



# Tarrytown Station Area Strategic Plan



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# Tarrytown Station Area Strategic Plan

Village of Tarrytown, New York

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## 1. INTRODUCTION

### A. Why Plan Now?

Over the past decade the area around Tarrytown's train station has seen new investment and revitalization. It has slowly begun to transform from an industrial waterfront area to a mixed use community with significant public open space and recreational amenities. As the economy recovers from the Great Recession, the pace of this transformation has been accelerating through both public and private investment:

- Metro-North recently completed significant renovations at the train station including refurbishing the station building and track overpasses as well as installing an elevator at the northern track crossing;
- Metro-North is currently working on plans to improve vehicular and pedestrian circulation at Depot Plaza;
- Tarrytown recently built a new Village Hall directly across from the train station and made significant improvements to Pierson Park
- The Village is studying the feasibility of reopening a former pedestrian tunnel under the railroad tracks;
- The Mass Transit Task Force set up for the Tappan Zee Bridge has recommended Bus Rapid Transit service at Tarrytown station, which would include sheltered seating, off-vehicle ticketing, and real-time schedule information;
- Hudson Harbor continues to build out its site; and
- There is increased attention towards further development on both sides of the railroad tracks.

Together these projects demonstrate strong interest in both transit and transit oriented development (TOD) in Tarrytown and take advantage of the Village's proximity to the Tappan Zee Bridge and Metro North Railroad, as well as spectacular views of the Hudson River from Tarrytown's waterfront. While these projects are each promising in their own right and will contribute to the revitalization of Tarrytown's waterfront and the train station area, coordination between them is crucial to ensuring that they are functionally and aesthetically compatible with one another. Further, funding for these individual projects will be better leveraged by coordinating actions between the various engaged public entities as well as private property owners.

### B. The Project

To this end, the Village of Tarrytown has undertaken a unique planning project aimed at gaining a fuller understanding of the numerous projects currently underway or being contemplated at and around its train station and how they relate to one another. The goal of this undertaking is to create a solid framework for a coordinated planning effort for the area. The focus of the study is the area bounded by the Village of Sleepy Hollow to the north, the Hudson River to the west, and the Washington Irving Boat Club and County wastewater pumping facility to the south. The eastern side of the study area is roughly bounded by Cottage Place and the eastern side of the Franklin Courts/Franklin Towers property (see Figure 2).

The project was led by the Planning Board. Project Co-chairs David Aukland and Joan Raiselis were supported by a Steering Committee appointed by the Village Board of Trustees, which included the following members:

- Michael Blau, Village Administrator
- Bill Brady, Westchester County Planning
- Tom Butler, Village Board of Trustees
- Fiona Galloway, Resident
- Joyce Lennart, Resident
- Michael McGarvey, Village Engineer

The Village retained Collaborative Planning Studio to work with the Steering Committee to study existing conditions, engage with stakeholders and develop a strategic plan for the station area. This work included the following elements, which are described in this report:

- 1) Understanding and **mapping of physical conditions**, including area land use, property ownership, zoning, FEMA flood zones, transportation, circulation, parking, open space and recreation;
- 2) **Meeting with stakeholders** who own property and/or have a vested interest in the area in order to better understand issues and opportunities on individual sites and how they relate to and impact one another;
- 3) **Development of a list of projects** that should be undertaken by the Village and its partners in order to maximize the potential of the station area as a destination and a gateway to the greater Village; and
- 4) **Recommendations for community outreach**, further developing public and private partnerships, and obtaining **grant funding** necessary to move this plan forward.

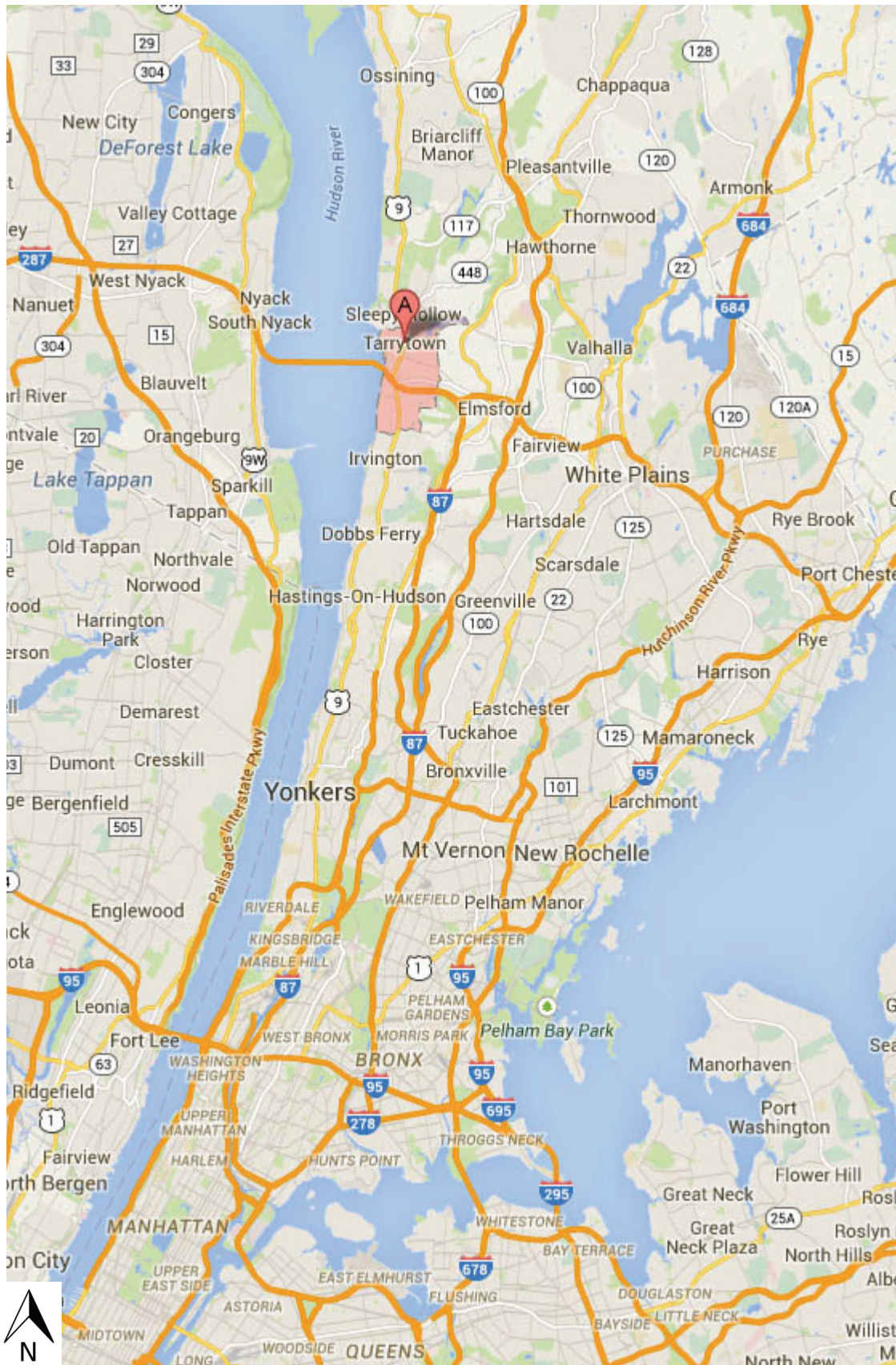






Figure 2: Study Area

Source: Westchester County Department of Planning



## 2. STUDY AREA

### A. Land Use

The study area includes a mix of housing, open space, recreational parkland, commuter parking, industrial and commercial uses (see Figure 3). The area is divided roughly in half by the railroad tracks and the H-bridge, which provides vehicular and pedestrian access over the tracks. The tracks and bridge currently act as a barrier between the waterfront and the Village's commercial district along Main Street/Broadway.

Uses on the western side of the tracks include:

- Residential and commercial development at Hudson Harbor
- Five village-owned surface parking lots
- Public open space
  - Pierson Park
  - Losee Park
  - RiverWalk
  - Village tennis courts & basketball courts
  - Kayak launch
- Private open space
  - Tarrytown Boat Club
  - Washington Irving Boat Club
- Tarrytown Senior Center
- Tarrytown Recreation building
- Tarrytown Department of Public Works
- Dry cleaner
- Plumbing supply store



Train Station



Pierson Park

Uses on the eastern side of the tracks include:

- Tarrytown train station
  - Train station building
  - Depot Plaza
  - Metro-North maintenance facility
- Residential development
  - Medium density housing on Cottage Place
  - Medium density housing at foot of Main Street
  - Multifamily housing at Franklin Towers/Courts
  - Multifamily housing at Asbury Terrace
- Commercial uses
  - Walgreens Plaza
  - Tarrytown Bakery
- Industrial uses
  - Stiloski Automotive
  - Valad Electric (property currently for sale)
  - American Independent Paper Company
- Surface parking
  - Two Village-owned parking lots
  - Two Metro-North owned parking lots
  - Parking lot for Walgreens plaza
- Public open space
  - Sarah Michaels Park (Village-owned designated parkland adjacent to Asbury Terrace)
- Private open space
  - Passive open space, playground and community garden at Franklin Towers/Courts
  - Playground/recreation space on south side of Asbury Terrace property
- Village Hall
- Police Station
- Tarrytown Volunteer Ambulance Corps.
- Portuguese American Club
- County wastewater pumping facility



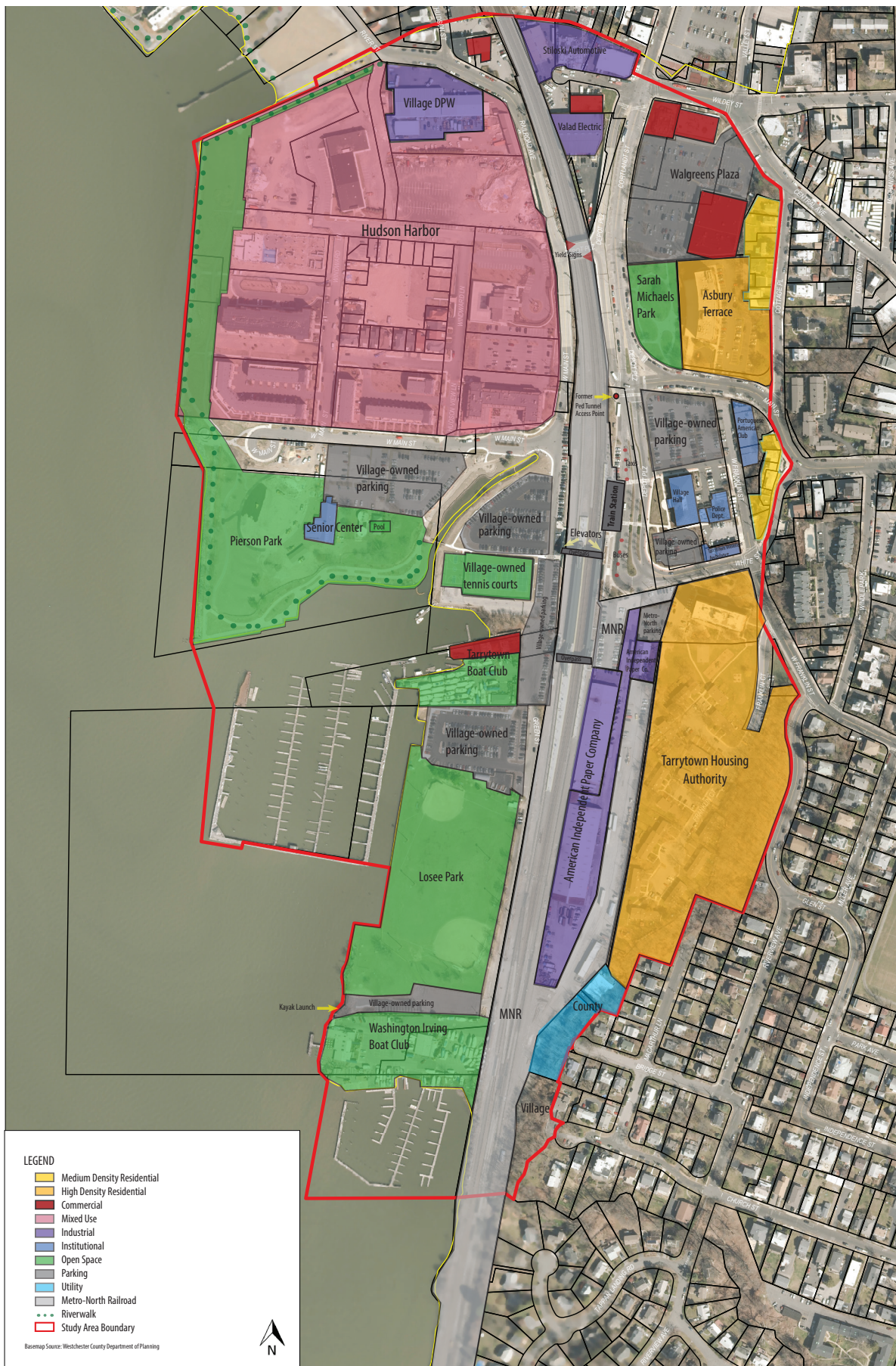


Figure 3: Land Use and Property Ownership

Source: Collaborative Planning Studio



## B. Property Ownership

Privately-owned property on the western side of the tracks is primarily comprised of Hudson Harbor, owned by developer National RE/Sources, and the Tarrytown Boat Club, which includes the Striped Bass restaurant (which is currently closed). Two smaller properties north of Hudson Harbor on the west side of the tracks are also privately owned.

The balance of the properties on the western side of the tracks are Village-owned and include open spaces and recreational facilities, five surface parking lots, Tarrytown Senior Center, Tarrytown Recreation building and the Village Department of Public Works. The privately held Washington Irving Boat Club is also a Village-owned property operated by the boat club under a long-term lease.

On the eastern side of the tracks, property ownership is more diverse and includes a number of public and private owners.

Private properties include:

- Retail/commercial buildings at Walgreens plaza
- Private homes on Cottage Place and at the foot of Main Street
- Portuguese American Club
- Tarrytown Volunteer Ambulance Corps.
- Asbury Terrace
- American Independent Paper Company
- Valad Electric

Publicly held properties on the east side of the tracks include:

- Metro-North
  - Train station building
  - Depot Plaza
  - Two surface parking lots
  - Maintenance facility
- Village of Tarrytown
  - Village Hall
  - Police Station
  - Two surface parking lots
  - Sarah Michaels Park
- Tarrytown Municipal Housing Authority
  - Franklin Towers/Courts
- Westchester County
  - Wastewater pumping facility



Hudson Harbor



Village Hall



Sarah Michaels Park & Asbury Terrace



Walgreens Plaza

### C. Zoning

The study area includes eight zoning districts:

- Multifamily Residence 1 (M-1)
- Multifamily Residence 3 (M-3)
- Mixed Use (MU)
- General Business (GB)
- Waterfront General Business District (WGBD)
- Waterfront District (WD)
- Industrial (ID)
- Restricted Retail (RR)

As shown on Figure 4, on the western side of the tracks the Hudson Harbor site is zoned WGBD, which allows for a mix of residential and commercial uses. The remainder of the waterfront is zoned WD, which allows parks, water-dependent uses and transit facilities. The eastern side of the tracks is zoned for a mix of residential, commercial and industrial uses, consistent with existing land use patterns.

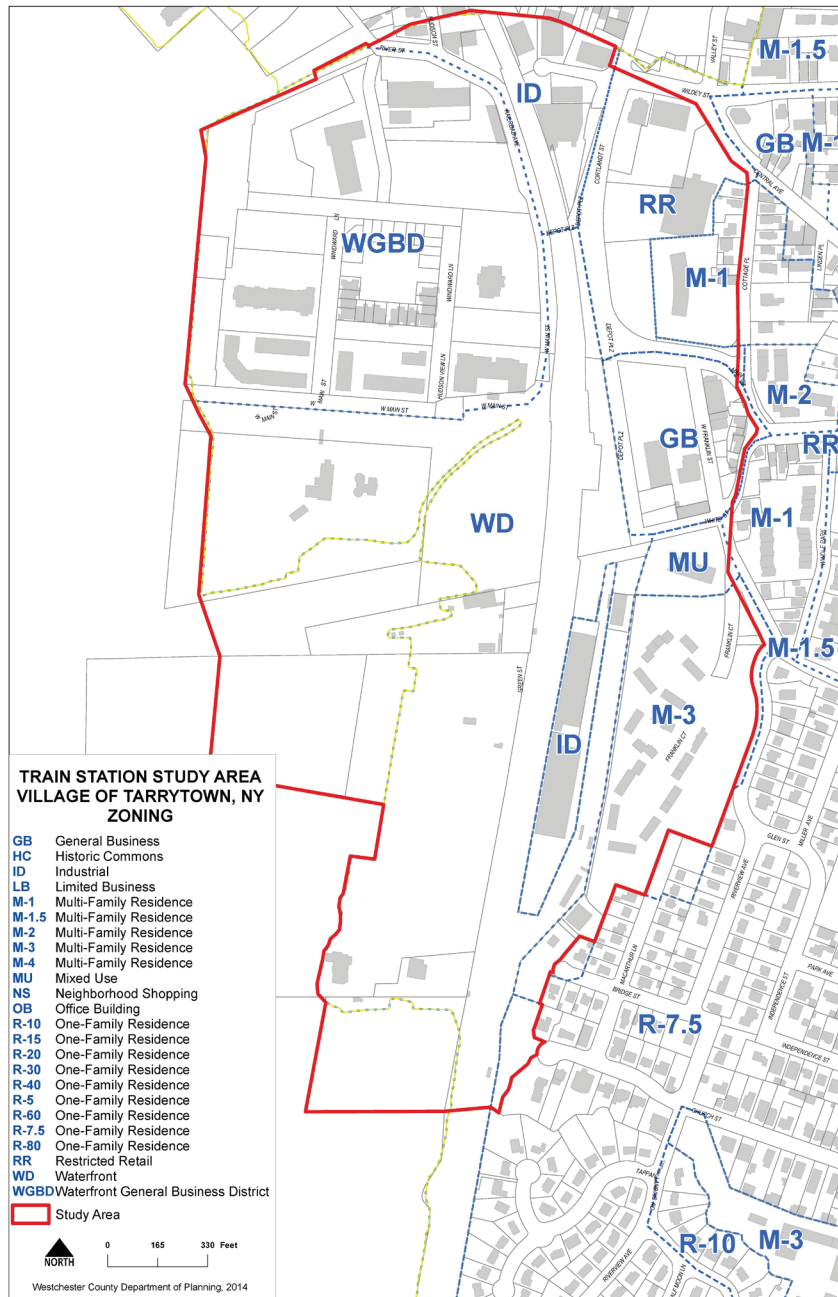


Figure 4: Zoning Map

Source: Westchester County Department of Planning



#### D. Flooding

The majority of the study area is located within the FEMA base flood elevation (see Figure 5). The chance of floodwater rising to this base flood elevation is anticipated to be once every 100 years. During Superstorm Sandy, the portion of the study area hit hardest by flooding was Franklin Towers/Courts. Some people in this area had to be evacuated by boat. There are undersized drainage pipes at Franklin Courts behind the American Independent Paper Company building, which exacerbate flooding.

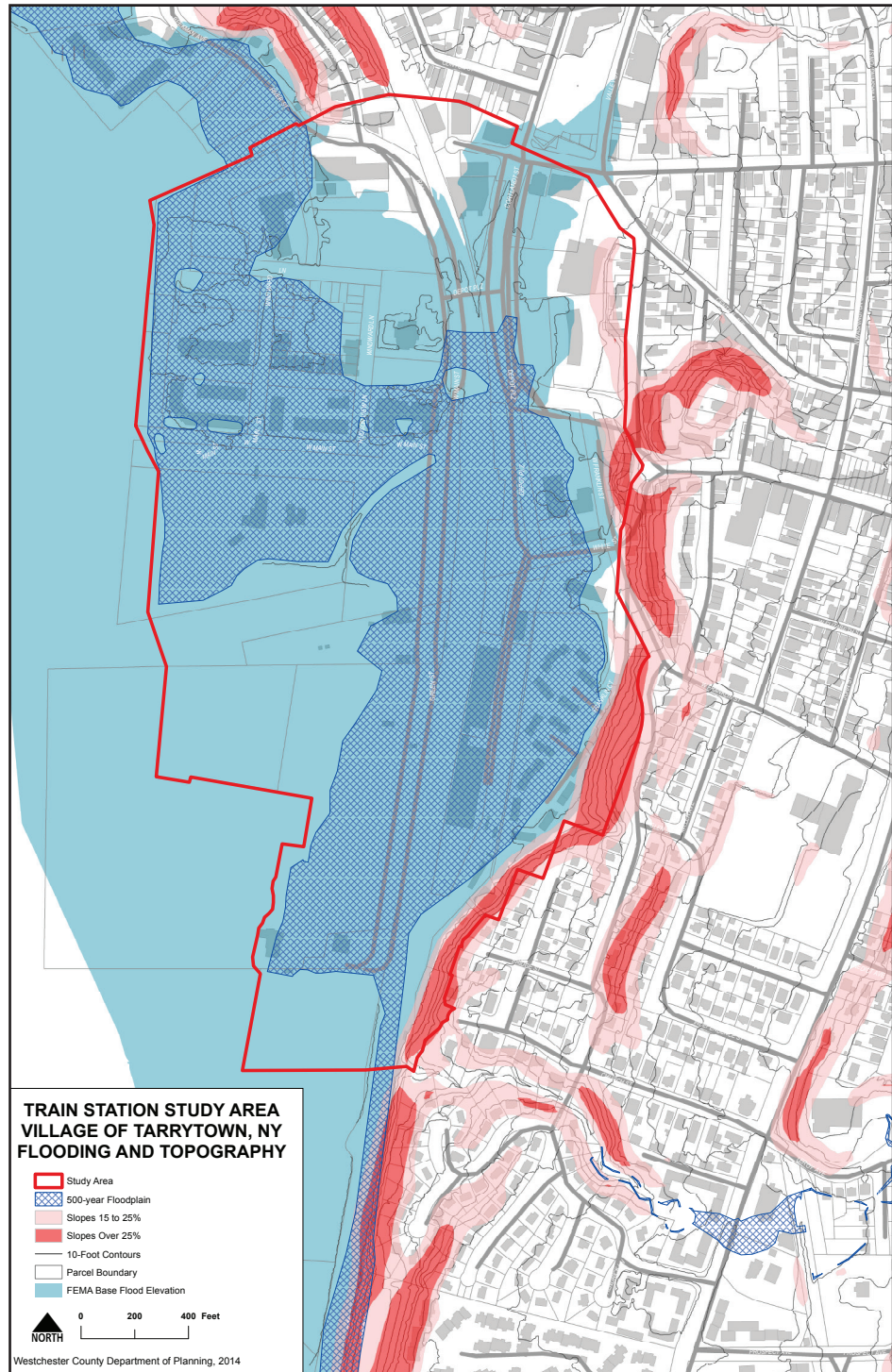


Figure 5: Flood Prone Areas

Source: Westchester County Department of Planning

### E. Transportation, Circulation and Parking

The study area centers on Metro-North Railroad's Tarrytown train station, which connects the Village to Grand Central Terminal in Manhattan, Poughkeepsie in Dutchess County and stops in between. The station also serves as a transfer point for regional and local bus service provided by Bee-Line and Tappan Zee Express. Buses travel to and from the station via Central Avenue and Route 9/Broadway.

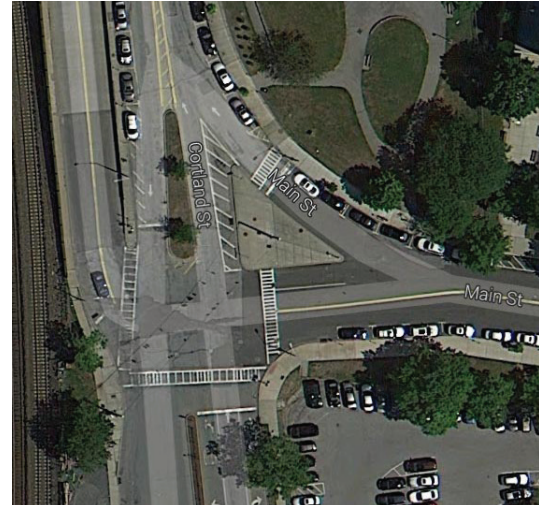
Vehicular and pedestrian circulation in front of the station is challenging with the current configuration of Depot Plaza, which has multiple roadway medians and a confluence of kiss and ride, shuttles, taxis, buses and pedestrians. Bicycle circulation is fairly limited due to the steep topography between the station area and the rest of the Village and a lack of facilities to encourage cycling such as roadway markings for bicycles and sheltered bike racks.

North of the station, the sidewalks along Depot Plaza/Cortlandt Street provide for basic pedestrian travel, but lack character with few street trees and limited amenities such as decorative surface treatment, landscaping, street furniture and pedestrian scale lighting. Due to the steep topography between the waterfront and the rest of the Village, walking up the hill to Tarrytown's business district at Main Street and Broadway can be daunting.



Sidewalk along Cortlandt Street

The intersection of Depot Plaza and Main Street has an irregular geometry and is difficult for both pedestrians and vehicles to navigate. There is a free right-turn lane for northbound traffic onto Cortlandt Street and there is often confusion regarding who has the right of way when vehicles exit the H-bridge onto Depot Plaza.



Intersection of Depot Plaza/Cortlandt St. & Main St.

Further, the H-bridge itself presents a unique challenge for pedestrians with its steep grade and narrow sidewalks. The bridge is one of only two means for accessing Tarrytown's waterfront by foot. The alternative is for pedestrians to utilize the railroad station overpasses. The Village is currently studying the feasibility of reopening a former pedestrian tunnel under the tracks to enhance pedestrian connectivity to the waterfront. For vehicles, the H-bridge is the only way in the Village to cross the tracks to access the waterfront.

Although vehicular access to the waterfront is limited, the majority of Tarrytown's commuter parking lots are located west of the tracks. A total of 617 spaces are contained within the four commuter lots west of the tracks. East of the tracks in the commuter lots north of Village Hall and the permit areas on Franklin Street there are 132 spaces. An additional 44 spaces are provided in a Metro-North owned lot, which is leased to the Village.



**F. Open Space and Recreation**

Tarrytown’s waterfront provides unparalleled open space and recreation opportunities on the Hudson River with views of the Tappan Zee Bridge. Tarrytown’s recently constructed RiverWalk runs along the water’s edge from Hudson Harbor through Pierson Park. This well-utilized amenity will soon be extended to connect with other segments of RiverWalk both north to Sleepy Hollow and south to Lyndhurst. Upon full build-out, RiverWalk will provide a continuous 51.5 mile trail along the waterfront from Yonkers to Peekskill. Another significant pedestrian and bicycle pathway that is being planned is the Shared Use Path that will be constructed along the north side of the replacement Tappan Zee Bridge. The eastern landing for this pathway will be located in Tarrytown. The state-owned Old Croton Aqueduct Trail runs nearby, joining RiverWalk at the historic Lyndhurst property. Together these facilities are expected to attract tourists from around the region and beyond.

In addition to these pathways, Tarrytown’s waterfront offers many opportunities for passive and active recreation. Ballfields at Losee Park, a public kayak launch at the south end of Losee Park, tennis courts and basketball courts, and a three new playground at Pierson Park attract significant numbers of residents and visitors to the waterfront. A new Village pool at Pierson Park, which is expected to open in 2016, will further enhance Tarrytown’s waterfront recreation. The two boat clubs- Tarrytown Boat Club and Washington Irving Boat Club- provide for both boating access and waterfront dining open to the public.

On the eastern side of the tracks, Sarah Michaels Park, a Village-owned park located at the intersection of Cortlandt and Main Streets in front of Asbury Terrace, provides passive green space along a largely commercial corridor. While a public park, this open space is currently enclosed with a chain link fence.



Pierson Park



RiverWalk



Sarah Michaels Park



Losee Park



### 3. STAKEHOLDER ISSUES AND OPPORTUNITIES

Key to understanding existing conditions at and around the train station was an extensive series of stakeholder meetings that were held over the summer and fall of 2014. The Steering Committee co-chairs, Village Administrator and consultant met with the following agencies and organizations and reported the results of these conversations back to the Steering Committee:

- Asbury Terrace
- Empire State Development
- Metro-North Commuter Council
- Metro-North Railroad
- National RE/Sources
- New York State Department of Transportation
- Tarrytown Merchants Association
- Tarrytown Municipal Housing Authority
- Village of Sleepy Hollow
- Westchester County Department of Planning
- Westchester County Department of Public Works & Transportation

These meetings provided the Steering Committee with a better understanding of the perspectives of and work being undertaken by the multiple stakeholders engaged in the area. Through these meetings a series of interrelated issues and opportunities began to emerge with respect to land use and circulation at and around the train station. Driven in large part by anticipated new investments and their broader impacts on the greater Village, discussions addressed the following broad topics:

- Train Station, Bus Rapid Transit and Bee-Line Bus Service
- Circulation and Parking
- Future Development
- Sense of Place

#### **A. Train Station, Bus Rapid Transit and Bee-Line**

As part of the construction of the replacement Tappan Zee Bridge, new investment in mass transit in the form of Bus Rapid Transit (BRT) is anticipated. BRT is a cost-effective approach to transit service that makes riding the bus more like riding the train. It includes features such as off-board fare collection, and transit signal priority to offer faster, more reliable, direct service.

BRT service at Tarrytown station is expected to be in place when the replacement Tappan Zee Bridge opens in 2018. This service will provide reliable connections with trains and existing local Bee-Line bus service. This new investment provides a significant opportunity for Tarrytown to re-imagine its train station as a community scale transfer point that utilizes its historic station building as a gateway to the Village. The train station is ideally located for BRT, as it provides a visible cross-platform connection with the train as well as necessary ADA access via a new elevator recently installed by Metro-North at the northern platform overpass. The train station building presents a unique opportunity to provide a gracious waiting area, ticketing for trains and BRT and passenger amenities that serve all transit users.

Prior to announcement of new BRT service at Tarrytown, the Village had initiated discussions with Metro-North Railroad for the redesign of Depot Plaza. Prior to BRT, the Village and Metro-North had planned to reconfigure Depot Plaza to improve vehicular and pedestrian circulation and Metro-North had begun to move ahead with the project. As a result of the Village's conversations with Empire State Development, the agency managing implementation of BRT, it became clear that coordination between Metro-North's Depot Plaza project and BRT implementation will be critical to optimizing the potential of new BRT investment. BRT at the train station creates a new opportunity to imagine Tarrytown Station as a community-scale transit center that improves circulation for all modes, takes full advantage of Tarrytown's historic station building, and serves as a gateway to the Village.

Looking beyond the station, discussions with stakeholders also addressed broader ideas and opportunities for optimizing local bus service and encouraging ridership. Key issues that emerged in these discussions included:

- 1) Routing of buses, which currently run from the train station up Central Avenue and along Route 9;
- 2) The proliferation of private single-destination shuttles/vans connecting riders to the train station; and
- 3) The need to consider a local loop circulator route connecting the train station with Main Street/Broadway, tourist attractions and other key locations in and around the Village and Sleepy Hollow.

There are numerous private shuttles and taxis that literally shuttle people between the train station and specific sites such as business parks, hotels and the EF School. For tourists coming to Tarrytown by train to visit historic sites such as Lyndhurst, Sunnyside, Phillipsburg Manor, Kykuit and Stone Barns, taxis are generally the only means of transit available. New private shuttle service will also be put in place to transport people between the GM site and the train station once the first phase of the GM site development is complete.

While shuttles and taxis reduce individual automobile trips, the lack of coordination between them results in redundancy of trips and congestion at the train station. Further, single destination travel does not serve the Village's economy and is a missed opportunity in terms of potential resident and tourist dollars that could be spent in the village along Main Street and Broadway. In discussing this issue with stakeholders such as Westchester County Department of Public Works & Transportation, Westchester County Planning Department, the Tarrytown Merchants Association and Empire State Development, there was support for the idea of a loop/circulator service for residents and tourists that would support the local economy, bringing commuters and tourists to/from the train station to local destinations such as Main Street/Broadway, Beekman Avenue, historic properties in the two villages and stops in between.

Related to the idea of a loop service, there was also significant discussion around the need for a coordinated and attractive wayfinding, branding and marketing strategy that would make it easy to navigate from the train station to destinations in and around the Village. This system would include integrated signage, information kiosks, mobile apps and branding of the loop circulator, enhancing access to local businesses and tourist attractions. Stakeholders also discussed electric vehicle charging stations for vehicles and potentially for buses, as well as the idea of a bike-sharing service.

## B. Vehicular Circulation and Parking

In virtually all stakeholder meetings there was discussion of ways to improve how vehicles and people move through the study area and how to address particularly problematic locations such as Depot Plaza in front of the train station, the intersection of Main Street and Depot Plaza, and circulation over the H-bridge. There was strong support for reconfiguration of the intersection of Main Street and Depot Plaza to make this important connection between Main Street and the waterfront both more pedestrian-friendly and more rational for vehicles. The idea of a roundabout at this location was discussed as a possibility to be further evaluated.

There was also support for reevaluating bus routing to/from the station. The current route from the train station along Central Avenue to Route 9/Broadway was put in place as a heavy vehicle route for car carriers accessing the former GM site in Sleepy Hollow. An alternative route that was discussed was having buses travel to/from the train station via West Franklin Street to Route 9/Broadway. The feasibility of running buses along the steep grade of West Franklin Street will require further evaluation.

A final major point with regard to circulation was the H-bridge. The H-bridge provides the only vehicular connection across the railroad tracks. Therefore, many vehicles traveling to/from the commuter parking lots on the west side of the tracks use the H-bridge. According to the Village Engineer, the H-bridge will need either substantial renovation or replacement within the next 15 years. In consideration of this issue, there was substantial discussion of the surface parking lots west of the tracks. There was general agreement that moving parking from the west side of the tracks to thoughtfully designed structured parking on the east side of the tracks would ease traffic congestion on and around the H-bridge and reduce overall land area dedicated to parking. But beyond that, there was also consensus that surface parking is not the highest and best use for valuable Village-owned waterfront property.

## C. Future Development

A significant discussion topic with many stakeholders was the form and character of potential future development in the study area. The large amount of surface parking near the train station presents an exciting opportunity for Tarrytown to encourage new transit-oriented, mixed use development both on the waterfront and east of the railroad tracks. Existing surface parking could be relocated from lots west of the tracks to well-designed, mixed use structures east of the tracks. This would free up valuable Village-owned property for an appropriate mix of higher value uses. The specific type and scale of future development on these properties would be determined by the Village. As discussed with various stakeholders, important considerations for future development include:

- 1) **High quality design** that makes the station area “people friendly;”
- 2) A **balanced mix of uses** that encourage pedestrian activity and do not exacerbate vehicular congestion; and
- 3) Development that is both **environmentally sustainable** and **socially equitable** so that the waterfront is both resilient and a welcoming place for all.

#### **D. Sense of Place**

A final theme that arose in the stakeholder meetings was the need to create a sense of place at and around the train station. The area east of the tracks along Depot Plaza/Cortlandt Street is the missing link between the Village's thriving waterfront and its bustling Main Street. Transforming this area from a transitional space between these two assets to a people place that links Main Street and the waterfront will support the vitality of the Village as a whole. Key elements to achieving this goal include:

- 1) **Enhancing streetscapes** with improved sidewalks and crosswalks, pedestrian scale lighting, landscaping and street furniture;
- 2) **Improving connectivity** between the station up the hill to the Village's commercial district along Main Street/Broadway and over/under the railroad tracks to the waterfront; and
- 3) **Coordinating** Bus Rapid Transit **investment** with improvements to Depot Plaza and area vehicular and pedestrian circulation.

## 4. PROPOSED PROJECTS

The following section provides an overview of projects underway or recommended to be undertaken in order to leverage public and private investment in the train station area and address the issues outlined above. These projects are organized by theme as follows:

- Catalyst Projects
- Circulation Projects
- Connectivity/Economic Development Projects
- Waterfront Access Projects

Although the timeline for realization of these projects will vary depending upon their scope and scale, planning for all these projects should begin in the short term. These projects are each described in terms of overall purpose and potential project partners. Potential funding sources for these projects are described in Section 5 of this report.

### A. Catalyst Projects

#### 1. RE-IMAGINED TARRYTOWN STATION

This project proposes to create a re-imagined “Tarrytown Station” as a significant public investment that serves as a catalyst for many of the other projects described below. The idea behind this project is to create a more organized circulation system serving pedestrians, kiss & ride passenger drop off, BRT, Bee-Line buses, local circulator “loop” service, taxis, and consolidated shuttle service. The project envisions reuse of the historic station building with the addition of new passenger amenities, including a gracious waiting room, staffed café and newsstand, as well as BRT facilities. A preliminary sketch of how this project might lay out on the site is shown on Figure 6.

##### *Purpose*

Improve pedestrian and vehicular circulation at Tarrytown station, accommodate new Bus Rapid Transit (BRT) service and make the station a welcoming point of arrival/departure for commuters and tourists. The impetus for this project is BRT transit investment by New York State resulting from the Tappan Zee Bridge project. Implementation of BRT will include amenities such as sheltered seating, off-vehicle ticketing and real-time schedule information.

##### *Project Scope*

The scope of work for this project should include the following elements:

- Multimodal traffic and circulation analysis
- Parking analysis, including demand and pricing
- Station area design & engineering
- 

##### *Potential Partners*

- Elected officials
- Empire State Development
- Metro-North Railroad
- New York State DOT
- Tri-State Transportation Campaign
- Westchester County Department of Public Works & Transportation
- Westchester County Planning Department



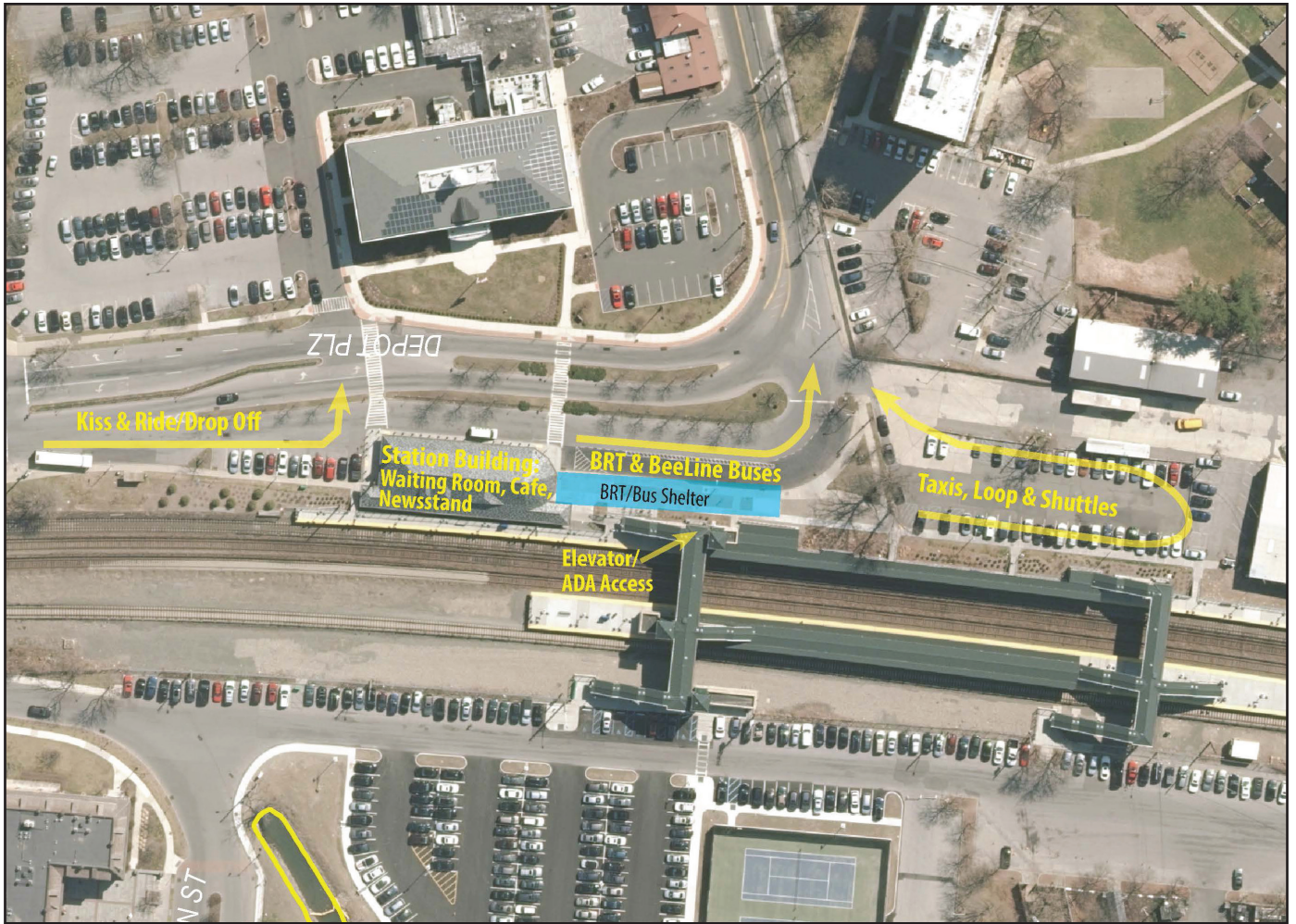


Figure 6: Potential Station Circulation Concept

Source: Collaborative Planning Studio



## **2. STATION AREA ZONING AND DESIGN GUIDELINES**

### *Purpose*

Evaluate existing station area/waterfront zoning and outline an appropriate mix of uses and desired character for the area. A holistic evaluation of area zoning will allow the Village to determine the shape and character of future development and provide clear direction to potential developers. This approach will put the Village in the lead of the development process versus being in a reactionary position as development applications come before its Boards.

The project includes establishing appropriate zoning for the study area to encourage well designed, mixed use development that is both environmentally sustainable and socially equitable. Such zoning should consider use and bulk regulations, appropriate parking ratios, green design standards, resiliency standards to address climate change and housing affordability.

### *Partners*

- Village boards and commissions
- Village residents
- Westchester County Department of Planning

## **3. STATION AREA GREEN INFRASTRUCTURE AND PARKING PLAN**

### *Purpose*

Create a plan that outlines a sustainable parking strategy and green infrastructure plan for the station area in order to improve parking management, stormwater management and enhance resiliency. Parking strategies to be considered should include smart parking technologies and variable pricing. Sustainable infrastructure to be considered should include innovative and progressive resiliency and mitigation measures.

### *Partners*

- Tarrytown Environmental Advisory Council
- Village Department of Public Works
- Village Engineer
- Westchester County Department of Planning

## B. Circulation Projects

### 4. INTERSECTION IMPROVEMENTS AT DEPOT PLAZA/CORTLANDT STREET & MAIN STREET

#### *Purpose*

This project calls for intersection improvements at Depot Plaza/Cortlandt Street and Main Street in order to make the intersection more pedestrian friendly and intuitive for vehicles.

A pilot project for these improvements that can be implemented in the short term would be installing temporary measures to eliminate the free right turn lane at the intersection of Main Street and Depot Plaza. This can be done as a low-cost, temporary improvement by striping and/or barricading the free right turn lane so that it can no longer be used by vehicles. This will allow the Village to assess the impact of such closure on vehicles and pedestrians, which will assist in planning for more comprehensive intersection improvements.

Based upon the results of the pilot intersection improvement project, the Village should consider permanently squaring off this intersection or potentially creating a roundabout at this location.

#### *Partners*

- Tarrytown Department of Public Works
- Tarrytown Police Department
- Village Engineer
- Westchester County Department of Public Works & Transportation
- Westchester County Planning Department



Depot Plaza/Cortlandt Street at Main Street



View looking east towards Main Street

## 5. REOPEN PEDESTRIAN TUNNEL (underway)

### *Purpose*

The Village is currently studying the feasibility of reopening the pedestrian tunnel below the railroad tracks at the foot of Main Street. If feasible, the reopened tunnel would greatly improve pedestrian connectivity between the upper Village and the waterfront.

### *Partners*

The Village has secured funding for the feasibility study from New York State Department of State and is proceeding with this project. If reopening the tunnel is feasible, the Village should work with Metro-North Railroad and NYS Department of State to pursue the project.



View looking west from Main Street towards approximate tunnel location

## 6. CONSTRUCT DIRECT PEDESTRIAN CONNECTION LINKING TARRYTOWN STATION TO SLEEPY HOLLOW

### *Purpose*

Create a direct pedestrian path between Sleepy Hollow and Tarrytown Station in order to encourage people to walk rather than drive to the train station. While there is a scenic connection between these two points along the RiverWalk, it is not direct and not ideally suited for commuters. A potential alignment for a more direct commuter route could be along an existing pathway just east of the stable building at Hudson Harbor, running south along the western side of the H-bridge.

### *Partners*

- Hudson Harbor
- Village of Sleepy Hollow

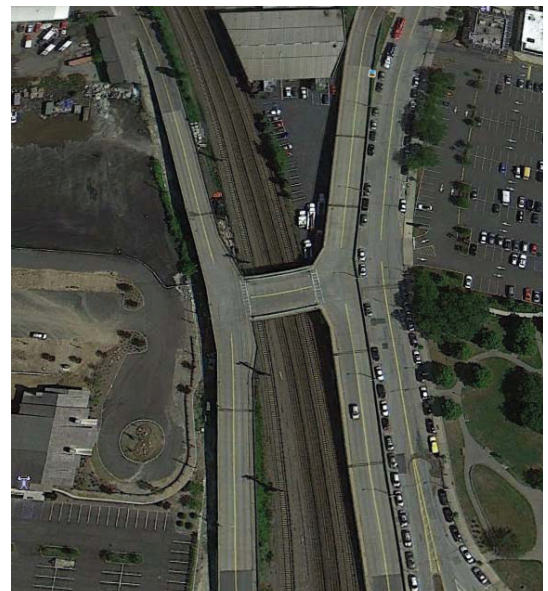
## 7. RENOVATE OR REPLACE H-BRIDGE

### *Purpose*

It is estimated that within the next 15 years the H-Bridge, which connects Tarrytown's waterfront to the train station area and beyond will require significant renovations and/or replacement. This is a large-scale capital improvement project beyond the means of the Village and will require significant funding from other levels of government to achieve. The Village must begin planning for this improvement now. The first steps in this process will be to perform a technical evaluation of the bridge and get the project on the radar of county, state and federal agencies, particularly getting the project onto the New York Metropolitan Transportation Council's (NYMTC) Transportation Improvement Program (TIP). This will require meeting with county and state agencies as well as lobbying county, state and federal elected officials.

### *Partners*

- Elected officials (county, state & federal)
- Empire State Development
- New York Metropolitan Transportation Council
- Westchester County Department of Public Works & Transportation
- Westchester County Department of Planning



H-bridge

## C. Connectivity/Economic Development Projects

### 8. STREETSCAPE IMPROVEMENTS ALONG DEPOT PLAZA/CORTLANDT STREET

#### *Purpose*

Make Depot Plaza/Cortlandt Street more attractive to pedestrians by improving sidewalks and installing pedestrian-scale lighting, street trees and street furniture (benches, garbage receptacles, etc.). Such improvements will encourage pedestrian activity and foster private sector investment. As part of this project, the Village should consider opportunities to encourage bicycle use, such as installing bike lanes or share-the-road or “sharrow” signage along the Depot Plaza and Cortlandt Street roadway.

#### *Partners*

- Metro-North Railroad
- Tarrytown Department of Public Works
- Tarrytown Environmental Advisory Council
- Tri-State Transportation Campaign
- Village Engineer
- Westchester County Planning Department



Depot Plaza/Cortlandt Street

### 9. SARAH MICHAELS PARK IMPROVEMENTS

#### *Purpose*

Refurbish Sarah Michaels Park as passive open space accessible to the community. Currently the park is underutilized and has the appearance of being private space and/or inaccessible. This project should include the removal of the unattractive chain link fence surrounding the park, reprogramming of the space to attract passive recreation and the possible extension of the park to square off the intersection of Main Street and Depot Plaza. Such extension should be coordinated with any permanent intersection improvements at Main Street and Depot Plaza.

#### *Partners*

- Asbury Terrace management & residents
- Village Department of Parks and Recreation
- Village Engineer



Sarah Michaels Park



## 10. DEVELOP WAYFINDING PROGRAM

### *Purpose*

Develop an attractive, unified wayfinding program for the station area. This program should create a clear “brand” for the area, including an attractive logo, and institute standards for signage and information kiosks. The objective of the program is to establish a set signage system that clearly links the train station area to Main Street/Broadway, tourism destinations, area hotels, etc.

### *Partners*

- Lyndhurst
- Historic Hudson Valley
- Stone Barns
- Tarrytown Chamber of Commerce
- Tarrytown Merchants Association
- Westchester County Department of Planning
- Westchester County Tourism Office

## 11. IMPLEMENT LOCAL CIRCULATOR/“TARRYTOWN LOOP”

### **SERVICE**

### *Purpose*

Create a local circulator route that will be attractive to both residents and tourists. The route should provide a connection between the train station and Main Street/Broadway, Beekman Avenue, EF School, historic destinations, hotels, schools etc. The vehicle(s) used for this route should be energy-efficient, attractive and well-branded. This service could possibly be operated by Bee-Line as a pilot program.

### *Partners*

- Empire State Development
- Destinations (hotels, historic estates, EF School, etc.)
- Historic Hudson Valley
- Tarrytown Chamber of Commerce
- Tarrytown Merchants Association
- Village of Sleepy Hollow
- Westchester County Department of Public Works & Transportation

## 12. DEVELOP TOURISM PLAN

### *Purpose*

Create a plan to maximize Tarrytown’s potential as a transit-served tourism destination. Tarrytown has the potential to attract New York City residents and tourists for both day trips and overnight stays to a variety of area destinations, including:

- RiverWalk
- Waterfront parks and recreation
- Planned Tappan Zee Bridge Shared Use Path
- Main Street/Broadway restaurants & businesses
- Tarrytown Music Hall
- Historic estates (Lyndhurst, Sunnyside, Philipsburg Manor, Kykuit)
- Stone Barns

### *Partners*

- Empire State Development
- Historic estates
- Historic Hudson Valley
- Metro-North Railroad
- Tarrytown Chamber of Commerce
- Tarrytown Merchants Association
- Westchester County Tourism Office
- Area hotels



Example of loop bus

## D. Waterfront Access Projects

### 13. EXTEND RIVERWALK (UNDERWAY)

#### *Purpose*

Extend the RiverWalk from its current terminus at Pierson Park south along Losee Park to Green Street just north of the Washington Irving Boat Club.

#### *Partners*

The Village has secured funding from Westchester County (\$450k) and New York State Department of State (\$200k) and is expected to proceed with the project within two to three months.



View from RiverWalk

### 14. WASHINGTON IRVING BOAT CLUB LEASE EXPIRATION

#### *Purpose*

The Washington Irving Boat Club currently leases its property from the Village of Tarrytown. The club includes a professional marina with member and guest docks as well as the popular Sunset Cove bar and restaurant. The Boat Club's lease expires on May 31, 2020. In preparation for this lease end, the Village should work with the Boat Club and other partners to determine the future use of the property, which should be water-dependent and also consider generation of revenue to the Village.

#### *Partners*

- Scenic Hudson
- Tarrytown Environmental Advisory Council
- Tarrytown Parks and Recreation Advisory Council
- Tarrytown Waterfront Advisory Council
- Washington Irving Boat Club



Washington Irving Boat Club



## 5. PHASE 2 RECOMMENDATIONS

### A. Stewardship and Partnerships

What is evident from the projects described above is that they involve many of the same partners. Therefore, the first step in moving the vision for the train station area forward and undertaking these individual, and at the same time, related projects will be to develop a broad base of support ranging from local elected officials and community residents to county, state and federal elected officials and agencies. A recommended approach for building this base of support is as follows:

#### *Formalize project Steering Committee as an official Station Area Steering Committee*

The role of the project Steering Committee thus far has been to work with the project consultant to evaluate existing conditions, conduct meetings with stakeholders and outline a coordinated set of projects to guide future planning for the train station area. Through this process the committee has commented and expanded upon consultant recommendations to produce this strategic plan for the station area, which reflects the perspectives of the various committee members who represent the Planning Board, Board of Trustees, Village Administration, Westchester County Planning Department and Village residents.

In moving the project forward the project Steering Committee should be formalized as an official Station Area Steering Committee reporting to the Planning Board. The Committee should be led by two Planning Board co-chairs and membership should include the following representation:

- Village Trustee
- Village Administrator
- Village Engineer
- Two residents
- Westchester County Planning representative as technical advisor/liaison

#### *Develop Project Support*

The Station Area Steering Committee's initial task will be to develop support for the overall project among local, county and state elected officials, agencies and organizations as well as Village residents by carrying out the following activities:

1. Lobby local, county, state and federal elected officials and government agencies
  - Schedule meetings with elected officials and government agencies to present and make the case for the project
2. Develop local community support
  - Conduct an Open House to present the project to the community. This will provide an opportunity for residents, business owners and property owners to learn about the project, ask questions and provide feedback to the Village.
  - Conduct project specific community workshops as individual projects or groups of related projects move forward

#### *Develop Outreach Materials*

As part of the process of developing broad-based project support, the Village should develop a "Briefing Book" of electronic and hard-copy outreach materials that includes the following elements:

- Project website
- Project summary brochure/printed informational materials
- Project presentations tailored to different audiences including residents, community groups, county and state agencies, elected officials, potential private/foundation funders, etc.

## B. Funding Opportunities

The various projects highlighted above are all components of a vision for coordinated planning for Tarrytown's train station area. While each has merit in its own right, planned together they represent an opportunity to transform the station area from a transitional space between the waterfront and Main Street/Broadway to a people place that welcomes residents and visitors to Tarrytown.

Having developed these projects as part of cohesive planning effort undertaken in partnership with engaged stakeholders, the Village is well positioned to obtain grant funding to move this effort forward. Potential funding sources to be pursued by Tarrytown through the Village's grant writer in coordination in partnership with stakeholders include:

- Empire State Development Planning & Feasibility
- Hudson River Estuary Program
- Hudson River Valley Greenway Program
- Metro-North Railroad
- New York Metropolitan Transportation Council
- NYS Department of State Local Waterfront Revitalization Program
- NYS Department of Transportation Transit Oriented Development Planning Grant
- NYS Environmental Facilities Corporation Green Innovation Grant Program
- NYS Greenway Communities
- NYS Main Street Technical Assistance Program
- NYS Office of Parks, Recreation and Historic Preservation
- NYSEDA Cleaner Greener Program
- Transportation Alternatives Program (federal)
- Westchester County Department of Public Works & Transportation
- Westchester County Foundation
- Westchester County Tourism Office

Appendix A provides a matrix that matches the projects outlined in Section 4 with appropriate grant programs.

## C. Next Steps

This report concludes the first phase of the station area planning project. In order to continue the momentum begun with this effort, the Village may wish to pursue the following actions:

- Authorize the Planning Board to develop a scope of work for Phase 2 of the project. This will include prioritization of projects outlined in Section 4 of this report and identification of key projects for immediate action.
- Appoint Station Area Steering Committee.
- Develop outreach materials described in Section 5 of this report.
- Present projects to the public at an Open House and obtain community input.
- Lobby elected officials to develop project support.
- Pursue grant funds for priority projects.

Appendix A  
Potential Grant Funding Matrix

Project		Grant Program															
		TAP	NYMTC	ESD Planning & Feasibility	MNR	NYS DOT TOD Planning Grant	NYS DOS LWRP	NYS OPRHP	NYS Greenway Communities	NYS Main Street Technical Assistance Program	NYSERDA Cleaner Greener Program	NYS EFC Green Innovation Grant Program	Hudson River Valley Greenway Program	County DPW & Transp.	County Tourism Office	Hudson River Estuary Program	WCF
1.	Re-imagined Tarrytown Station			x	x	x	x							x			
2.	Station Area Zoning & Design Guidelines			x		x				x	x		x				x
3.	Station Area Green Infrastructure & Parking Plan			x							x	x					x
4.	Intersection Improvements at Depot Plaza/Cortlandt Street & Main Street	x									x	x					
5.	Reopen Pedestrian Tunnel	x					x				x						
6.	Construct Direct Pedestrian Connection Linking Tarrytown Station to Sleepy Hollow	x		x	x	x					x						
7.	Renovate or Replace H-Bridge		x	x										x			
8.	Streetscape Improvements along Depot Plaza/Cortlandt Street	x		x	x					x	x	x		x			
9.	Sarah Michaels Park Improvements						x	x									
10.	Develop Wayfinding Program			x	x		x						x			x	x
11.	Implement Local Circulator/”Loop” Service										x			x			
12.	Develop Tourism Plan			x	x								x		x		x
13.	Extend RiverWalk (funded)						x						x				
17.	Washington Irving Boat Club Lease Expiration			x			x	x	x		x					x	

**Abbreviations Key:**

County DPW & Transp.- Westchester County Department of Public Works and Transportation

ESD- Empire State Development

MNR- Metro North Railroad

NYMTC- New York Metropolitan Transportation Council

NYS DOS LWRP- New York State Department of State Local Waterfront Revitalization Program

NYS DOT- New York State Department of Transportation

NYS EFC- New York State Environmental Facilities Corporation

NYSERDA- New York State Energy Research and Development Authority

NYS OPRHP- New York State Office of Parks Recreation and Historic Preservation

TAP- Federal Transportation Alternatives Program

TOD- Transit Oriented Development

WCF- Westchester County Foundation