

Planning Board  
Village of Tarrytown  
Special Work Session – Hudson Harbor Development – Internal Roads  
March 4, 2021 10:00 am

\*\*\*This meeting is being held via Zoom video conference in accordance with the Governor's Executive Order issued in response to the COVID-19 Pandemic that authorizes public meetings to be held in this manner. The public will be able to view the meeting through the Zoom application and listen to the discussion of the Board.\*\*\*

PRESENT: Chairman Friedlander; Members Tedesco, Aukland, Raiselis, Alternate Member Gaito, Alternate Member Mendez-Boyer, Counsel Zalantis, Village Engineer Pennella, Village Planner Galvin; Secretary Meszaros,

ABSENT: Planning Board Member Birgy

APPLICANT REPRESENTATIVES PRESENT:

Joseph Cotter, National Resources  
Lynne Ward, National Resources  
Lauren Calabria, National Resources  
Chris Bielkiewicz, Assistant Project Engineer

This meeting has been recorded and the meeting video is available on the village website. Mr. Bielkiewicz, the project engineer, came prepared and presented two proposed plans, (Option 1 and Option 2, attached), for the Planning Board to consider in order to bring a portion of the internal roads in the Hudson Harbor Development up to village standards so that the developer can offer a dedication of these roads to the village.

Option 1 Plan

West Main Street (heading north onto Orchard Road)

Orchard Road has an existing 60 ft. right-of-way. They propose to reduce it to a 50 ft. right-of-way to include the parallel parking with 25 feet of pavement width. Mr. Pennella said this could work but 30 feet of pavement width is needed for a two-way road throughout and a small portion would have to be tweaked, possibly moving a hydrant. He would like the first portion of Orchard Drive reduced to 50 feet as well. They could extend the 50 feet, but the sidewalk would not be in the right-of-way. Ms. Ward said it would be less disruption for all. In addition, the parallel parking spaces cannot be dedicated as part of the required parking count. Again, Mr. Pennella said the details could be worked out internally. Mr. Pennella is okay with the width but would like additional landscaping proposed.

Ms. Raiselis wants to ensure that the sidewalk is more prevalent than the curb cuts along Orchard Road since there are so many driveways and noted that pedestrian safety should be a priority. Dan Pennella suggested concrete aprons to make the walking surface blend in.

#### Hudson View Way:

Heading west on Hudson View Way, they will push back the property line 5 feet into the empty lot to create a 50 ft. right-of-way. They can easily achieve a 26 ft. pavement width. The driveways would be moved out of the existing right-of-way. Mr. Pennella would like a planting area where the sidewalk is shifted. He would also like street trees there. The village may have to take a little bit of the corner. Ms. Ward agreed to work out the engineering details. She is amenable to these changes.

Ms. Ward confirmed that the sidewalk will continue around to the north side of Hudson View Way. Mr. Pennella said the area could be striped across for now until the empty lot is developed, but the sidewalk will connect eventually. Ms. Ward hopes that they can get going with the empty lot.

#### Road E

Mr. Bielkiewicz showed Road E which is currently designed as a 40 ft. right-of-way. They can increase it to 50 feet to bring it up to village standards. They will be able to easily achieve a 26 ft. pavement width to Division Street.

He showed the sidewalk along the Cooney Building to where it ends. Ms. Raiselis said she would like that sidewalk to continue and not expect people to have to cross over. She thinks the BOT would agree to that. Ms. Ward said it is filthy and the salt shed is a mess so she does not think people will cross there. She hopes this area gets cleaned up.

Mr. Pennella said the connectivity right now should be from Hudson View Way on the west side, and where the sidewalk terminates they need to continue it all the way across to Hudson View Way, and then put in a crosswalk.

Ms. Ward said the Cooney Building side will be very attractive. This is a lot of work that they are being asked to do and again she asked the village to clean up the DPW site. Ms. Ward would like the garbage trucks to go away and the salt shed to be relocated which were the terms of this area becoming village property.

Counsel Zalantis asked if the village is losing any property in this salt shed area. Mr. Bielkiewicz said the village will lose about 10 feet of property and highlighted the 10-foot area. Ms. Ward said it is going to be for a sidewalk, so it is still village property. Counsel confirmed that the blue area where the cars are parked is owned by Hudson Harbor.

Mr. Bielkiewicz returned to the plan and believes they can get these three roads to village standards with minimal dedication of land.

Mr. Aukland wanted to know how many parking spaces are within the public right-of-way. Mr. Bielkiewicz said there are 14 parallel parking spaces. Mr. Aukland is concerned about the proper amount of parking spaces available to Hudson Harbor residents and asked Mr. Pennella to comment. Mr. Pennella said anything in a public right-of-way will become village spaces. He would not use these spaces in the overall parking count when he does his parking evaluation for the development. Mr. Aukland noted that this is an item of concern that needs to be resolved.

Counsel Zalantis confirmed that all of the other roads in this scenario would remain private. Mr. Aukland asked how that relates to the currently approved Master Plan and the intent to make all the roads public within the overall plan. He thought there were more roads that were flagged for adoption by the village in due course. He asked Counsel Zalantis if that is no longer the case.

Counsel said the SEQRA findings said all the roads had to be dedicated to the public, but it gave the Planning Board ability to grant exemptions from that. The Board can make certain roads exempt if we can come to a resolution and if there is public connectivity that makes sense.

Mr. Aukland said if a waiver is granted to have some streets remain private then a point to flag is that the cost of maintenance, plowing and other costs associated with these roads that would fall permanently to the residents. Counsel Zalantis confirmed that this is correct.

#### Option 2 Plan:

Mr. Bielkiewicz showed the Option 2 plan which includes the same proposal in Option 1 for Orchard Street, Hudson View Way and Road E, but they have looked at Rivers Edge Drive and how to get connectivity from West Main Street to Road E to Division Street. There is currently an existing 60 ft. right-of-way with homes on both sides with existing driveways and existing parallel parking lining the entire street. The best they can do is pull out the parking spaces and narrow the right-of-way down to 30 feet which does not meet a two-way road standard. They are suggesting a one-way option up to Hudson View Way.

Mr. Pennella said this is the problem child since there can't be a two-way road in order to make it public, but a one-way road could be a benefit because it would decrease the amount of traffic. A 30 ft. right-of-way is a good size for a one-way road, but there is no room for landscaping on either side. This is a possibility, but he is not fond of this. He noted that the first part of the road would narrow down to the one-way part so that has to be consistent all the way through. Ms. Ward said the one-way would be good for traffic calming.

A brief discussion took place with regard to the direction of the road. Ms. Ward thinks that north to south would work best. Mr. Pennella raised concerns about plowing since it is hard to plow from 60 feet to 30 feet and the plow can only go through in one direction to clear out the road. Therefore, north to south makes sense to him to allow the plow to push the snow out to West Main Street and into the parking area. Ms. Ward agreed and said it facilitates it operationally. Mr. Pennella said the road will be bear, but if the residents feel is sufficient, it could work. He asked the Board what they thought. Ms. Ward noted that there is already existing beautiful landscaping in place in the area of the Carriage Houses. It is not that barren and from a pedestrian point of view, people would rather walk along the RiverWalk. It is a bit seasonal, but it is a magnificent walk.

Mr. Pennella asked Mr. Bielkiewicz to show where the sidewalk was going to be on Rivers Edge Drive. He said currently the sidewalk is on the east side and it crosses all the existing driveways to the homes. Mr. Pennella confirmed that on the other side it would be on private property. Mr. Aukland asked if it was possible to put an easement on that allowing public walking which would be much safer than going in front of the Carriage Houses. Ms. Ward said she guesses they could do that and noted that the other plan is looking more elegant since this one has a lot of nits.

Mr. Gaito asked if there was any thought about shifting the parking inside to complete the 50-foot road. Mr. Bielkiewicz said they have not looked at that since there are some pretty large transformers and utilities next to these buildings and retaining walls in front of the Lookout building. He thinks it would be quite costly to try to get into that space shifting anything closer to those buildings. Mr. Pennella said the idea is to bring it to the edge of the wall so that the sidewalk remains in the public right-of-way. The problem there is that the parking spaces created would have to be transferred to somewhere else since those spaces are part of the parking count for Lookout South and North, which becomes an issue.

Mr. Bielkiewicz counted roughly 25 existing spaces, and noted if you were to go to parallel spaces, you could only get 12 to 13, which would be a large number to lose. Mr. Aukland would not want to see cars that are trying to park crossing the sidewalk. He likes the layout as is with the sidewalk up against the wall. Ms. Ward agreed and said they are trying to serve the residents, so moving these into parallel parking spaces is kind of an empty theme.

Ms. Mendez Boyer asked about the way the parking is turned on 90 degrees relative to the one-way road and asked if there were any safety issues with backing up a car into a 24 ft. wide road. Mr. Bielkiewicz said the minimal distance for pavement width is 16 feet to back into and they may have to look at angled parking. If this option were vetted further, they would look into options to ensure the safety of cars backing into that lane.

Chair Friedlander said these roads and parking spaces have been in existence for a number of years without any problems. The sidewalk that runs in front of North and South Lookout is used by the public all the time, and no one has ever said anything about putting up gates. There is a sidewalk there, it is private, but has been used as a public sidewalk. With regard to backing in and out, they have had two lanes of traffic going back and forth instead of one. He does not remember having any trouble with that. So, if it's working already, we just have to decide whether it should be one-way or private, and which way the one-way should go. There is nothing wrong with what we have now. He agrees with Mr. Gaito that there should be as many public roads as possible and not burden one road versus another road, in this case, Orchard Drive vs. Rivers Edge Drive. He thinks they should consider the second option that is in front of them now as a desirable option that will work.

Mr. Tedesco agrees with Chair Friedlander. He would like Rivers Edge Drive to be considered for dedication to the village. The decision that is needed is the direction of the one-way.

Ms. Ward said it looks as though the north to south is the only way that works and noted that the only complaints they have had in the 10 years relate to the DPW trucks.

Ms. Mendez-Boyer said that her comments were related to the future growth. When Edge comes on line, the traffic will increase, which has to be considered. She likes Option 2 and because Rivers Edge Drive is more of a residential street, it can be a one-way street. The other ones are more public, because they are next to the restaurant and the pool, and that makes more sense for them to be two-way. She is concerned that as the area grows, in terms of the numbers of units that may be coming in from Sleepy Hollow, that the parallel parking and the 90-degree parking won't cause any issues in the future.

Mr. Aukland noted that if this road remains private, then the residents can choose to do something about deterring traffic from Edge on Hudson. If it is accepted by the village, then then anybody can use them. So, if there's a lot of cut through traffic, it's just the way it is. Ms. Raiselis said that's the balance of the cost to the residents as opposed to more traffic.

Ms. Raiselis wants to discuss the sidewalk again to make sure there is a continuous connection. Mr. Bielkiewicz showed the Option 1 plan to point out where the sidewalk is. Ms. Raiselis wants to make sure the sidewalk is continuous to cross over from Rivers Edge Drive to Hudson View Way and down along the Cooney Building. She wants to make sure that they are hitting all the spots where they have to make the sidewalk work and have Road E also be consistent with this to avoid having people go up and then down and then over. Ms. Mendez-Boyer said basically public streets should have sidewalks on both sides and that should be the concept. Whenever you have a road, you need sidewalks on both sides. Ms. Raiselis agreed with the exception

of the sidewalks in front of the Lookout North and South buildings, where there will be an easement. Ms. Ward Agreed.

Counsel Zalantis asked about the ownership of the sidewalk on that private road that leads down there. What is below the private road, is that the RiverWalk. Mr. Pennella said there are two access points at the private road and there is another one between Lookout South and Lookout North. He pointed to the two access points to the River Walk. They are both on private property. Mr. Aukland asked if there was an easement for that.

Mr. Pennella said there is no easement. The private road that he showed between the Lighthouse and Lookout North was supposed to be public, which would have been an access point. He showed the route that they may want to have an easement to allow the public to make connectivity to that sidewalk. Ms. Calabria asked to switch back to the other plan to show that there is access to the RiverWalk off of Road E and Division Street.

Mr. Pennella said there is access at the north entrance to the RiverWalk, and at the south entrance at West Main Street. So, those are the only two points but he thinks the Board wanted the intermediate access point, which could be at this private road. Ms. Ward said that is fine. We are fixing all these things that we all missed, so we might as well fix them all. Mr. Aukland and Ms. Raiselis agreed.

Ms. Mendez-Boyer said the North access seems to be just the sidewalk and she is thinking about the elderly residents who maybe want to drop off closer to the park and this private road may be the only access that they have. Ms. Ward said there is access on West Main Street and off of Division Street which are both ADA compliant.

Mr. Pennella asked Mr. Bielkiewicz to pull up the Cooney Site plan. He showed the two proposed spaces that are dedicated for public parking, one is a handicapped space.

Mr. Pennella confirmed that there will be two spaces for public parking on the Cooney site plan. There are 70 spaces in total. Ms. Ward noted that there will be signage that says public parking to prevent people who go to the train from parking all day like they unfortunately have with other spaces. Mr. Pennella asked who will enforce that. Ms. Ward said they currently enforce the parking and they call the village authorities when they need help. They have signage saying they will tow and when we are unable to deal with this, they call the police.

Counsel Zalantis said if these two spaces are going to be dedicated to the village, then the village will have to enforce the parking. Regular private property owners could also call the police if they have parking issues,

Ms. Mendez-Boyer, is a member of the police committee, and would like to lessen the burden on the police. Ms. Ward said that becomes an issue with Edge on Hudson,

which has been raised several times, because that is where the parking need is going to come from.

Ms. Mendez-Boyer suggested that the perpendicular parking on the Cooney side be turned parallel to make the road wider to provide public spaces, then they won't have to rely on the police. Ms. Ward said they are not looking to provide additional public parking in Hudson Harbor. Ms. Mendez-Boyer said she was thinking for residential use as well. Ms. Ward said their residents have places to park and Dan Pennella has a parking chart demonstrating that. Ms. Mendez-Boyer said it was just an idea to consider. Ms. Ward said the police would still have to police the parallel spots then. Mr. Pennella said it is a simpler situation to keep the two proposed spaces but suggested putting the spaces next to each other so the police do not have to enter. They could just go from the sidewalk onto Road E. Ms. Ward said these are details that can be worked out.

Mr. Aukland confirmed that about 14 spaces would become public with Option 1, and wanted to know how spaces would become public with option 2. Mr. Bielkiewicz said there might be 14 spaces in this zone of Rivers Edge so, a total of about 28 spaces. Mr. Aukland is trying to sort out the pros and cons between both options and it seems that the parking count is going to be the biggest issue and, from the resident's point of view, they will not want to bear the cost of maintenance on Option 1 for Rivers Edge Drive and the bottom of Hudson view away.

Mr. Pennella said that the 14 spaces along Rivers Edge Drive will have to be put somewhere else. If they are public, they cannot use them toward the parking count. Mr. Pennella said the main issue with going from 60 feet to 30 feet is that the plow truck pushes out toward West Main Street and they will have to go back around the whole entire development to make another swoop to get to the other side of the road, just for that little piece. He thinks it is just simpler to keep it straight through and suggested narrowing the 60 ft. right-of-way to a 30 ft. right-of-way. This way, they don't have to worry about the parking spaces that are allocated for the building. Ms. Ward agreed for functional efficiency.

Counsel Zalantis confirmed with Mr. Pennella that if the road becomes one-way throughout, then those parking spaces can remain private. They're not going to be on public roads and it doesn't impact the parking counts.

Mr. Pennella agreed and said that the parallel spots are currently in the count but if they extend the 30 ft. right-of-way all the way through to West Main Street, it simplifies the plowing and the parking.

Mr. Aukland was concerned about setting precedent for a 30 ft. roadway. Counsel Zalantis said it is a one-way street so 30 feet is okay and it is the only way it will work. Joan asked if there are utilities under the existing parked cars. Mr. Pennella referred to a Westchester County sewer easement force main at the corner of Rivers Edge Drive

and Hudson View Way and noted that the easements that exist don't go way. Mr. Bielkiewicz said that most of the utilities are under the drive lanes of the road. Lauren Calabria noted that she believes that Hudson Harbor still has ownership of that corner piece.

Counsel Zalantis referred to the area where the mailbox and three cars were parked on Hudson View Way at the corner of Rivers Edge Drive and asked if that was going to be parking. Mr. Bielkiewicz said there is no parking there since it is an intersection. They will look at the intersection requirements and then the parking requirements heading east on Hudson View Way.

Mr. Aukland noted that in Option 2, there is a small strip a couple that would need to come out of the Cooney Building parcel in order to contribute to the right-of-way on Hudson View Way. Mr. Bielkiewicz said, just like Option 1, they will shift the property line over 5 feet on the Cooney side to create consistent 50 ft. right-of-way in its entirety, with no jogs down to Rivers Edge Drive. Ms. Ward confirmed they will show the adjustment of that property line.

Ms. Mendez-Boyer asked to pan over to where the Rivers Edge Drive goes to a 60 ft. width. She would like to know if the sidewalk on the west side will be continuous and have a public easement. Counsel Zalantis said if we change it to a 30 ft. right-of-way, an easement will be necessary. Ms. Raiselis confirmed with Ms. Ward that the easement would be in the front of the Lookout North and South buildings all the way to West Main Street.

Mr. Aukland asked if there would there be easements down to the River Walk between the Lookout North and South. Ms. Ward said that would require a discussion with the homeowner's association. Mr. Aukland asked about the piece south of that the other side of Lookout and if that was intended for public access. Chairman Friedlander interjected and said the road that he and Mr. Aukland are concerned about is the white road running up to the south of that from Rivers Edge Drive all the way to the end to the RiverWalk. That road was designed originally for public access through that street into the park. Ms. Ward said if you scroll further, you'll see all these pathways that do go into the park, which they have been looking at during this COVID period because there have been many people using them. There are multiple public access points. With regard to the Access point #2 in question, she does not think that is appropriate putting the public through the people's yard.

Counsel Zalantis confirmed that Access point #2 comes out, Access point #1 works and Mr. Aukland would like Access point #3 to work.

Ms. Ward said a homeowner discussion would have to take place for Access Point #3. Chair Friedlander said the reality is that the homeowners would have to stop the public from walking through there with trespassing signs because they are already using it and they also go through Access Point # 2.



The Board wanted to maximize the access to the park from the development with public roads from the very beginning. They didn't want a gated community with no access to the park, from the residential buildings. He would like to have as many easements as possible to gain access to the park. If they are available, people will use them and it will allow them change the pattern of walk and views. Ms. Ward said it is a legal problem for Access Point #2 and #3 since they don't own them.

Mr. Tedesco agreed that the intent at the very beginning was to have as many access points to the park for the public as possible.

Chairman Friedlander believes that they should figure out a way of accommodating the needs of the public. The people do not want private roads and they are willing to have the village take it over. The village is willing to take them over but feel strongly that access for the public to the park is needed. If his memory serves him, he thought that there was going to be access at the center point of the two Lookout buildings. Originally, he thought they had anticipated being able to go straight down a public sidewalk right to that entry Access Point #2 to the park. And for whatever omission, they let this configuration go through. His assumption when this was done, was the sidewalk that runs the front of the Lookout North was always just a public sidewalk that would lead to the entry point. The fact that there was an entry point there means that it wasn't built for the Lookout residents, it was built for public access. He thinks there should have been an easement there to the park.

Mr. Tedesco remembers that as well. Mr. Aukland recalls this but they need to look at whatever is documented. Ms. Ward said Counsel Zalantis would know about these easements and they don't exist.

Counsel Zalantis said Access Point #1 works and if it remains a private road, then they will need an easement. With the others, this might be an opportunity to approach the homeowners and explain that the benefit to them is that the village is going to take over Rivers Edge Drive without any parking impacts to them. The push and the pull is that the village wants public access. Ms. Ward said this is a very logical discussion but they have not found logic prevailing much recently. But that's a statement of the nation.

Dan Pennella confirmed with Mr. Bielkiewicz that the distance from Sleepy Hollow to Access Point #1 walking, is 700 feet. Chair Friedlander agreed that access #1 and #3 are the critical points to allow more access to the center of the RiverWalk. Access Point #2 may not be as important of an issue. He would like to focus on Access Points #1 and #3.

Ms. Mendez-Boyer thinks 700 feet is a long walk for a senior and suggested that some parking could be provided closer to where the private road is. Chair Friedlander said there are four spaces at the corner of Lookout North on Rivers Edge Drive, going west. That is the only other place that there is public parking that is closer to where you want to get entry into the park, rather than walk 700 feet around. The other spaces are

designated spaces. He parks there all the time, rather than walk all around. Without Access Points #1 and #3 it would be a hardship to access the park in the middle. He certainly would like the easements for Access Points #1 and #3 and won't argue about #2. Ms. Ward said they will have to talk to the homeowners about #3.

Chair Friedlander agreed that there will have to be a discussion with the homeowners, but he feels it is a win-win for everyone. They don't want to lose their parking spaces and they don't want to have a private road. So, if the village is willing to take the roads, then there should be a public access easement. Mr. Tedesco thought that many residents are so used to the foot traffic along that road that they would not object terribly. Ms. Ward said they are also unfortunately used to not paying for the maintenance of the roads. Counsel Zalantis said this scenario is the least painful and the bulk of the roads will become public.

Ms. Raiselis asked about the status of the 4 parking spaces at the intersection of Rivers Edge Drive and Hudson View Way. Mr. Pennella said if we go with one-way scenario they become private. Ms. Raiselis is concerned that if this is a one-way, when people making a left hand turn and someone's pulling out of that space, that's a horrible situation for that homeowner.

Mr. Pennella agrees and is not a fan of impacting two homeowners by putting public parking there. He would propose putting the parking on the Cooney side. Mr. Gaito suggested that maybe this is an opportunity to dedicate those back and swap the Cooney Building spots; that little parking lot to the left might lend itself to be a better access for a public drop off than having spots snuck in at a blind corner. Mr. Pennella will need to confirm if these spots are part of the parking allocation for the Carriage Houses. The reason for narrowing the road is so the private parking is taken out the right-of-way to make them public. He is fine with making a different corner for a drop off, but feels it should be somewhere else and that this is not the right spot.

Mr. Pennella asked the Board how they want to proceed. He said we have general concept and are okay with the one-way road. He does not think it is necessary to get into a lot of engineering detail and suggested that the applicant clean up the plan and resubmit it so that the Board can decide which way to go.

Mr. Aukland wanted Dan Pennella to work out the details with the with the pick-up/drop-off at the junction of Hudson View Way and Rivers Edge Drive. He would like to know which Homeowner's Association they would have to work with regarding the access Point #3 and who can lead that discussion. Mr. Pennella and Ms. Ward confirmed that it would be Lookout South. Mr. Pennella asked that a review of the surveys, deeds be done first because moving forward with this. He believes that this sidewalk was not really intended for Lookout South; he thinks it was for the Townhomes and there may already be an easement there. Ms. Ward also recalls that there may be an easement but she is not sure what it is for and they will do the research.

Ms. Mendez-Boyer complimented Mr. Bielkiewicz on his presentation of the plans and including discussion notes on the plan. She wants to make sure that the parking that they talked about the drop off near Rivers Edge Drive is also noted on the plan. (Changes discussed are attached as attachment #3)

Ms. Raiselis asked the Board if they all agreed that Option 2 is the plan that they are leaning toward. The Board members all agreed.

Ms. Raiselis said if she were living there, she definitely would not want to take on the burden of the roads and if that was the original intention, then the Board should try to make it happen.

Ms. Mendez-Boyer would like to understand the effects of parking with this plan option. Ms. Raiselis said that seems like the next step is to update the parking count now.

Ms. Ward asked that everybody take in mind that the things that they are doing now, they don't want to come back and be punished for further down the line. They don't want their cooperation to end in sort of a double punishment, double jeopardy situation. She has no idea what the numbers are, but she is looking for everybody to be reasonable about this.

Mr. Aukland said that is a separate action that Dan Pennella is working on.

Ms. Ward said that they are really just re-categorizing the spaces. They are just giving them a different name and they are serving the purpose they're intended to. That is the sort of background setting she would urge. She thanked the Board for their teamwork today.

Mr. Aukland noted that today was a discussion about the roads and they have made real progress. The Cooney Building site plan was not a part of today's discussion but will continue through the public hearing process. The buildout of the final phase to include the Stable Building is still pending.

Chairman Friedlander noted that the bulkheads need to be addressed at the Lighthouse.

A brief discussion took place regarding open items and the Gatehouse. Counsel Zalantis informed Ms. Ward that a full site plan application would have to be submitted for the Gatehouse proposal in order to move forward. The application will be reviewed and they will be advised on how to proceed based on the submission and what additional approvals, if any, will be needed.

Chairman Friedlander would like to finish the entire project as soon as possible and asked that the application the Gatehouse be submitted so the project can move forward in the best interest of everyone.

Mr. Tedesco thanked everyone and welcomed the spirit of cooperation among everyone involved.

Mr. Tedesco moved, seconded by Mr. Aukland, to go into executive session for legal advice and adjourn this meeting after the executive session.

Dr. Friedlander asked for a roll call vote:

Member Raiselis: Yes

Member Aukland: Yes

Member Tedesco: Yes

Alt. Member Gaito: Yes

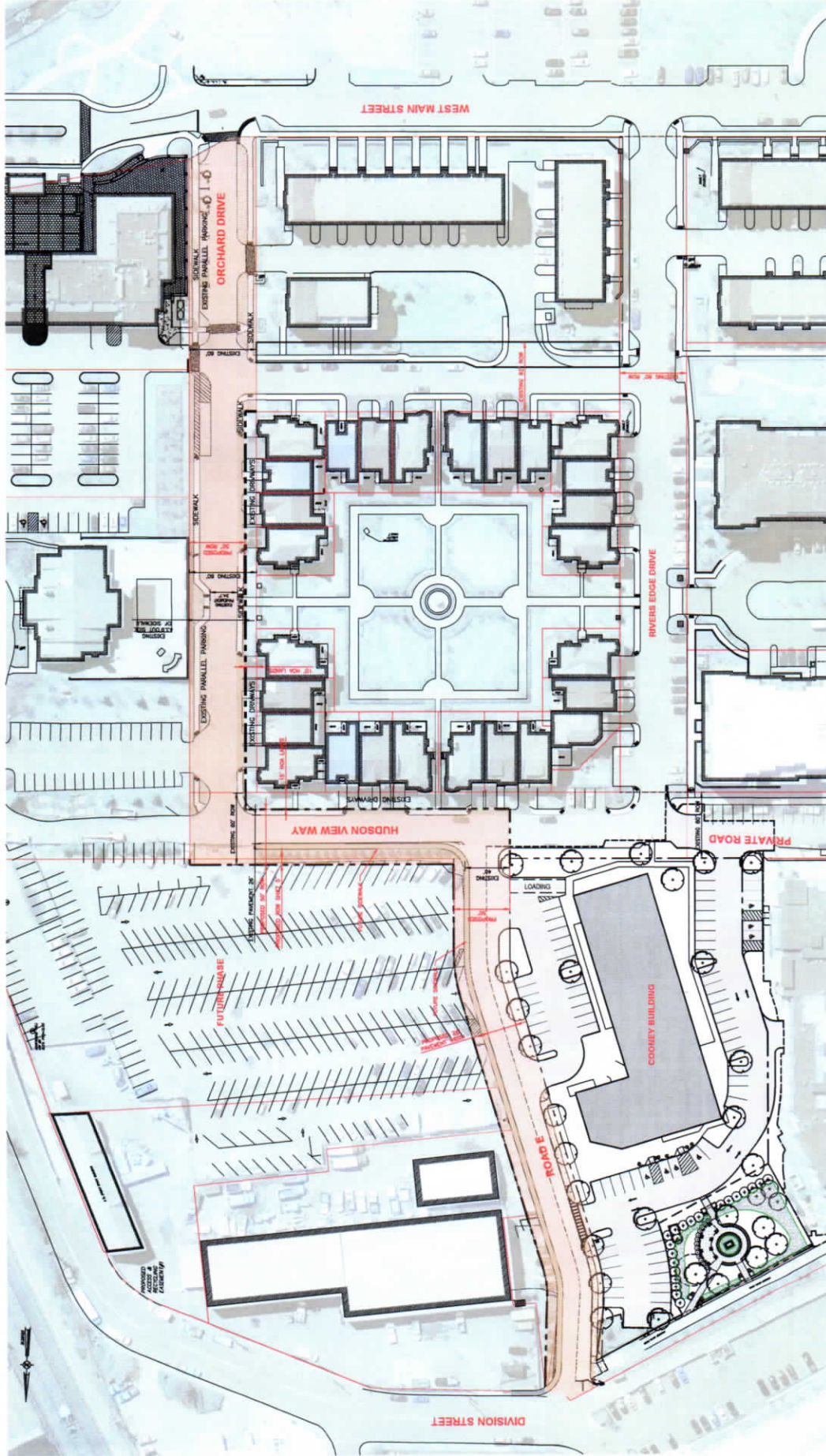
Chair Friedlander: Yes

All in favor. Motion carried.

The Board went into executive session and 11:45 am.

Mr. Tedesco moved, seconded by Mr. Aukland, to come out of executive session and adjourn at 12:20 p.m. All in favor. Motion carried.

LEGEND:  
 --- EXISTING PROPERTY LINE  
 --- PROPOSED PROPERTY LINE  
 --- DEDICATED TO CITY



ISSUED FOR PLANNING BOARD REVIEW - NOT FOR CONSTRUCTION

Project Name	Hudson Harbor Phase 4 - Cooney Building Renovation
Date	1/15/2010
Scale	1"=40'
Sheet	103391.12
Sheet	C130

# OVERALL SITE PLAN

VILLAGE OF TARRYTOWN, WESTCHESTER COUNTY, NEW YORK

**CHILMSEN KINSHERRING LAND SURVEYING & LANDSCAPE ARCHITECTURE, INC. D.P.C.**

100 West Street, Suite 200  
 Tarrytown, NY 10591-1212  
 Phone: (914) 335-1212  
 Fax: (914) 335-1213  
 Email: info@ckla.com

**CHILMSEN KINSHERRING LAND SURVEYING & LANDSCAPE ARCHITECTURE, INC. D.P.C.**

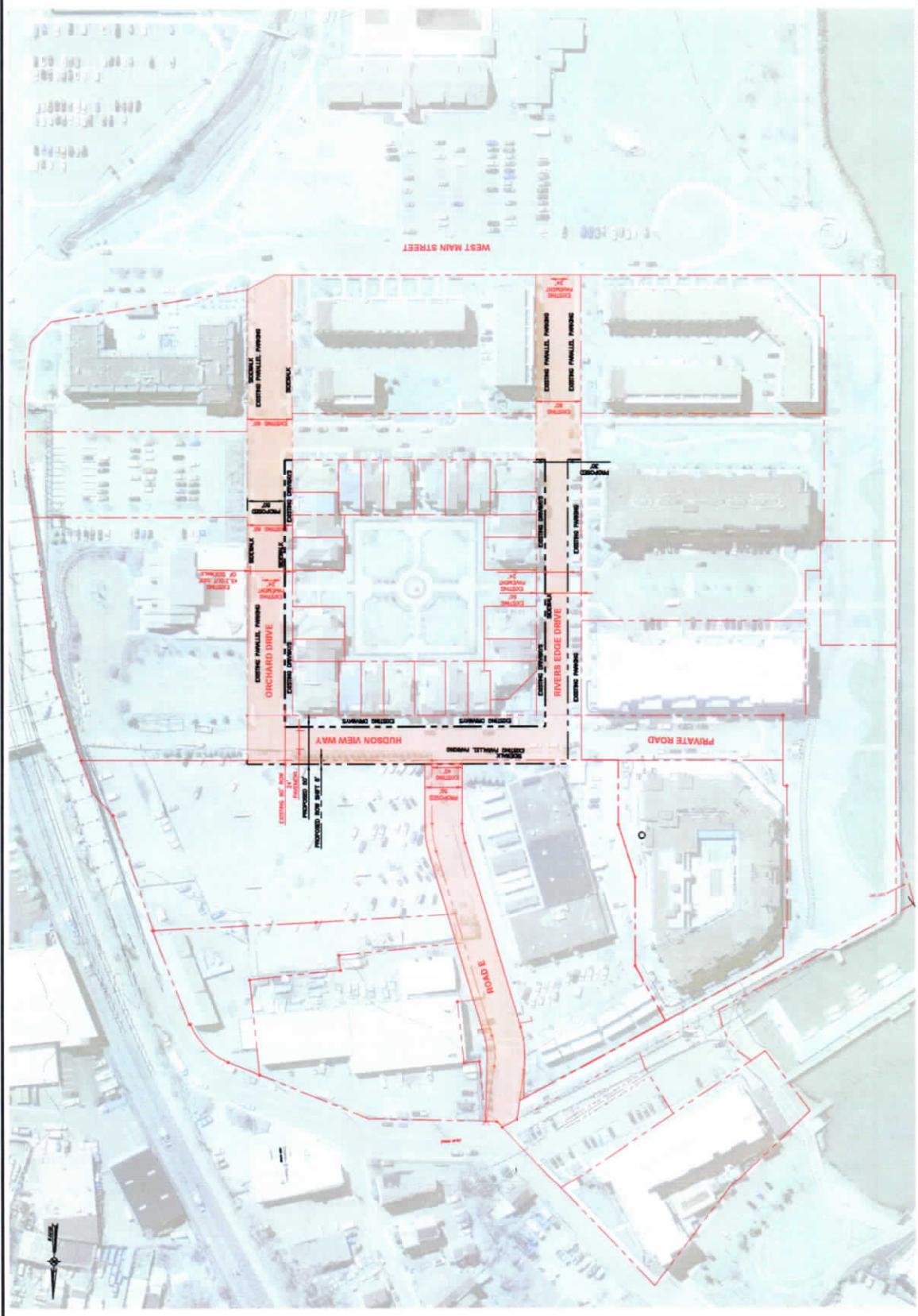
100 West Street, Suite 200  
 Tarrytown, NY 10591-1212  
 Phone: (914) 335-1212  
 Fax: (914) 335-1213  
 Email: info@ckla.com

THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE PROPERTY OF CHILMSEN KINSHERRING LAND SURVEYING & LANDSCAPE ARCHITECTURE, INC. D.P.C. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM CHILMSEN KINSHERRING LAND SURVEYING & LANDSCAPE ARCHITECTURE, INC. D.P.C.

Option #1

ORIGINAL SCALE IN INCHES





LEGEND:

EXISTING PROPERTY LINE  
PROPOSED PROPERTY LINE  
DEDICATED TO CITY

ISSUED FOR PLANNING BOARD REVIEW - NOT FOR CONSTRUCTION

HUDSON HARBOR PHASE 4 - CONCRETE BUILDING RENOVATION

# OVERALL SITE PLAN

VILLAGE OF TARRYTOWN, WESTCHESTER COUNTY, NEW YORK

CHILDREN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.



347 New York Ave., Suite 200  
New York, NY 10013  
Phone: (212) 777-2000  
Fax: (212) 777-2001  
Email: info@children.com

THIS SITE PLAN, SPECIFICATIONS, AND OTHER DOCUMENTS ARE PREPARED BY CHILDREN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C. (CHILDREN) FOR THE PROJECT OF HUDSON HARBOR PHASE 4 - CONCRETE BUILDING RENOVATION. CHILDREN HAS CONDUCTED A VISUAL ANALYSIS OF THE PROPOSED PROJECT AND HAS DETERMINED THAT THE PROJECT IS COMPATIBLE WITH THE CHARACTER OF THE SURROUNDING AREA. CHILDREN HAS ALSO CONDUCTED A VISUAL ANALYSIS OF THE PROPOSED PROJECT AND HAS DETERMINED THAT THE PROJECT IS COMPATIBLE WITH THE CHARACTER OF THE SURROUNDING AREA.

Scale: 1" = 100'  
North Arrow

*Optima*