

Board of Trustees
Village of Tarrytown
Regular Meeting No. 23
December 19, 2016
8:00 p.m.

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

ABSENT: Mayor Fixell

DENNIS NOSKIN ARCHITECTS PRESENTATION – REPORT ON THE
FEASIBILITY STUDY FOR THE REOPENING OF A PEDESTRIAN PASSAGEWAY
UNDER METRO NORTH RAILROAD TRACKS

Dennis Noskin noted that around 1920, there was a tunnel under the Metro North Railroad tracks that connected the east and west side of the tracks; it was similar and the same vintage to the tunnel that exists in the Village of Irvington. There is no access to the Tarrytown tunnel today. In the early 1960's, Metro North closed off the tunnel possibly due to the expansion of the H-Bridge.

Administrator Blau noted that in the 1960's, Metro North moved their platforms to the south and they no longer had a need for the tunnel because it no longer connected to the platforms. Metro North Railroad constructed pedestrian overpasses to access their platforms and, therefore, eliminated the tunnel.

Dennis Noskin noted that in the 1960's, the west side of the railroad tracks was mostly industrial. Today, the west side of the railroad tracks has the Hudson Harbor residential development, an active Recreation facility, active ball fields, the Senior Center and a new outdoor pool opening up in the summer of 2017. The major connector connecting the east and west sides of the railroad tracks is the H-Bridge. Dennis Noskin Architect, PC was contracted to implement a feasibility study to find out if it was feasible to re-open the tunnel, which has been closed for approximately 50 years. They began the study by accessing the tunnel via reopening the manhole on the east side of the tracks. All architects and engineers that went down the manhole had to be OSHA certified in confined spaces. They found that the tunnel was filled with soil and dirt. They then needed to get a permit from Metro North to remove the concrete lid to enable them to excavate the dirt so that architects and engineers could complete the feasibility analysis. Dennis Noskin, Architect was joined by a structural engineer, mechanical, electrical and plumbing engineer, civil engineer and a surveyor. From an architectural standpoint, he needed to find out if it was feasible to restore the tunnel to the way it was. The structural engineer had to determine whether the tunnel remained structurally sound as it presently exists or whether work was necessary to make the tunnel structurally feasible. The civil engineer and the surveyor completed a survey of what and where the actual tunnel exists; the mechanical, electrical and plumbing engineers had to determine if there was enough air quality and air flow if the tunnel was open on both sides for people to walk through the tunnel. They had to make sure there were sump pumps to eject water and adequate plumbing for any ejection of waste water that may occur in the tunnel and that the tunnel was able to be electrified to provide both lighting and power for the sump pumps. Mr. Noskin proceeded to present some drawings. Mr. Noskin noted that per the state grant, he was required to provide a projected utilization of the pedestrian tunnel. He noted that this was a best guess, but that the tunnel would be used most frequently in the summer months (busiest time of the year) estimating 350 people during the weekdays (5 days) with an average of 70 people per day and 168 people during the weekend (2 days) with an average of 84 people per day.

Trustee Brown asked if the pedestrian tunnel would be used most by commuters and/or for recreational uses. Mr. Noskin responded that the use would most likely be for recreational purposes and for the residents who live on the west side of the tracks to walk into the downtown area. Commuters would most likely not use it because there is no connection to the platforms.

Mr. Noskin was asked about compliance with the Americans with Disabilities Act. He noted that he does not believe that it is feasible to have the pedestrian tunnel ADA compliant due to the site constraints on the Metro North property. However, approximately one hundred feet away is the Metro North overpass with an elevator to enable anyone to get on the other side of the railroad tracks.

Administrator Blau noted that the Village started talking about reopening the pedestrian tunnel back in 2005. Metro North agreed to allow the Village to do the analysis to possibly reopen the pedestrian tunnel at the Village's cost. Metro North will not be assisting the Village in this process of reopening the tunnel. Metro North does not have a problem with the reopening of the pedestrian tunnel in its existing structure including the existing stairways. There was no conversation about lifts, elevators or ramps.

Deputy Mayor Butler asked what the cost would be for the reopening of the pedestrian tunnel. Mr. Noskin noted that the total construction cost analysis would be approximately \$1,050,000 with an add alternate of \$92,915 to furnish and install the sump pump. The total estimate would be close to \$1.4 million including the soft costs such as the architectural drawings and engineers to monitor the project through the process.

Deputy Mayor Butler asked if Mr. Noskin believes that the pedestrian tunnel would be feasible. Mr. Noskin responded that in his professional opinion, he believes the analysis of the condition of the tunnel to be feasible; however, he noted that he was unable to see the west side of the tunnel due to the amount of soil and debris.

Trustee Zollo noted that he would like to be certain about the ADA compliance for access to the pedestrian tunnel for disabled persons, people with strollers and bicycles.

Trustee Brown asked if there was another way to build an access over to the west side of the railroad tracks instead of the tunnel. Mr. Noskin responded, theoretically, if the Village built a tiered parking structure in the parking lot just north of Village Hall, you can build a bridge straight across to the Hudson Harbor side. However, he noted that the cost is well beyond the \$1.4 million to reopen the pedestrian tunnel.

Mr. Noskin showed pictures and a video of the existing tunnel when they physically entered and investigated the tunnel.

OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE BOARD ONLY ON AGENDA ITEMS. SPEAKERS SHALL HAVE THREE (3) MINUTES TO ADDRESS THE BOARD OF TRUSTEES

David Aukland, member of the Planning Board and Co-Chairperson of the Station Area Revitalization Project, noted that there will be a Station Area Revitalization Project information meeting on Thursday, January 5, 2017 at 7 p.m. in the Board Room at Village Hall where there will be a presentation of all the work that the members of the Station Area Revitalization Project committee have accomplished in the last 2 ½ years to expand the possibilities of revitalizing the areas on both sides of the railroad tracks and to continue the work through the following year. The Village was awarded a Department of State grant that will cover some of the costs for consultants and other support fees. The committee will start looking at the rezoning around the railroad station along with possible changes to the comprehensive master plan using the grant funds.

CABLE TELEVISION FRANCHISE RENEWAL NEGOTIATION

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

BE IT RESOLVED that the Board of Trustees of the Village of Tarrytown does hereby authorize and direct the Village Administrator to execute an agreement with McCarthy

Fingar for legal services in connection with the renewal/extension of the cable television franchise agreement with FIOS.

BE IT FURTHER RESOLVED that this authorization is based upon the Village negotiating cooperatively with the Villages of Ardsley, Dobbs Ferry and Irvington and that the hourly rate charged by McCarthy Fingar shall be divided equally among the negotiating Villages.

AMENDMENT TO THE TOWING POLICY

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

BE IT RESOLVED that the Board of Trustees of the Village of Tarrytown does hereby amend the Village of Tarrytown Towing Policy as follows: (A complete copy of the policy will be affixed to the official minutes of this meeting.)

(Changes are in **bold**)

Village of Tarrytown Towing Policy

14.r. Conditions for Qualifications

Licensee shall allow for the retrieval of vehicles by authorized persons from the storage area **Monday through Saturday** between the hours of 8:00 a.m. and **6:00 p.m. Vehicles will be released on Sundays and after hours only if the impound is in regards to an event held within the Village of Tarrytown (i.e. street fairs, parades, Music Hall shows).**

AMENDMENT TO THE MASTER FEE SCHEDULE FOR TOWING RATES

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

BE IT RESOLVED that the Board of Trustees of the Village of Tarrytown does hereby amend the Master Fee Schedule for the Village of Tarrytown pertaining to Towing Rates as follows:

Towing Rates	Non-commercial vehicles within the Village of Tarrytown - \$125.00
	Per mile outside a 2-mile radius of the Village line - \$5.00
	Flat Bed Service - \$175.00
	Road Service - \$75.00
	Winching Rates - \$105.00
	Rollover - \$200.00
	Storage Fee Per Day \$50.00
	Pick up prior to vehicle being hooked to tow truck - \$75

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	After hours retrieval of towed vehicle - \$65.00	
	Yard Charge - \$65.00	
Towing - Impounds	Non-Crime Resident - \$15.00	
	Non Crime Non-Resident - \$20.00	
	Crime-Resident - \$40.00	
	Crime-Non Resident - \$45.00	

APPROVAL OF THE MINUTES OF THE REGULAR MEETING OF THE BOARD OF TRUSTEES HELD ON DECEMBER 5, 2016

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

BE IT RESOLVED that the Board of Trustees of the Village of Tarrytown does hereby approve the minutes of the regular meeting of the Board of Trustees held on December 5, 2016 as submitted by the Village Clerk.

APPROVAL OF AUDITED VOUCHERS

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

BE IT RESOLVED that the Board of Trustees of the Village of Tarrytown does hereby approve Abstract No. 11 of Audited Vouchers to be paid in the following amounts:

General	\$ 720,075.53
Water	46,874.82
Sewer Fund	0.00
Capital	303,568.75
Library	16,994.20
Trust & Agency	<u>9,436.66</u>
Total	\$ 1,096,949.96

OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE BOARD. SPEAKERS HAVE FIVE (5) MINUTES BEFORE YIELDING TO THE NEXT SPEAKER; THEN THREE (3) MINUTES FOR ADDITIONAL COMMENTS

Deputy Mayor Butler asked whether anyone wished to address the Board on any matter. No one appeared.

HAPPY HOLIDAYS

The Board of Trustees wished everyone a happy and healthy holiday season and a happy and healthy New Year.

ADJOURNMENT

Trustee Hoyt moved, seconded by Trustee Zollo, and unanimously carried, that the meeting be adjourned at 8:40 p.m.

Carol A. Booth
Village Clerk