
220	Thomas Holmes	Tarrytown	NY	10591	US	2/27/2021
221	Laura Lee Spence	Tarrytown	NY	10591	US	2/27/2021
222	Vanessa garcia	Tarrytown	NY	10591	US	2/27/2021
223	Kristina Allen	Tarrytown	NY	10591	US	2/28/2021
224	Marlon Guardo	Tarrytown	NY	10591	US	2/28/2021
225	Heather Hewett	Tarrytown	NY	10591	US	2/28/2021
226	Sue Gilpin	Tarrytown	NY	10591	US	2/28/2021
227	Christina Sarofeen	Tarrytown	NY	10591	US	2/28/2021
228	Gregory S	Tarrytown	NY	10591	US	2/28/2021

Tarrytown Connected, Not Tarrytown Congested Petition Signatories

	Name	City	State	Postal Code	Country	Signed On
229	Laszlo Bakos Bakos	Tarrytown	NY	10591	US	2/28/2021
230	Kimberlee Yamamoto	Tarrytown	NY	10591	US	2/28/2021
231	Linda Feuer	Tarrytown	NY	10591	US	2/28/2021
232	Beth Lewis	Tarrytown	NY	10591	US	2/28/2021
233	Leslie Rjeili	Tarrytown	NY	10591	US	2/28/2021
234	Nicole Rjeili	Tarrytown	NY	10591	US	2/28/2021
235	Judith Burger	Tarrytown	NY	10591	US	2/28/2021
236	Amy Moll	Tarrytown	NY	10591	US	3/1/2021
237	Nick Katsaris	Tarrytown	NY	10591	US	3/1/2021
238	Israel Contreras	Tarrytown	NY	10591	US	3/1/2021
239	Ellen Goldin	Tarrytown	NY	10591	US	3/1/2021
240	Judith Mezey	Tarrytown	NY	10591	US	3/1/2021
241	Char Weigel	Tarrytown	NY	10591	US	3/1/2021
242	Nicholas Martucci	Tarrytown	NY	10591	US	3/1/2021
243	Sammi Mentis	Tarrytown	NY	10591	US	3/1/2021
244	Kate Spirelli	Tarrytown	NY	10591	US	3/1/2021
245	Jennifer Greene	Tarrytown	NY	10591	US	3/1/2021
246	Christopher Muniz	Tarrytown	NY	10591	US	3/1/2021
247	Barbara Collins	Tarrytown	NY	10591	US	3/1/2021
248	George Mentis	Tarrytown	NY	10591	US	3/2/2021
249	Erik Knox	Tarrytown	NY	10591	US	3/2/2021
250	Paul Gomez	Tarrytown	NY	10591	US	3/3/2021
251	La' Von Jones	Tarrytown	NY	10591	US	3/3/2021
252	Vincent Feliciano	Tarrytown	NY	10591	US	3/4/2021
253	Jim Riley	Tarrytown	NY	10591	US	3/4/2021
254	carol moore dodson	Tarrytown	NY	10591	US	3/4/2021
255	Jason Duggan	Tarrytown	NY	10591	US	3/4/2021
256	Patricia Iurato	Tarrytown	NY	10591	US	3/4/2021
257	Marian Randazzo	Tarrytown	NY	10591	US	3/5/2021
258	Lucas Odefey	Tarrytown	NY	10591	US	3/5/2021
259	Craig Smith	Tarrytown	NY	10591	US	3/8/2021
260	Gabrielle Boozer	Tarrytown	NY	10591	US	3/8/2021
261	Elena Malunis	Tarrytown	NY	10591	US	3/10/2021
262	John Rosenblatt	Tarrytown	NY	10591	US	3/10/2021
263	Robert Esposito	Tarrytown	NY	10591	US	3/11/2021
264	Dana Sands	Tarrytown	NY	10591	US	3/13/2021
265	Melissa Share	Tarrytown	NY	10591	US	3/13/2021
266	Eyal Mares	Tarrytown	NY	10591	US	3/14/2021
267	Elaine Sheridan	Tarrytown	NY	10591	US	3/16/2021
268	John Galeotafiore	Tarrytown	NY	10591	US	3/17/2021

Tarrytown Connected, Not Tarrytown Congested Petition

Date	Comment
2/24/2021	"I'm signing because the proposed re-zoning will destroy the small village feeling of Tarrytown."
2/25/2021	"Born and brought up in Tarrytown. Sister lives there, business based there. More development that is not respinsibly thought out is a tragedy!"
3/13/2021	"Tarrytown is already suffering from traffic congestion!"
2/24/2021	"It is irresponsible to make a change in zoning without first studying the potential traffic impact."
2/24/2021	"I'm signing this petition because the future of our lovely town is greatly dependent upon restricting the density of our village to a manageable limit. Without a comprehensive review to insure that the impact of the proposed project and potential future projects are studied in detail before proceeding. We are long term residents and in love with our Tarrytown community. We urge you to do everything possible to preserve the nature and feeling of our community."
2/24/2021	"We need to protect the beauty and historical charm of Tarrytown. The idea of changing the zoning laws to allow for higher building heights which threaten to block our precious river views fills me with dread. Please stop this unnecessary move to commercialize the area around the train station with tall towers."
2/24/2021	"I say NO to the increase in density that would be created with the new zoning."
2/24/2021	"I'm signing because I don't want Tarrytown to become Tarrycity!"
2/24/2021	"MOVED TO THIS TOWN BECAUSE IT WAS A CHARMING, WALKABLE VILLAGE WITH MUCH ETHNIC DIVERSITY AND HOPE FOR IT TO STAY THAT WAY AND NOT BECOME STILL A SMALL BUT NOW OVERCROWDED AREA INCONSISTENT WITH ITS CHARMS"
2/24/2021	"I'm a Tarrytown resident who relies on open lot space for my parking. it's already very challenging to find a spot to park in close to my home, and I'm extremely concerned about the effect continued development of our area without improvements to our existing transportation infrastructure and access to parking will have on my experience as a resident and my ability to continue living in my home."
2/24/2021	"Some development may be a good thing, but I'm concerned that these new buildings will ruin river views, and that the giant increase in population will create more gridlock on Rt9."
2/24/2021	"This is a village, not a city. I want to keep it that way. These changes are not good for the villagers, only the builders!"
2/24/2021	"Adding traffic into the Village's weakest point is wrong. Doing so without proper examination is IRRESPONSIBLE!"
2/25/2021	"I'm signing because of safety issues and overdevelopment."
2/25/2021	"We need to have a better plan here. There's way too many people and a not enough infrastructure parking, traffic and affordable housing."
2/25/2021	"We need to control our traffic not add to the confusion, not to mention the carbon footprint. No to 700 new cars and added congestion in Tarrytown."
2/25/2021	"The current proposal will create too much congestion and density, setting a bad precedent for Tarrytown's future."
2/25/2021	"We have narrow, steep, winding streets down to the proposed locations for all these units. There just isn't a way of accommodating all these people from a traffic perspective"

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Tarrytown Connected, Not Tarrytown Congested Petition

Date	Comment
2/25/2021	"We need a comprehensive traffic study before approving the SAO or any other large developments in Tarrytown. Not to do so would be irresponsible and could cause irreparable harm to the community."
2/25/2021	"No more zoning overlays without first performing a comprehensive traffic study."
2/25/2021	"Tarrytown is a Village, not a City. It is bad enough that we have this monstrosity of rivers edge we don't need more"
2/26/2021	"Need a traffic study before you can expand the zoning district."
2/26/2021	"Density diminishes Quality of Life"
2/28/2021	"There is already too much traffic in Tarrytown—I live in the center of town on Broadway and I see it everyday—all day. Huge trucks that have no business driving through the center of a small town. Big oversized trucks every single day. Bad for roads, and the air. And the people."
3/1/2021	"The negatives (significantly increased traffic, less parking availability, etc.) absolutely outweigh the positives in this proposal."
3/3/2021	"I'm signing because I don't want to see congestion and density in the village increase and turn into a city. Let's protect and preserve what Tarrytown is a beautiful village."
3/10/2021	"I am concerned the town is developing the area before developing a plan and tactics for the local roads capacity to handle the increased traffic that will result from the new development."
3/4/2021	"I'm signing because this is my hometown and I want to preserve its legacy. My grandparents are buried in Sleepy Hollow Cemetery and are rolling over in their grave with the thought of this happening. There is way to much history that needs to be persevered in this great LITTLE town. Let's keep it that way. Stop the nonsense and greed. Go build somewhere else."
2/25/2021	"Don't let the developers dictate how our village should look!"
2/27/2021	"Our neighborhood (Miller Park) is already a pass-through for cars going from other neighborhoods and the bridge down to the train. There are so many kids in this neighborhood and having that many cars come through is dangerous for them. It is also terrible for our quality of life. Police already have a hard time patrolling adequately and people speed and go through stop signs all the time. Increased traffic will be devastating for our neighborhood."
2/25/2021	"You can barely navigate our streets with the traffic now. A comprehensive study of the traffic flow and patterns is an absolute must before considering any further development."

Tarrytown Parking Task Force Recommendations for Board of Trustee Consideration

Task Force Mission Statement:

Parking convenience affects overall accessibility and thereby commerce and livability of the Village of Tarrytown. Parking facilities are a major cost to our community so we must prioritize management (making better use of existing resources) before creating more supply (too few available spaces, we must build more).

Our goal is to evaluate the existing supply and availability of all parking resources within the Village with special attention to the Main Street business district and North Broadway corridor and then make recommendations that result in more efficient use of those resources.

Guiding Principles

This Task Force used the following three basic principles of parking management and reform from The High Cost of Free Parking by Donald Shoup (<https://www.youtube.com/watch?v=uVteHncimV0>) to inform our recommendations:

- (1) set the right price for curb parking,
- (2) return the parking revenue to pay for local public services, and
- (3) remove minimum parking requirements

Note: The Main Street business district and North Broadway corridor will be referred to as the "Business District".

Next Steps:

Though the work of this Task Force is completed for this term, we believe this is only an initial step in properly managing the parking resources of the village. Therefore when this Task Force has been dissolved, we propose to the BOT the following:

- Monitor and adjust the recommendations in relation to the initial goals based on the guiding principles stated above.
- Form a small, on-going committee that meets quarterly and is led by a person with parking management experience. The committee should include the following members of the Business District community:
 - A representative of the Business District merchants
 - A representative resident of the Business District
 - Lieutenant of TTPD
 - Assistant Village Manager
 - BOT liaison

Recommendation #1

Extend all parking meter enforcement duration in the Business District from 9am-6pm to 9am-9pm and also raise curb space meters to \$1.50 or \$2.00 per hour.

Curb space is the most convenient and desirable parking for commerce and should be priced accordingly. This recommendation is a first step in "setting the right price for curb parking". The intent of extending the duration will hopefully encourage Music Hall patrons to park in municipal lots rather than fill up curb space.

<i>Business District Municipal Lots (Off-street parking)</i>	<i># of Spaces</i>	<i>Current Rate & Enforcement Duration</i>	<i># of Spaces</i>	<i>Proposed Rate & Enforcement Duration</i>
Lot 1 - 31 South Broadway	24	\$1 per hr, 9am-6pm	24	\$1 per hr, 9am-6pm
Lot 2 - Neperan Road	21	\$1 per hr, 9am-6pm	21	\$1 per hr, 9am-6pm
Lot 3 - South Washington St (Eastside)	76	\$1 per hr, 9am-6pm	76	\$1 per hr, 9am-6pm
Lot 4 - South Washington St (Westside)	24	\$1 per hr, 9am-6pm	24	\$1 per hr, 9am-6pm
Lot 5 - McKeel Avenue	75	\$1 per hr, 9am-6pm	75	\$1 per hr, 9am-6pm
Total (Lot or Off-street)	145		145	
<i>Business District Curb Spaces (On-street parking)</i>	<i># of Spaces</i>	<i>Current Rate & Enforcement Duration</i>	<i># of Spaces</i>	<i>Proposed Rate & Enforcement Duration</i>
Main Street	65	\$1 per hr, 9am-6pm	58	\$2 per hr, 9am-9pm
<i>Main Street (15 minute spaces)</i>	4	\$0.25 for 15 minutes	11	\$0.50 for 15 minutes
South Washington Street	9	\$1 per hr, 9am-6pm	9	\$2 per hr, 9am-9pm
North Washington Street	4	\$1 per hr, 9am-6pm	4	\$2 per hr, 9am-9pm
John Street	4	\$1 per hr, 9am-6pm	4	\$2 per hr, 9am-9pm
Kaldenberg Place	12	\$1 per hr, 9am-6pm	12	\$2 per hr, 9am-9pm
South Broadway	39	\$1 per hr, 9am-6pm	39	\$2 per hr, 9am-9pm
North Broadway	65	\$1 per hr, 9am-6pm	6	\$2 per hr, 9am-9pm
<i>Broadway (15 minute spaces)</i>	2	\$0.25 for 15 minutes	4	\$0.50 for 15 minutes
Neperan Road	4	\$1 per hr, 9am-6pm	4	\$2 per hr, 9am-9pm
Hamilton Place	7	\$1 per hr, 9am-6pm	7	\$2 per hr, 9am-9pm
Central Avenue	8	\$1 per hr, 9am-6pm	8	\$2 per hr, 9am-9pm
Total (Curb or Off-street)	215		215	
Total Business District Parking	360		360	

Recommendation #2

Establish additional 15-minute spaces in the Business District by adding (convert currently metered spaces) seven (7) additional 15 minute spaces to Main Street and two (2) additional 15 minute spaces to North Broadway. See maps below for proposed locations: top map - Main Street (from Broadway to Windle Park); bottom map - Broadway (from Main to McKeel)



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Recommendation #3

Improve directional signage to Municipal lots in the Business District and number the lots for easier identification.

Simplify naming of Business District metered parking lots to "numbers" in lieu of "names". The following amendment and format change to Village Code Section 291-91 is proposed (new language in bold italic print, format is also changed but utilizes existing language);

§ 291-91 Schedule XXVI: Off-Street Metered Parking Lots.
[Amended 2-7-2000; 6-23-2003; 3-19-2012; 12-3-2012; 3-21-2016; 11-21-2016; 1-7-2019]

The areas described below shall constitute off-street metered parking lots. A full description of such lots is available in the office of the Village Clerk, where it may be examined during regular office hours.

<i>Name of Lot</i>	<i>Lot Locations</i>
<i>Lot 1</i>	31 South Broadway
<i>Lot 2</i>	Neperan Road
<i>Lot 3</i>	South Washington Street (Eastside)
<i>Lot 4</i>	South Washington Street (Westside)
<i>Lot 5</i>	McKeel Avenue
Lot A	Depot Plaza
Lot B	South Depot Plaza
Lot C	Green Street (North)
Lot D	West Main Street
Lot E	Green Street (South)
Lot F	Losee Park North
Lot G	Losee Park South & Green Street along Losee Park fence line

Included in this change is the removal of West Elizabeth Street lot (effective 1/31/2020). This change will also help clean up the existing format in the Village Code making it uniform to the uptown lot proposed language. The Parking Task Force recommends keeping the long-term commuter lots identified by "letters" to provide distinction between the two types of lots.

If this proposal is approved by the Board of Trustees the signage will be updated (within the Business District lots) and made to stand out and be more visible.

Recommendation #4

Addition of Lots 3 & 4 (South Washington Street) to Village Code Section 291-48 Business Permit.

Village Code Section 291-48 describes and regulates business parking permits. Currently the Village Code does not allow business permits to be utilized in the South Washington Street lots. We recommend that the South Washington Street lots are added to the list of locations where business permits may be utilized. We believe that allowing business permit parking in the lot will help free up curb spaces along Main Street that may have been otherwise occupied by business owners or employees. The proposed Village Code changes includes the change in Recommendation #3 (numbering the parking lots in the Business District parking lot identification) and also the removal of the West Elizabeth Street Parking Lot which became effective on 1/31/2020 (new language in bold underlined italic print);

§ 291-48 Business permit.

[Amended 9-19-2011 by L.L. No. 8-2011; 12-3-2012]

Upon submitting to the Village Treasurer a properly completed signed application and upon payment of a fee as set by resolution of the Board of Trustees, the Village Treasurer shall consider said application as valid and complete for the issuance of a business permit, subject to applicable parking limitations. Such permit shall only be issued to the owner of a passenger or suburban vehicle who is not a resident of the Village of Tarrytown, but who is a merchant, store employee, office worker, business or professional person or other person gainfully employed within the Village of Tarrytown. One permit may be issued for up to four vehicles per parking permit, but in no case may the permit be used on more than one vehicle at a time and shall not be considered a valid permit for the parking of more than one vehicle at a time. Such permit shall be valid for a period of not more than one year and shall expire, in any event, on May 31 of each year. Business permits are valid in the following municipal parking lots, subject to specific restrictions where applicable:

~~A. McKee Avenue Parking Lot.~~

~~B. South Broadway Parking Lot.~~

~~C. West Elizabeth Street Parking Lot (metered parking spaces):
[Amended 3-21-2016]~~

~~D. Cortlandt Street (metered parking spaces 4050 through 4061):
[Added 12-3-2018]~~

~~E. Neperan Road Parking Lot (formerly known as the "Citibank Parking Lot") (Village parking spaces). [Added 9-3-2019]~~

A. Lot 1 (31 South Broadway)

B. Lot 2 (Neperan Road)

C. Lot 3 (South Washington Street, East Side)

D. Lot 4 (South Washington Street, West Side)

E. Lot 5 (McKeel Avenue)

F. Cortlandt Street (metered parking spaces 4050 through 4061).

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Recommendation #5

Creation of a Downtown Resident Parking Permit for the Business District Lots.

In conjunction with Recommendation #1, we recommend creating this accommodation for those residing within the Business District who do not have dedicated off-street parking but available to all residents of Tarrytown. Priced the same as a "Business Permit" (VC Section 291-48).

*Must be a resident to apply

Only two cars may be listed on one permit (only one vehicle can use permit at a time)

Can be utilized in the following lots;

- A. *Lot 1 (31 South Broadway)*
- B. *Lot 2 (Neperan Road)*
- C. *Lot 3 (South Washington Street, East Side)*
- D. *Lot 4 (South Washington Street, West Side)*
- E. *Lot 5 (McKeel Avenue)*

April 15, 2021

Via Hand Delivery and Electronic Mail

Hon. Thomas D. Butler
Mayor of the Village of Tarrytown
and Members of the Village Board of Trustees
Village of Tarrytown
One Depot Plaza
Tarrytown, New York 10591

***Re: Tarrytown Marina, LLC (“Petitioner”)
Petition for Zoning Text Amendment
Tarrytown Boat & Yacht Club Site, 236 Green Street (“Property”)***

Dear Mayor Butler and Members of the Village Board of Trustees:

This firm represents Tarrytown Marina LLC, the owner of the Property commonly known as the Tarrytown Boat & Yacht Club (“Boat Club”). Petitioner is also the sub-tenant of the Boat Club pursuant to its lease with the Village for the operation of Tarrytown Marina (“Marina”). The Property is located in the Waterfront District (WD).

Petitioner is pleased to submit a Rezoning Petition for a Zoning Text Amendment that would facilitate the development of a “Wharf Boatel” on the Property, together with a waterfront restaurant, Marina improvements and amenities, public access to the RiverWalk, approximately 92 onsite parking spaces (plus additional spaces for valet parking), and other site improvements (collectively, “Project”). The Boatel component would consist of a 4-story, luxury boutique hotel with 103 rooms. The Project would add to Tarrytown’s reputation as a premier waterfront destination along the Hudson River.

Petitioner respectfully requests placement on the BOT’s April 28th Work Session agenda for a presentation and discussion. Petitioner also asks that the BOT accept the Rezoning Petition, and commence the necessary procedures for review of the Zoning Amendment.

For sake of efficiency, we respectfully refer the BOT to the Rezoning Petition for background information about Petitioner, and a full description of the proposed Project and Zoning Amendment, including its consistency with the Village's Comprehensive Plan and land use goals.

In sum, the Project, including the Boatel, would reactivate the Marina and ensure its longevity for the Boat Club and public at large. Petitioner remains obligated to perform all obligations of the Boat Club under the Village Lease. In response to prior feedback from the BOT, the Project would comply with the existing 45-foot height requirement in the WD. As also previously represented to the BOT, the Project does not propose any residential units, and it would not use any Village land.

The Zoning Text Amendment proposes amending the WD regulations to permit a hotel as a principal use. The Amendment would also provide that any such hotel must be operated in conjunction with an adjoining marina, and that restaurants and other customary accessory uses shall be permitted (such as marina support services/retail). The Planning Board would also have Site Development Plan Approval jurisdiction over the Project.

Enclosed are the following materials in support of the Rezoning Petition:

- Verified Petition for Zoning Text Amendment, dated April 15, 2021
- Short Environmental Assessment Form Part I
- Conceptual Site Plans, Floor Plans, and Building Elevations, prepared by Lessard Design Inc. P.C.
- Aerial Rendering showing proposed Marina and boat uses, prepared by Petitioner

Thank you for the BOT's attention.

Respectfully submitted,

ZARIN & STEINMETZ

By: Brad Schwartz

David S. Steinmetz

Brad K. Schwartz

Encls.

cc: Richard Slingerland, Village Administrator
Katherine Zalantis, Esq.
Donato R. Pennella, P.E.
Tarrytown Marina LLC
John Canning, P.E.
Matt Acocella

VILLAGE OF TARRYTOWN: BOARD OF TRUSTEES
WESTCHESTER COUNTY: STATE OF NEW YORK

----- x
In the Application of: :

TARRYTOWN MARINA LLC : **VERIFIED PETITION**
: **FOR ZONING**
: **TEXT AMENDMENT**

For an Amendment to the Zoning Law of the :
Village of Tarrytown Pursuant to Section 1-9 :
of the Code of the Village of Tarrytown :
----- x

Petitioner **TARRYTOWN MARINA LLC** (“Petitioner”), by its attorneys Zarin & Steinmetz, respectfully petitions the Board of Trustees (“BOT”) of the Village of Tarrytown (“Village”) as follows:

Summary Of Rezoning Petition

1. This Petition seeks an amendment of the Village’s Local Zoning Law (“Zoning Law”) to permit a hotel as a principal use on properties located in the Waterfront Zoning District (“WD”). The amendment would also provide that any such hotel must be operated in conjunction with an adjoining marina, and that restaurants and other customary accessory uses shall be permitted (such as marina support services/retail).
2. Petitioner proposes the redevelopment of the property commonly known as the Tarrytown Boat & Yacht Club (“Boat Club”), located at 236 Green Street, and identified on the Village Tax Map as Sheet 1.70, Block 29, Lot 44 (“Property”).
3. This exciting project would include the newly proposed “Wharf Boatel,” a 4-story, luxury boutique hotel with 103 rooms. It would also include a desirable waterfront restaurant overlooking the Hudson River, physical improvements to and numerous support spaces for the Tarrytown Marina (“Marina”), and public access and connectivity to the RiverWalk via an

outdoor promenade area, together with approximately 92 onsite parking spaces (plus additional spaces for valet parking) (collectively, “Project”).

4. Importantly, the Project would support the existing Marina economically, and ensure its longevity for the Boat Club and public at large. The Marina will be vastly improved through significant dredging and other long-awaited repairs – at Petitioner’s own cost.

5. Petitioner, as subtenant of the Village’s Lease with the Boat Club, would also be responsible for and is committed to the ongoing operation of the Marina. Petitioner is obligated to perform all obligations of the Boat Club under the Village Lease. The Project would not alter any of those obligations. The Boat Club knows about and is fully supportive of the proposed Project given its attendant benefits for the Club and Marina.

6. The Project would comply with the existing 45-foot height requirement in the WD.

7. The Project does not propose any residential units, and it would not use any Village land. It would also be a significant contributor to the Village’s tax base.

8. All these elements would fulfill the Project’s goal to activate this key waterfront parcel, and continue to make Tarrytown a premier waterfront destination. As the Project is accessible by boat, train, bus and car, it is not expected to generate significant new traffic or parking demands. All parking requirements would be met onsite. A Traffic and Parking Report is being prepared by John Canning, PE, of Kimley-Horn, and it will be submitted during the review process.

9. As shown on the enclosed drawings, Petitioner and its architect have created a conceptual design for the Project that takes its architectural inspiration from the many historic buildings in Tarrytown, and is consistent with the character of the existing waterfront.

10. Petitioner is Tarrytown Marina LLC, which is an affiliate of National Resources LLC. National Resources has a proven track record of redeveloping waterfront, industrial, and corporate sites with well-designed, viable, and attractive commercial and residential facilities.

11. The Project would also be in furtherance of the Village's planning and development goals expressed in the Village's 2018 Comprehensive Plan, *Tarrytown Connected* ("Comprehensive Plan"). The Comprehensive Plan recognizes, for example, that a key goal of the Village is to "expand and prioritize opportunities for water based recreation and access" by "building on the existing marinas with . . . additional access points in the form of public boat launches and docks as well as the expansion of the Riverwalk to facilitate continuous shoreline access." (Comprehensive Plan at 96, 122). The Project would meet all these and other goals.

12. The Zoning Law does not currently permit hotels in the WD, although hotels are a principal permitted use in the adjacent Waterfront General Business District ("WGBD").

13. As a result, Petitioner submits this Petition seeking to include in the Zoning Law a provision allowing for hotels (and a restaurant and other related uses) in the WD ("Zoning Amendment," annexed hereto as Exhibit "A"). In addition to other requirements, Site Development Plan Approval would be required from the Village Planning Board.

14. Accordingly, for the reasons set forth in this Petition and accompanying materials, Petitioner respectfully requests that the BOT accept this Petition, and commence the requisite SEQRA, planning and legislative review procedures in connection with the BOT's consideration and ultimate adoption of the Zoning Amendment, and the Planning Board's review and approval of the Site Development Plan and other related approvals/permits.

15. Note that formal applications for Site Plan Approval (and other required approvals) will be submitted to the Village following Petitioner's initial presentation and discussion.

Petitioner

16. Petitioner Tarrytown Marina LLC is a foreign limited liability company organized under the laws of the State of Delaware, and authorized to do business in the State of New York, with its principal place of business at 485 West Putnam Avenue, Greenwich, Connecticut 06830.

17. Tarrytown Marina is an affiliate of National Resources.

18. National Resources LLC is a prominent regional real estate development and investment firm that focuses on the redevelopment of waterfront, industrial, and corporate sites.

19. Petitioner owns the subject Property, having purchased it from the Tarrytown Boat Club in 2020.

20. Petitioner is also sub-tenant of the Boat Club pursuant to the terms of a lease between the Village and the Boat Club (“Boat Club Lease”).

Proposed Zoning Text Amendment

21. The proposed Zoning Amendment would add a “Hotel” as a principal permitted use in the WD District, subject to certain restrictions, including that any such hotel must be operated in conjunction with a marina. The Amendment would also provide that restaurants and other customary accessory hotel and marina uses shall be permitted. See Exhibit “A”.

22. Currently, the Zoning Law does not permit Petitioner’s proposed Project at the Property because a hotel is not a permitted principal use in the WD. Restaurants are currently allowed in the WD as an accessory use to a marina or boat club. Marina support uses are currently allowed in the WD as accessory uses to a marina.

23. Hotels are, however, a permitted principal use in the adjacent WGBD.

24. Petitioner proposes to amend the Zoning Law to allow the same hotel permitted principal use in the WD District, with substantially the same limiting factors for the siting of

hotels as enumerated in the WGBD requirements, plus some others. See Zoning Code § 305-42(C)(2).

25. As a key purpose of the Project is to develop and operate a waterfront hotel in conjunction with a marina, the proposed Zoning Amendment would provide that a hotel in the WD shall be permitted only when it operates together with a marina, yacht or boat club, either on the same or immediately adjoining lot (the lots can be under different ownership).

26. This provision would also have the effect of limiting the number of parcels in the WD that could potentially be developed with a hotel.

27. There are 13 lots located in the WD, including Petitioner's Property. Most of these lots are owned either by the Village or Metro-North Railroad.

28. Under the proposed Zoning Amendment, the only other lot in the WD that could potentially be developed at this time with a hotel is the site of the Washington Irving Boat Club (Tax Lot No. 1.70-29-50). This site appears to be jointly owned by the Village and the Washington Irving Boat Club. Thus, the Village would have control over any possible future redevelopment of the parcel housing the Washington Irving Boat Club. Petitioner submits that this provision is a sufficient limiting factor to prevent overconcentration of hotels in the WD.

29. The proposed Zoning Amendment would also provide language clarifying that a restaurant and other marine uses shall be allowed as accessory uses to a hotel and/or marina.

30. Under the proposed Zoning Amendment, a hotel would also be subject to certain bulk zoning criteria, including, as follows:

- a) Lot area: 0.35 acre for principal permitted uses
- b) Lot width: 150 feet minimum
- c) Lot depth: 150 feet minimum
- d) Public street frontage: 125 feet minimum

- e) Building coverage: 66%
- f) Building height: Three stories/42 feet for a flat roof and 45 feet for a pitched roof, measured from the average elevation of the site or the existing grade of the adjacent street, whichever is higher.
- g) Building width: TBD
- h) Front yard setback: zero feet
- i) Side yard setback: 10 feet
- j) Rear yard setback: zero feet
- k) Shoreline setback: 20 feet from the mean high-water mark of the Hudson River, except where the use and design of the structure requires a location with direct access to the river and involves, as an integral part of such structure, use of the water.

31. Importantly, the maximum building height of 45 feet is the same as what currently exists in the WD and WGBD. See Zoning Code § 305-43(A).

Proposed Project

32. In conjunction with the Zoning Amendment, Petitioner proposes to develop the Project on the Property – *i.e.*, a 4-story, boutique Hotel, a waterfront restaurant, Marina improvements and amenities, and public access to the RiverWalk, together with approximately 92 onsite parking spaces (plus additional spaces for valet parking) and other site improvements.

33. As shown on the enclosed drawings, the hotel would include 103 guest rooms, approximately 92 parking spaces (plus additional spaces for valet parking), an approximately 1,314-square foot club / meeting room for the Boat Club, and approximately 2,768 sf for marine uses. The Project would further contain approximately 2,000 sf of restaurant space and a 1,407 sf store selling supplies such as sunscreen, sunglasses, snacks and other boating goods. Facilities at the marina will also include limited gas dock, travel lift, emergency dock, limited repair services,

generator and pump-out station. Boat repair is limited to emergency-only in-water repair in the travel lift area denoted on the enclosed Marina plan.

34. As mentioned, a key component of the Project is that Petitioner would continue to perform all obligations of the Boat Club (a not-for-profit corporation) under the Village Lease, and operate the Marina.

35. The Marina is currently improved by approximately 100 to 150 boat slips and related improvements. The Boat Club has reserved the right to use up to 30 slips. The remaining slips will be available to new members of the Boat Club, visitors to the Boatel and Restaurant, and for public use at market rates. It is anticipated that the Boatel will use up to 30 slips and the Restaurant up to 12 slips, predominantly on the weekends. The Project will contain convenient boat access off Green Street to allow for easy loading and docking by the public.

36. Petitioner is committed to making significant improvements to the Marina to enhance the marina experience and to ensure its viability and public access into the future. The Marina, for example, has been limited in its use due to, among other things, the low water levels resulting from years of silting. Petitioner will seek approval for the dredging necessary to raise the water level and unlock the Marina's potential, including a bubbler system for in-water winter storage. Petitioner will also upgrade several of the docks, many of which still show damage from Hurricane Sandy.

37. Petitioner has spent considerable time with its architect to conceptually design the Project in a manner that is sensitive to the site and the needs of the Village's waterfront area. The Project minimizes any potential significant adverse visual or other environmental impact.

38. The Hotel will contain attractive outdoor amenities, such as terraces on the upper floors and outdoor dining space connected to the restaurant, as well as a promenade with outdoor seating adjacent to the water.

39. In light of the Project’s accessibility by mass transit, boat, and the provided onsite parking, the Project will not significantly increase vehicular traffic on the “H-Bridge” crossing the train tracks, or burden available street parking in the area.

40. Petitioner refers the BOT to the enclosed concept plans illustrating the initial conceptual details of the Project, prepared by Lessard Design Inc. P.C. The architecture and design will continue to be refined during the review processes. The architectural materials submitted in support of the Petition include:

- a. Illustrative Site Plan
- b. Floor Plans
- c. Building Elevations
- d. Massing Views

41. Petitioner will submit a Site Development Plan Application (together with other requisite applications) to the Planning Board, following Petitioner’s initial presentation and discussion with the BOT, and the BOT’s referral of this Petition to the Planning Board.

Consistency With Comprehensive Plan

42. Petitioner’s proposal would be in furtherance of land use objectives identified in the Village’s 2018 Comprehensive Plan.

43. The Comprehensive Plan declares that a key Village goal is to integrate the experience of the waterfront “with daily life and help to integrate the Village from east to west, building on the existing marinas with expanded opportunities for water-based recreation which require additional access points in the form of public boat launches and docks as well as the expansion of the Riverwalk to facilitate continuous shoreline access.” (Comprehensive Plan at 96).

44. The Comprehensive Plan recommends that the Village “expand and prioritize opportunities for water based recreation and access.” (Id. at 122).

45. The Comprehensive Plan also notes that “the Village has tremendous potential to grow as a destination and center of regional tourism,” and “[t]he thousands of tourists who visit annually represent a major constituency and a necessary focus for planning.” (Id. at 42). Moreover, participants in the public workshops leading to the development of the Comprehensive Plan noted the goal of “growing the tourism industry through a boutique hotel.” (Id. at 129).

46. The Comprehensive Plan provides that “policies that focus on the transit-oriented potential of the station area [which the Property is located in] and infrastructure improvements that support and facilitate a mode shift away from personal vehicles and toward cycling, walking, and shared local transit are two ways to advance this goal.” The Project supports this policy. (Id. at 56).

47. Finally, the Comprehensive Plan also identifies a sub-goal of obtaining funding for “periodic dredging of marina facilities.” (Id. at 122).

48. The Project would help achieve all these articulated goals by reactivating the existing Tarrytown Marina and expanding opportunities for water-based recreation and access in the Village through the development of an attractive Hotel with waterfront dining, as well as through obtaining approvals to repair the docks and dredge certain areas of the Marina. The Project will be accessible by all modes of transportation, including by boat, train, car, bike, or bus, helping to make Tarrytown a true waterfront destination in the region.

49. The addition of a waterfront boutique Hotel would also help generate and meet the demand by tourists wishing to visit and stay in Tarrytown. Petitioner is also committed to making improvements to the Marina harbor, which will meet the Village’s goal of achieving the dredging of marina facilities without burdening Village taxpayers. The Project will also generate significant tax revenue and employment opportunities, and contribute to the Village’s economic growth without generating any additional schoolchildren.

50. The Project's proximity to mass transit, including the Tarrytown Metro North station and bus stops, and accessibility by boat, will result in a Project that generates less traffic than a traditional hotel and restaurant destination.

51. For all these reasons, Petitioner respectfully submits that the Zoning Amendment is consistent with the Village's Comprehensive Plan, and is an appropriate zoning strategy to achieve increased water based recreation and access, as well as the further expansion of the riverfront revitalization that has contributed to Tarrytown's status as a top destination for tourists and visitors.

SEQRA

52. Pursuant to the New York State Environmental Quality Review Act ("SEQRA"), Petitioner is submitting a Short Environmental Assessment Form ("EAF").

53. Petitioner acknowledges that it will need to supplement the EAF with technical studies relating to traffic, stormwater and other studies requested during the review process as determined by the Lead Agency.

Requested Relief

54. Petitioner respectfully requests that the BOT take the following administrative and legislative steps: (a) accept this Petition; (b) refer the Zoning Amendment to the Planning Board for its recommendations and to conduct an environmental review of the subject action under SEQRA; (c) refer the Zoning Amendment to the Westchester County Department of Planning for its recommendations; (d) schedule, notice, and conduct a Public Hearing on the Zoning Amendment; (e) adopt the Zoning Amendment; and (f) permit the Planning Board to simultaneously review an application for Site Development Plan approval (and other related applications) authorizing the development of the Property with the Project.

WHEREFORE, it is respectfully requested that the instant matter be placed on the next available agenda of the BOT and be, in all respects, granted.

Dated: April 15, 2021
White Plains, New York

ZARIN & STEINMETZ

By: Brad Schwartz

David S. Steinmetz
Brad K. Schwartz
Attorneys for Petitioner
81 Main Street, Suite 415
White Plains, NY 10601
(914) 682-7800

VERIFICATION

STATE OF CONNECTICUT)
)
COUNTY OF FAIRFIELD) s.s.:

Lynne M. Ward, hereby deposes and says that he/she is the Vice President of **TARRYTOWN MARINA LLC**, which is the Petitioner in this proceeding, and says that he/she has reviewed the foregoing Verified Petition and that the foregoing Verified Petition is true to his/her own knowledge, and authorizes Zarin & Steinmetz to submit the foregoing Verified Petition to the Village Board of the Village of Tarrytown on Petitioner's behalf.


Name: VP

Sworn to before me this
14th day of April, 2021


Notary Public

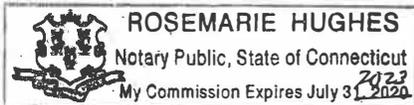


EXHIBIT “A”

PROPOSED ZONING TEXT AMENDMENT

Add a new Sub- Section 305-43(C)(6) to Article IX (Special Waterfront Zones):

§ 305-43(C). Permitted principal uses.

- (6) Hotels, subject to the following provisions:
- a) The hotel shall be operated in conjunction with an adjoining marina, yacht or boat club either on the same or immediately adjoining lot. The lots can be under different ownership.
 - b) A hotel shall not be less than two stories in height, with 17 or more sleeping accommodations and accommodations for meals within the principal structure.
 - c) Lot size and frontage. Hotels shall maintain a minimum lot size of 20,000 square feet and a minimum frontage of 125 feet on a public street.
 - d) All units shall be in multiple-unit structures, and the site shall not be subdivided for the purposes of creating individual lots or sites for the creation of single-family residences or units.
 - e) Outdoor lighting shall be contained on the site and shielded to assure that lighting is not visible from neighboring lots.
 - f) There shall be no outdoor public address or music system audible beyond the limits of the site.
 - g) The number of guest rooms may be limited by the availability of public water and sewage facilities. Prior to issuance of a building permit, the applicant must present proof to the building inspector that there is an adequate water supply to serve all of the project’s needs.
 - h) Interior roads and drives shall be adequate in grade, width, alignment and visibility to accommodate traffic and emergency vehicles.
 - i) Each living unit shall have a minimum of 150 square feet of rentable space, exclusive of bathroom facilities.
 - j) A minimum width of 22 feet for a driveway shall be provided for two-way traffic movement or two driveways of 12 feet minimum width each shall be provided for one-way traffic into and out from the guest parking area.
 - k) No more than two curb cuts on a public street shall be permitted.
 - l) All rear and side yards must be planted to a minimum of two feet in width with dense shrubbery or a combination of a decorative fence and shrubbery.

- m) Driveways must be adequately lighted so as to provide safe access and egress. Lighting shall be placed so as to produce no glare to passing motorists or adjacent property.
- n) Hotels constructed must be limited to guest accommodation and management offices and uses accessory thereto.
- o) All uses that are deemed permitted accessory uses to a marina and/or a boat or yacht club pursuant to Zoning Law Section 305-43(D) shall also be deemed permitted accessory uses to a Hotel in this district.
- p) Hotels in this District shall be subject to the following bulk requirements:
 - i. Lot area: 0.35 acre for principal permitted uses
 - ii. Lot width: 150 feet minimum
 - iii. Lot depth: 150 feet minimum
 - iv. Public street frontage: 125 feet minimum
 - v. Building coverage: 66%
 - vi. Building height: Three stories/42 feet for a flat roof and 45 feet for a pitched roof, measured from the average elevation of the site or the existing grade of the adjacent street, whichever is higher.
 - vii. Building width: TBD
 - viii. Front yard setback: zero feet
 - ix. Side yard setback: 10 feet
 - x. Rear yard setback: zero feet
 - xi. Shoreline setback: 20 feet from the mean high-water mark of the Hudson River, except where the use and design of the structure requires a location with direct access to the river and involves, as an integral part of such structure, use of the water.

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information			
Tarrytown Marina LLC			
Name of Action or Project: The Wharf Boatel & Marina			
Project Location (describe, and attach a location map): 236 Green Street, Tarrytown, NY 10591			
Brief Description of Proposed Action: The proposed action includes construction of a four-story Wharf Boatel with 103-rooms and 92 parking spaces (plus additional for valet parking) and 3,407 square feet of restaurant / retail space, together with improvements to the Tarrytown Marina and connection to the RiverWalk. The proposed action also seeks an amendment to the Village's Local Zoning Law to permit a hotel as a principal use in the WD District, as well as Site Plan Approval and other related approvals / permits by the Planning Board and Village.			
Name of Applicant or Sponsor: Tarrytown Marina LLC		Telephone: (203) 661-8844	
		E-Mail: lward@nationalresources.com	
Address: 485 West Putnam Avenue			
City/PO: Greenwich		State: CT	Zip Code: 06830
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: Village of Tarrytown Planning Board			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		1.07 acres	
b. Total acreage to be physically disturbed?		1.07 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		2.27 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input checked="" type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input checked="" type="checkbox"/> Parkland			

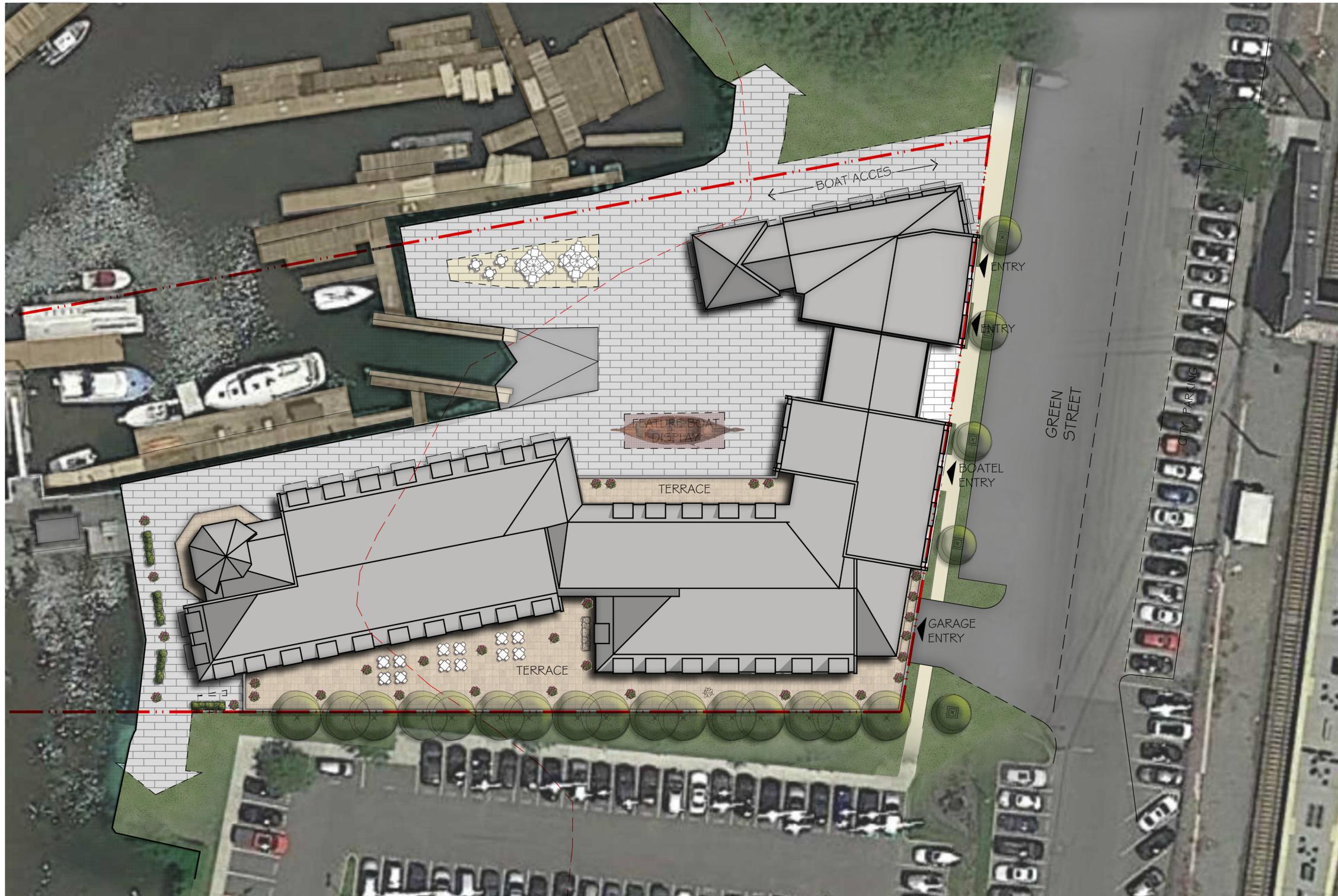
	NO	YES	N/A
5. Is the proposed action, a. A permitted use under the zoning regulations? b. Consistent with the adopted comprehensive plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? Hudson River If Yes, identify: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input checked="" type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes,	NO	YES
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, briefly describe: _____ _____		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____ _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor/name: <u>Tarrytown Marina LLC</u> Date: <u>4/12/2021</u>		
Signature: <u></u> Title: <u>Lynne M. Ward, Executive Vice President</u>		



INDEX

- A.01 - COVER
- A.02 - ILLUSTRATIVE SITE PLAN
- A.03 - GROUND FLOOR PLAN
- A.04 - SECOND FLOOR PLAN
- A.05 - THIRD AND FOURTH FLOOR PLAN - BUILDING SECTION
- A.06 - BUILDING ELEVATIONS
- A.07 - MASSING VIEWS



SUMMARY OF PROVISIONS

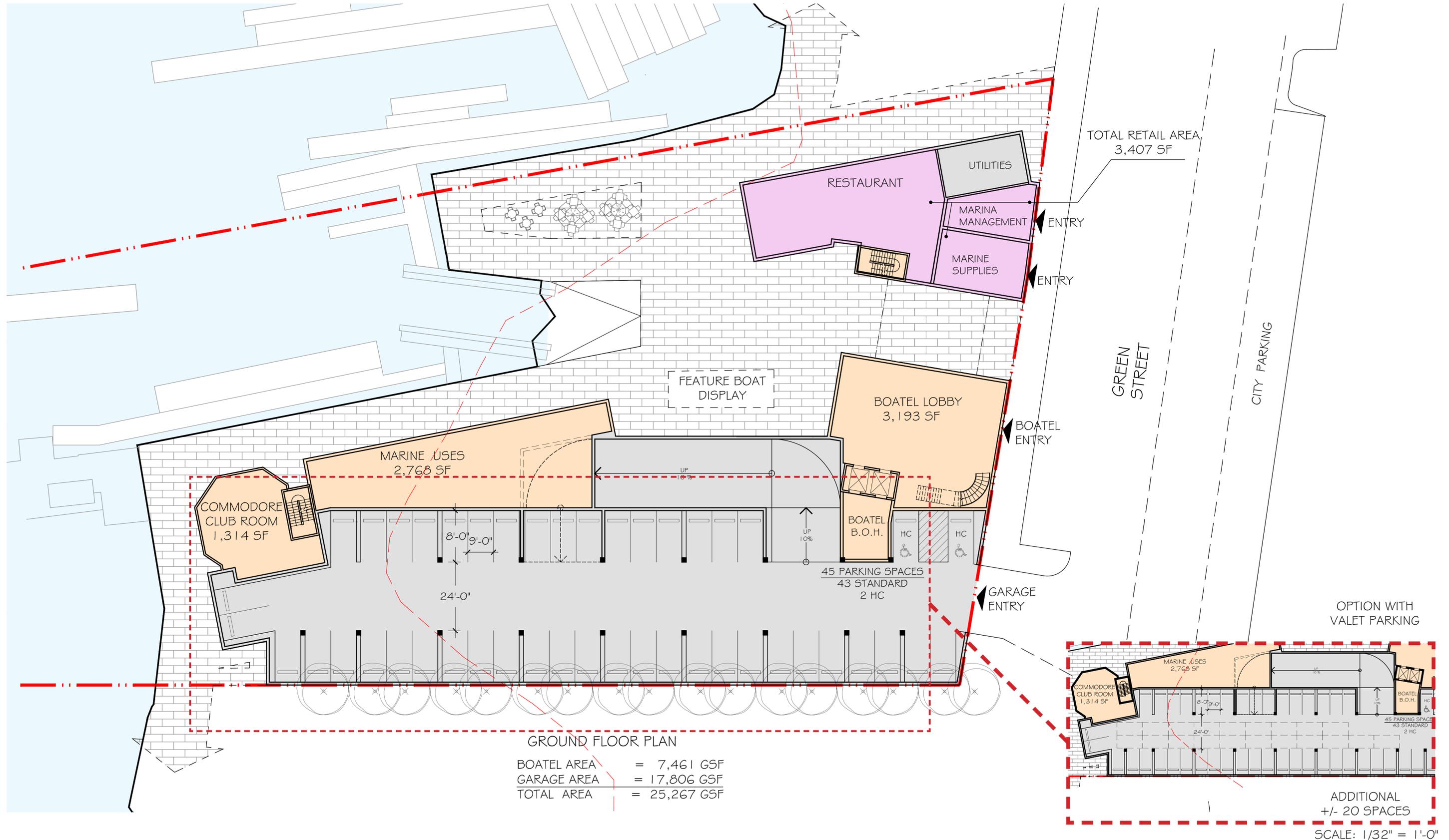
TOTAL BOATEL AREA= +/- 60,332 GSF
TOTAL ROOMS = 103 ROOMS

TOTAL RETAIL AREA= +/- 3,407 SF

TOTAL PARKING AREA= +/- 33,953 GSF
TOTAL PARKING = 92* PS
 *+20 SPACES WITH VALET PARKING

*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
 LANDSCAPE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
 REFER TO LANDSCAPE FOR TREES AND LANDSCAPE INFORMATION.





GROUND FLOOR PLAN

BOATEL AREA	=	7,461 GSF
GARAGE AREA	=	17,806 GSF
TOTAL AREA	=	25,267 GSF

GROUND FLOOR PLAN

CONCEPTUAL PACKAGE

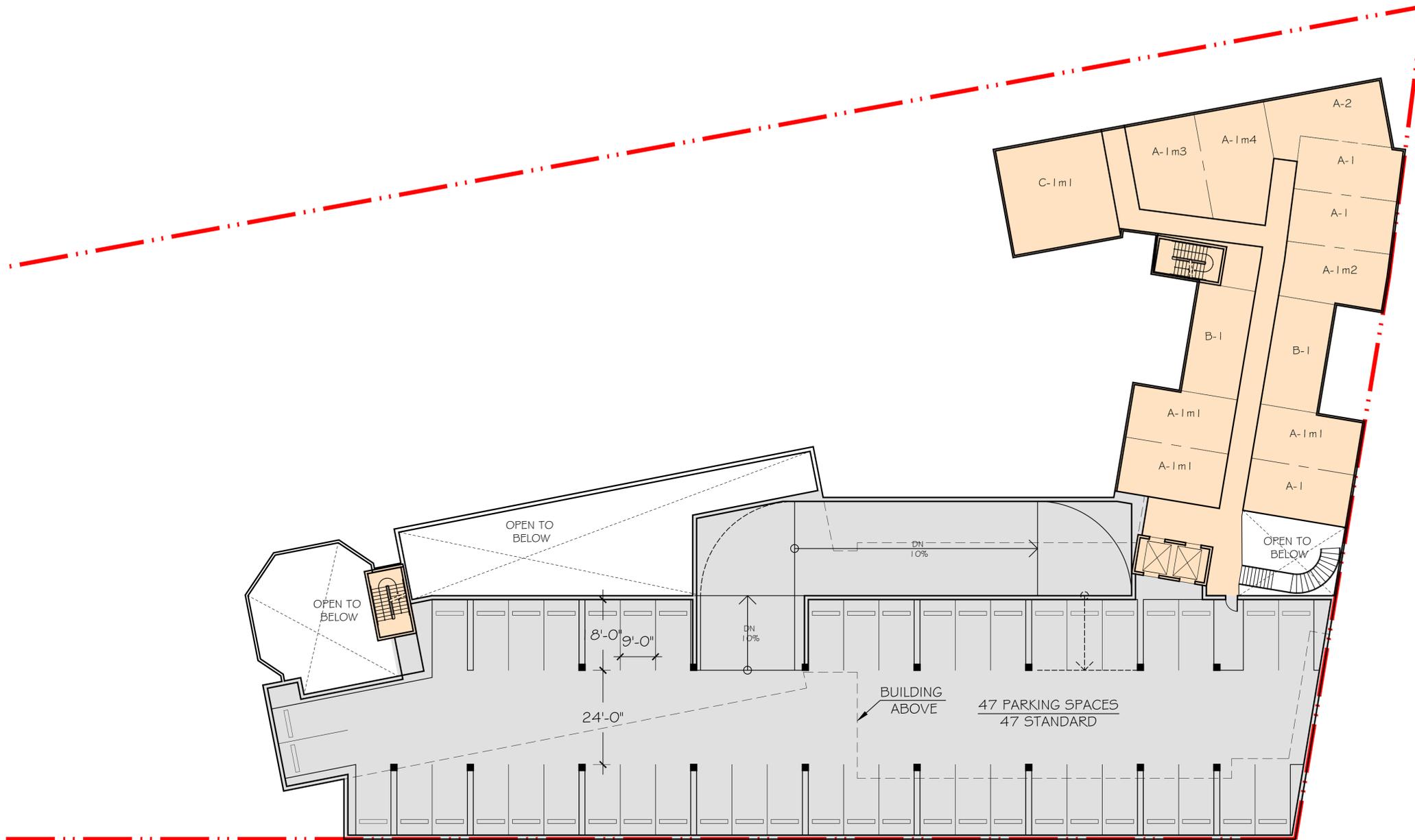
WHARF - BOATEL
TARRYTOWN, NY
TARRYTOWN MARINA LLC.

NOV 10, 2020
NRC.039C

A.03

0' 8' 16' 32'
SCALE: 1/16" = 1'-0" (@ 22"x34")





SECOND FLOOR PLAN

BOATEL AREA	=	7,532 GSF
GARAGE AREA	=	16,147 GSF
TOTAL AREA	=	23,679 GSF

SECOND FLOOR PLAN

CONCEPTUAL PACKAGE

WHARF - BOATEL

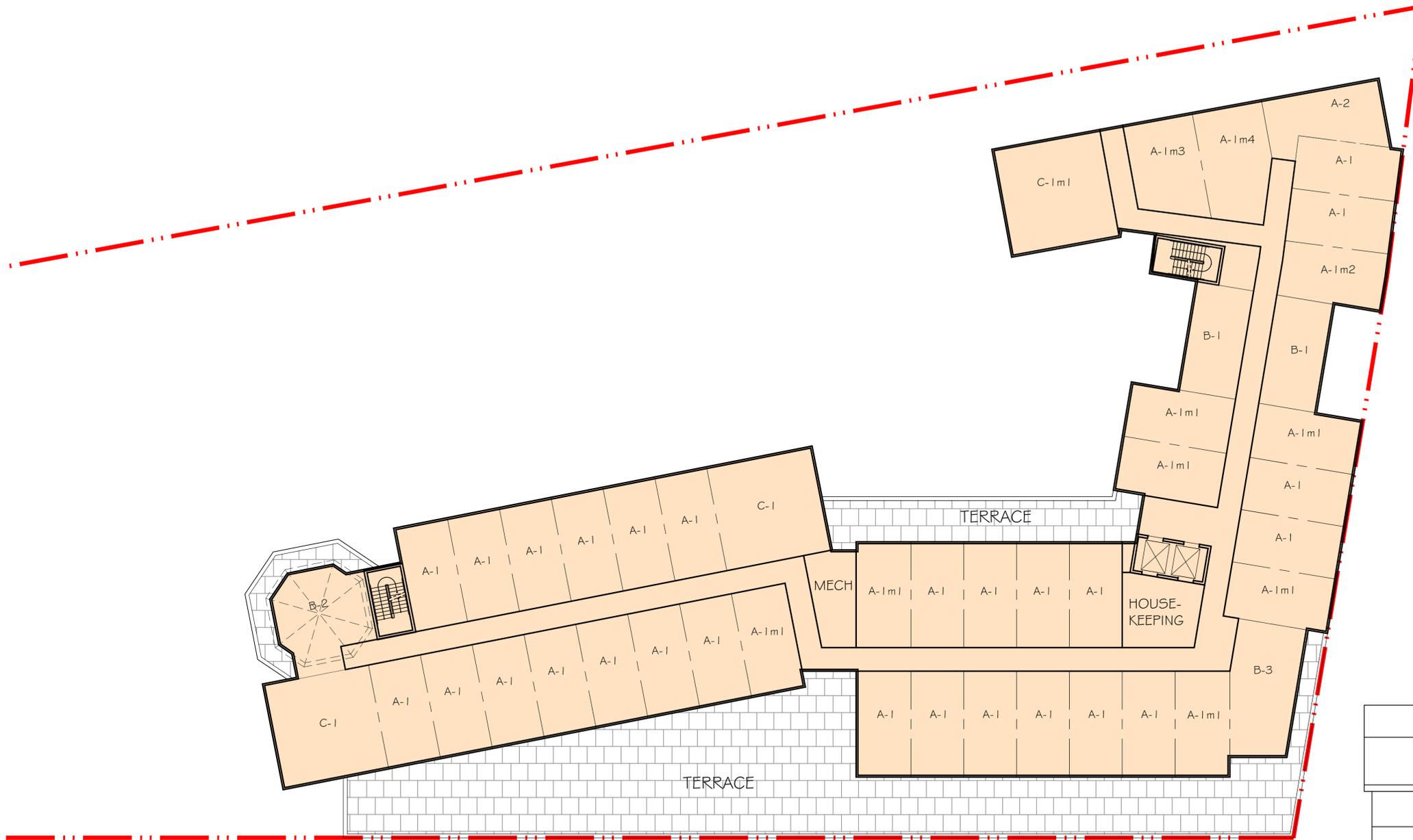
TARRYTOWN, NY
TARRYTOWN MARINA LLC.

NOV 10, 2020
NRC.039C

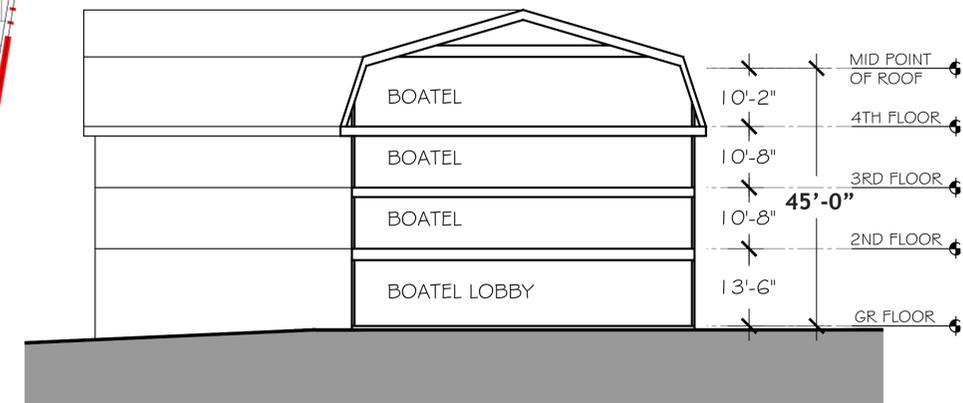
A.04

0' 8' 16' 32'
SCALE: 1/16" = 1'-0" (@ 22"x34")





THIRD AND FOURTH FLOOR PLAN
 BOATEL AREA = 22,671 GSF



BUILDING SECTION





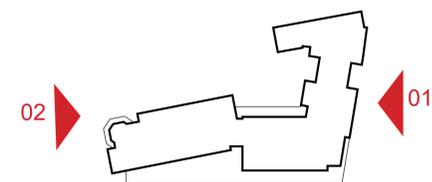
BUILDING ELEVATION 01



BUILDING ELEVATION 02

MATERIAL LEGEND

- 01 FIELD STONE - GRAY TONES
- 02 BRICK - RED CLAY
- 03 ARCHITECTURAL SHINGLES - DARK CEDAR SHAKE
- 04 WOOD TRIM - NATURAL
- 05 FIBER CEMENT PANEL - DARK GRAY
- 06 FIBER CEMENT TRIM - DARK GRAY
- 07 FIBER CEMENT PANEL - LIGHT GRAY
- 08 FIBER CEMENT TRIM - LIGHT GRAY
- 09 METAL CANOPY
- 10 FIBER CEMENT SIDING - BROWN BEIGE
- 11 METAL ROOF
- 12 GLASS RAILING - SILVER/SATIN
- 13 GLASS RAILING - PEWTER/SLATE GRAY
- 14 CEDAR SHAKE - NATURAL



KEY PLAN

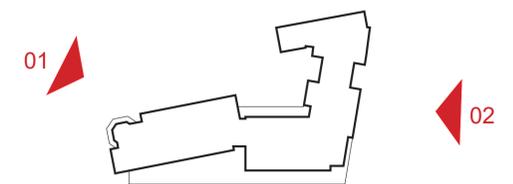
*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS



01



02



KEY PLAN

River



FIRE DOCK

GUEST DOCKS

FUEL DOCK

BOAT RAMP

REPAIR DOCK

TRAVEL LIFT

PUMP OUT

POLICE DOCK

OFFICE

100 SLIPS

* ALL LOCATIONS SUBJECT TO RELOCATION