

**VILLAGE OF TARRYTOWN
BOARD OF TRUSTEES
WORK SESSION 6:00 P.M.
WEDNESDAY, June 1, 2022
Tarrytown Village Hall
One Depot Plaza, Tarrytown, New York**

Members of the public may attend in person or remotely. For those members of the public interested in viewing the meeting remotely visit:
<https://www.tarrytownny.gov/home/events/37636> for instructions on how to view via Zoom.

Executive Session

Police Interviews

Open Session

1. Board of Trustees Concerns
2. Schedule Public Hearing - Hackley School Compatible Use Permit
3. 2022 Road Milling and Paving Contract; 2022 Curb Installation and Replacement Contract
4. Commercial Dog Walker Regulations
5. Peddlers Permit – Village Code Chapter 221 Parks-Businesses
6. Pollinator Planting Donations
7. Pool Memberships
8. Resident Recreation Parking Permits
9. Stop Sign at McKeel Avenue and Beech Lane
10. Resolution Requiring Low Carbon Concrete
11. Water Meter Contract Award
12. Bike Rack Installation – West Side of Railroad Tracks
13. Grant Priorities
14. Trees for Tribes Application
15. Clean Energy Communities
16. Hiring Local Discussion
17. Annual Liability and Worker's Compensation Insurance Renewals
18. IMA Westchester County – Tarrytown/Sleepy Hollow Day Camp
19. Authorization of Polling Places
20. Community Bulletin Board Rules

Executive Session

- A. Tax Certioraris
- B. Personnel – Water Department

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MAY 26 2022

TARRYTOWN VILLAGE ADMINISTRATOR

May 26, 2022

By Hand Delivery

Honorable Karen G. Brown, Mayor
and Members of the Village Board of Trustees
Village of Tarrytown
One Depot Plaza
Tarrytown, New York 10591

**Re: Application of Hackley School for Amended Compatible Use Permit
Approval for the Property Located at 293 Benedict Avenue, Tarrytown.**

Dear Mayor Brown and Members of the Board of Trustees:

As you may remember, this firm represents Hackley School ("Hackley" or the "Applicant") in connection with its applications related to the construction of a new "Center for Creative Arts and Technology" ("CCAT") building, together with related parking and infrastructure (the "Project") on Hackley's campus located at 293 Benedict Avenue, Tarrytown. The portion of the Project located in the Village of Tarrytown requires an amended compatible use permit from the Village Board of Trustees, which application is currently before your Board.

Since we last met with the Board of Trustees on May 17, 2021, we received various approvals from the Town of Greenburgh Town Board and Planning Board. In addition, we are pleased to inform the Board that on May 23, 2022, the Village Planning Board granted amended site plan approval and a tree removal permit for the portion of the Project located in the Village of Tarrytown. As required by Section 305-119 of the Village Zoning Code, the Village Planning Board also adopted and sent a report to your honorable Board recommending approval of the compatible use permit.

Hackley's application for amended compatible use permit is on the Board of Trustee's June 1 work session agenda for purposes of continued review and scheduling of a public hearing. In contemplation of that meeting, we respectfully submit the enclosed revised materials for the Board's review and consideration. Since our initial submission to the Board in April, 2021, several minor modifications have been made to the Project in response to comments from Village Planning Board and Village professional staff, including the addition of a water tank to

be located near the existing pump house in Tarrytown for fire suppression purposes; no other substantive changes have been made since our initial submission. Each set of revised materials consists of the following:

1. An approved set of site plan drawings consisting of the following sheets:

Drawing No.	Title	Prepared By	Dated or Last Revised
C-0.0	Cover Sheet	Kimley-Horn	4/20/2022
C-1.0	General Notes	Kimley-Horn	4/20/2022
C-2.0	Existing Conditions Plan	Kimley-Horn	4/20/2022
C-2.1	Demolition Plan	Kimley-Horn	4/20/2022
C-3.0	Layout and Materials Plan	Kimley-Horn	4/20/2022
C-4.0	Grading Drainage and Utility Plan	Kimley-Horn	4/20/2022
C-5.0	Erosion and Sediment Control Plan	Kimley-Horn	4/20/2022
C-5.1	Erosion and Sediment Control Details	Kimley-Horn	4/20/2022
C-6.0	Steep Slope Plan	Kimley-Horn	4/20/2022
C-7.0	Site Details	Kimley-Horn	4/20/2022
C-7.1	Site Details	Kimley-Horn	4/20/2022
C-7.2	Site Details	Kimley-Horn	4/20/2022
C-7.3	Site Details	Kimley-Horn	4/20/2022
C-7.4	Site Details	Kimley-Horn	4/20/2022
C-7.5	Site Details	Kimley-Horn	4/20/2022
C-7.6	Site Details	Kimley-Horn	4/20/2022
C-7.7	Site Details	Kimley-Horn	4/20/2022
C-8.0	Lighting Plan	Kimley-Horn	4/20/2022
C-8.1	Lighting Details	Kimley-Horn	4/20/2022
C-9.0	Landscape Plan	Kimley-Horn	4/20/2022
C-10.0	Tree Removal Plan	Kimley-Horn	4/20/2022

2. A viewshed rendering entitled "Hackley School – Pump House Tank" prepared by Kimley-Horn and dated April, 2022; and
3. A copy of the PowerPoint presentation made to the Village Planning Board which contains architectural renderings and other illustrations of the Project.

We look forward to meeting with the Village Board on June 6 to discuss the enclosed materials in greater detail and to the conclusion of the approval process with your Board.

Thank you for your consideration.

Very truly yours,

Mark P. Weingarten
(M)

MARK P. WEINGARTEN

cc: Garrett Duquesne, Town of Greenburgh
Dan Pennella, P.E., Village of Tarrytown
Peter McAndrew, Director of Finance, Hackley School
Robert J. Aldrich, CEFP, Director of Operations and Campus Planning, Hackley School
Mike Junghans, P.E., Kimley Horn
Bonnie von Ohlsen, Kimley Horn

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Kathy Deufemia

From: Liz Meszaros
Sent: Tuesday, May 24, 2022 2:42 PM
To: Richard Slingerland; Krissy Gilligan; Alissa Fasman; Kathy Deufemia
Cc: Kathy Zalantis
Subject: Hackley School -Planning Board recommendation for Compatible Use Permit - June 1st BOT Work Session item for Public Hearing
Attachments: 5-24-22 PB Recommendation Hackley School CUP to BOT .pdf; PB Resolution - 293 Benedict Avenue - 5-23-22.pdf

Attached is the PB recommendation to the Board of Trustees for the Hackley CUP along with the Planning Board Resolution for site plan approval both approved last night, May 23, 2022.

Please set a public hearing on **June 6, 2022** to take place at the **June 20, 2022** BOT meeting.

Thank you.

Liz

Lizabeth Meszaros
Secretary to Planning and Zoning
One Depot Plaza
Tarrytown, NY 10591
914-631-1487 (phone)
914-631-1571 (fax)

Visit us on the web at <https://www.tarrytownny.gov>

From: Liz Meszaros <>
Sent: Wednesday, May 11, 2022 11:42 AM
To: Richard Slingerland <rslingerland@tarrytowngov.com>
Cc: Dan Pennella <DPennella@tarrytowngov.com>; Kathy Zalantis <Zalantis@szlawfirm.net>; Krissy Gilligan <kgilligan@tarrytowngov.com>; Alissa Fasman <afasman@tarrytowngov.com>
Subject: BOT Public Hearing for Compatible Use Permit - June 1st BOT Work Session item

Rich:

Following up on the Hackley Compatible Use Permit recommendation referred to the Planning Board by the Board of Trustees on May 17, 2021, Hackley has received their required approvals from Greenburgh. Our Planning Board will be considering a Resolution for site plan approval with a recommendation to the BOT for a CUP at their upcoming **May 23, 2022** meeting.

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Can you please call for a Public Hearing at the June 6, 2022 meeting to take place on June 20, 2022.

I will be happy to coordinate the public hearing notice requirements with Krissy, which will need to be completed by the applicant 10 days prior to the public hearing.

Attached are relevant documents to date. The PB recommendation and site plan approval will be forwarded after the May 23rd PB meeting:

- BOT referral to the Planning Board for CPU recommendation, dated May 17, 2021
- Planning Board memo to the Town of Greenburgh- comments to Negative Dec – dated March 28, 2022
- Greenburgh Negative Declaration, adopted April 13, 2022
- Greenburgh Site Plan Resolution, adopted April 13, 2022

Thank you.

Liz

Lizabeth Meszaros
Secretary to Planning and Zoning
One Depot Plaza
Tarrytown, NY 10591
914-631-1487 (phone)
914-631-1571 (fax)

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Memo

To: Mayor and Board of Trustees

From: Village Planning Board

CC: Kathy Zalantis, Dan Pennella, Lizabeth Meszaros

Date: 5/24/22

Re: **Recommendation for Amended Compatible Use Permit (CUP) Approval for Hackley School Property located at 293 Benedict Avenue (Sheet 1.120, Block 85. Lot 1)**

Project Background

On May 24, 2021, the Planning Board opened the public hearing on the Hackley School's application for site plan approval to demolish the existing Zetkov Gymnasium building (located in the Village) and the construction of a net increase of 56 surface parking spaces with stormwater and other related improvements in connection with the proposed construction of a new 54,000-sf Center for Creative Arts and Technology (CCAT) Building on property located within the unincorporated area of the Town of Greenburgh. The Project also includes the demolition of the existing arts building located in the Town portion of the site.

The overall Hackley School Campus totals approximately 285 acres with 27 acres in the Village of Tarrytown and 258 acres in the Town of Greenburgh. The campus maintains 250 acres of natural open space. The proposed 4.72-acre project affects 3.6 acres of the Village portion of the campus. A portion of the municipal line is located along the main campus road between the Zetkov Gymnasium and the existing Performing Arts Building. The proposed CCAT building is located in Greenburgh, and the proposed parking and stormwater improvements are located in Tarrytown in the R-20 zoning district.

The proposed project is a component of the Long-Term Master Plan of the Campus which was approved by the Town Board of Greenburgh in June 2003. The most recent Village approvals were in June 2003 for an amended site plan for improvements to the Midland Avenue access to the property and approved another amendment to the site plan in March 2004 for construction of the pump house.

The current application requires in addition to an amended site plan from the Village Planning Board, an amended Compatible Use Permit (CUP) from the Tarrytown Village Board of Trustees.

SEQRA Review

During the past year, the Planning Board has reviewed various elements of the proposed site plan including traffic, potential for new events, water distribution and pressure, sidewalk connections, Steep Slopes Narrative, lighting for parking lots and CCAT building, pump house views, landscape buffering, location and availability for fire protection from day one of the new facility, stormwater management, storm water pond, landscaping and fencing around the pond including renderings, landscaping and tree protection, energy and sustainability, demolition and rock removal. The Board also considered public comment received during its public hearings.

The Planning Board as an involved agency under SEQRA coordinated with the Town of Greenburgh for its SEQRA review. On March 28, 2022, the Planning Board provided a memo to the Town of Greenburgh indicating that Hackley had sufficiently demonstrated that the project's impacts on water supply can be addressed through its revised plan proposing an on-site water tank to be sited near the existing pump house on the property. The tank is intended to store water for emergency fire suppression purposes and will be sized for thirty (30) minutes of fire suppression (and subject to compliance with NFPA requirement). The Planning Board requested that any land use approval issued by the Town require as a condition that the water tank be erected within twelve (12) months of the Village of Tarrytown Planning Board's granting of site plan approval, but in no event later than the issuance of a certificate of occupancy for any building, because the water tank is important for fire suppression purposes and will not only address a project impact but improve an existing condition. This condition was included in the Town's Negative Declaration for the Project (CD-3-4/13/2022) as well as its approval of the amended site plan on April 13, 2022 (CD-4 – 4/13/2022).

Review of CUP Standards

The Planning Board has reviewed the compliance of the proposed use with the general and specific standards set forth below for a Comparable Use Permit in §305-120 and 128.

General Standards

- 1) *Location and size of the use, nature and intensity of the operations and traffic involved and size of the site and capacity of the adjacent streets providing access*

The proposed Project represents the next phase in the Hackley School component of the long-term Master Plan of the Campus which was approved by the Town Board of Greenburgh in June 2003. The Project seeks to demolish two existing buildings (the Zetkov Gymnasium and the Arts Center) and construct a new Center for Creative Arts and Technology (CCAT) Building within the unincorporated area of the Town of Greenburgh and an additional 56 surface parking spaces with stormwater and other related improvements within the Village of

Tarrytown. The Applicant will be taking down more building square footage than they will be replacing. The Project will be located in an area already developed with campus buildings. There will be no increase in student enrolment or staff proposed as part of the Project. It is not anticipated that the Project will result in an increase in pedestrian or vehicular traffic. The proposed educational use will remain in harmony with the appropriate and orderly development of the district.

2) Location and height of buildings, walls and fences and nature of landscaping and screening on the site, as existing or proposed.

The Project is in compliance with the bulk and dimensional standards of both the Village and Town zoning regulations. Moreover, the Planning Board's review of the proposed landscaping, screening and the siting of the buildings and improvements has determined that they will not hinder or discourage the appropriate use of adjacent buildings.

3) Operations in connection with the Compatible Use Permit will not be more objectionable to nearby properties by reason of noise, fumes, vibrations, or lighting.

The Hackley School operations will not change as a result of the Project. There will be two existing buildings demolished and replaced with one building. Total square footage will be reduced on the site. The Project will not produce additional noise, fumes, vibration, lighting spillover or glare. There will be no spillover of light at the Property lines based on review of the photometric analysis. Lighting fixtures are dark sky compliant. The windows on the CCAT building have been designed to minimizing glare and light pollution. The parking lots have been designed with raised landscaped islands and appropriate landscaped buffering

4) Parking Areas will be of adequate size for the particular use, properly located and suitably screened from adjoining residential uses and entrance and exit drives shall be laid out to achieve maximum safety.

The proposed off-street parking and loading spaces are arranged with consideration given to their location, sufficiency and appearance. Adjacent sites and the surrounding area do not provide any opportunity for parking, or parking along public streets. The parking lots are designed with appropriate landscape buffers to screen them from residential properties - which are located more than 200 feet distant.

Currently, parking areas adjacent to the project site contain a total of 65 off-street parking spaces. The applicant proposes the addition of 56 parking spaces in two primary locations: (1) 28 spaces in a new parking lot where the Zetkov Gymnasium currently exists (and across from the newly proposed CCAT building), which includes four (4) handicap spaces; (2) additions to two existing parking lots totaling 25 spaces in the vicinity of the proposed CCAT building. Three (3) parallel parking spaces are proposed north of the drop-off loop roadway. Applicant has added

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handicap parking spaces to an area immediately adjacent to the proposed CCAT building. The traffic signal at Benedict Avenue has already been upgraded.

- 5) Operations in connection with the Compatible Use Permit will not be more objectionable to nearby properties by reason of obnoxious odors, noxious fumes, and emissions into the environment

Hackley School is an education use which has continuously occupied the property since 1899. Hackley's operations will not change as a result of the Project. The Hackley Campus consists of 285 acres with over 250 acres of natural open space. Considering the size of the property, the Hackley School represents a less intensive use than residential and commercial uses in the surrounding vicinity.

- 6) The nature, location, and intensity or concentration of the use, the nature and intensity or concentration of the operations, the size of the site in relation thereto and the location of the site thereto such that there is a materially adverse effect upon the density of the Village as a whole of the district in which it is located or upon the tax base of the Village and its ability to furnish required municipal services.

As mentioned previously, the Hackley Campus consists of 285 acres with over 250 acres of natural open space. Its is an education institution with operations on the campus less intense than residential and commercial development in the vicinity. Project will not result in any material increase in the overall density of the Village or the district in which it is located. It will not result in greater demand on municipal services than the existing condition. Student enrollment or the number of employees will not change as a result of the Project.

- 7) Each compatible permit use shall be harmonious with the district in which its location is sought, shall not create undue pedestrian or vehicular traffic hazards and shall not include any display of signs, noise, or lights that will hinder normal development of the district or impair the use, enjoyment and value of land and buildings.

Project will not result in any material changes to existing conditions in the district, Village or town in which it is located. One building will be constructed while two existing buildings will be demolished. Project will not increase pedestrian or vehicular traffic and student enrollment and staff employment will not increase.

The applicant proposes improvements with respect to pedestrian safety and access within the site. The reconfigured roadway will feature crosswalks leading from the proposed parking lot to the proposed art center building. The applicant is proposing a new walkway leading from the lower parking lots to the proposed CCA T building. Within the Village of Tarrytown, an approximately 475- foot gap in the sidewalk network exists along Benedict Avenue, which would connect the main site driveway off Benedict Avenue to Midland Avenue. The Applicant has agreed to install this section of sidewalk, in connection with the project.

Specific Standards

The two specific requirements concern compliance of the Project with off-street parking and bulk and dimensional compliance with the R-20 zoning District. The Project complies with each of these standards.

Recommendation

The Planning Board is of the opinion that the proposed use meets the standards for the Compatible Use Permit and recommends that the Board of Trustees approve an Amended Compatible Use Permit for the Hackley School Project comprising the construction of a net increase of 56 surface parking spaces with stormwater and other related improvements in connection with the proposed construction of a new 54,000-sf Center for Creative Arts and Technology (CCAT) Building (within the unincorporated area of the Town of Greenburgh) at 293 Benedict Avenue.

The Planning Board has also determined that the Project meets the proposed Site Plan design and standards in Chapter 305, Article XVI (Site Development Plan Review) and is ready to approve the Site Plan Resolution for this project with a condition that the Applicant receives approval from the Village of Tarrytown Board of Trustees for an Amended Compatible Use Permit.

FILED May 24th 2022
VILLAGE CLERKS OFFICE

RESOLUTION
VILLAGE OF TARRYTOWN PLANNING BOARD
(Adopted May 23, 2022)

Application of Hackley School
Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

Resolution of Amended Site Plan and Tree Permit Approval

Background

1. The Applicant requests site plan approval to demolish the existing Zetkov Gymnasium building (located in the Village of Tarrytown) and the construction of an additional 56 surface parking spaces with stormwater and other related improvements in connection with the proposed construction of a new 54,000-sf Center for Creative Arts and Technology (CCAT) Building on property located within the unincorporated area of the Town of Greenburgh.

2. The proposed action was classified as a Type I action by the Town Board of Greenburgh which declared its intent to be lead agency under SEQRA on May 3, 2021, and undertake a coordinated review under SEQRA. The Town Board circulated this Notice of Intent (NOI) to all involved agencies including the Village of Tarrytown Planning Board and the Village Board of Trustees. The Village of Tarrytown Planning Board reviewed the Town's Notice of Lead Agency and responded in a letter dated May 17, 2021, that "*the Planning Board had no objection to the Town Board acting as lead agency for this proposed action due to the Town's long involvement with the Property having approved the Hackley School's Master Plan and amended site plan in 2003 and subsequent site plan amendments.*" The Village Planning Board also agreed to participate as an involved agency in the review of the proposed action. During this time, the Village Planning Board reviewed various elements of the proposed site plan and shared information with the Town Board on stormwater management, soil conditions, water distribution and pressure, landscaping and tree protection. On March 28, 2022, the Planning Board provided a memo to the Town Board of Greenburgh dated 3/28/22 indicating that "*Hackley had sufficiently demonstrated that the project's impacts on water supply can be addressed through its revised plan proposing an on-site water tank to be sited near the existing pump house on the property. The tank is intended to store water for emergency fire suppression purposes and will be sized for thirty (30) minutes of fire suppression (and subject to compliance with NFPA requirement).*" The Planning Board requested that any land use approval issued by the Town require as a condition that the water tank be erected within twelve (12) months of the Village of Tarrytown Planning Board's granting of site plan approval, but in no event later than the issuance of a certificate of occupancy for any building.

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Application of Hackley School

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This requested condition was included in the Town's Negative Declaration for the Project¹ as well as its approval of the amended site plan² which were both adopted by the Town Board of Greenburgh at its meeting on April 13, 2022.

3. The Planning Board opened a duly noticed public hearing on June 28, 2021, and continued the public hearing on October 25, 2021, February 28, 2022, March 28, 2022, April 25, 2022, and closed the hearing on May 23, 2022, at which time all those wishing to be heard were given the opportunity to be heard.

4. The Planning Board has carefully examined the Application including the *Zoning Compliance Form*, *Environmental Clearance Form*, long-form expanded EAF, the latest updated set of plans (revised 4/20/22), renderings of the proposed CCAT building and viewshed renderings of landscaping around proposed water tank dated 3/22, and a PowerPoint of elements of the Campus and CCAT Project presented at 4/25/22 meeting of the Planning Board; Hahn Engineering (Village Engineering Consultant) reviews dated 6/8/21, 11/10/21 and 3/22/22; Village Landscape Consultant's reviews dated 2/17/21, 6/7/21 and 3/16/22; and Kimley-Horn (K-H) responses to Planning Board dated 10/7/21 addressing Hahn Engineering review (6/8/21), K-H response dated 4/6/22 to Planning Board addressing Village Landscape Consultant's review (3/16/22), K-H response dated 4/20/22 to Planning Board addressing comments from 4/14/22 work session, K-H response dated 4/6/22 addressing reviews by Village Landscape Consultant (2/17/22) and Hahn Engineering (2/17/22). The Planning Board also received comments from the Tarrytown Environmental Advisory Council (TEAC) in an email dated 4/25/22, and comments and recommendations from the Village Consulting Planner in memoranda dated 6/14/21, 10/11/21, 2/14/22, 3/14/22, 4/9/22 and 5/12/22, and a *Denial Letter* from the Village Engineer dated 3/1/21, which they have considered.

5. On May 17, 2021, the Village of Tarrytown Board of Trustees referred the request from the Hackley School for a Compatible Use Permit (CUP) and requested a review and recommendation from the Planning Board on the CUP for the proposed action. The Planning Board reviewed the Hackley School proposed project and provided a positive recommendation to the Village Board of Trustees for an amended Compatible Use Permit (CUP) in a report dated 12/13/22.

6. The Planning Board closed the public hearing on May 23, 2022. After closing the public hearing, the Planning Board deliberated in public on the Applicant's request for approval.

¹ Resolution of the Town Board of Greenburgh, April 13, 2022 (CD-3-4/13/2022)

² Resolution of the Town Board of Greenburgh, April 13, 2022 (CD-4- 4/13/2022)

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Application of Hackley School
Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

Determination and Findings

The Planning Board determines that based upon the findings and reasoning set forth below, the Applicant has satisfactorily addressed the criteria for granting the waiver for steep slope disturbance under 305-67(F)(1)(b) and the Planning Board finds that the applicant has established that the benefit to the applicant outweighs the detriment to the health, safety and welfare of the neighborhood or community by such grant.

The Planning Board further determines that based upon the findings and reasoning set forth below, the Application for tree removal permit and amended site plan to demolish the existing Zetkov Gymnasium building (located in the Village of Tarrytown) and the construction of an additional 56 surface parking spaces with stormwater and other related improvements in connection with the proposed construction of a new 54,000-sf Center for Creative Arts and Technology (CCAT) Building on property located within the unincorporated area of the Town of Greenburgh should be approved.

The steep slope waiver, tree removal permit and amended site plan are approved based upon the approved plans (as defined below) and subject to the general and specific conditions set forth below.

I. Findings

A. Steep Slope Waiver

The Applicant's Narrative was prepared by Kimley-Horn last revised April 4, 2022, and is made part of the findings of the Planning Board and described below:

The redevelopment of "Proposed Art Center" ("the project") focuses on a particularly small area, approximately 4.86 acres area of disturbance (within Tarrytown and Greenburgh) out of the 285 acres property. 3.35 acres of the 4.86 acres is existing disturbed area from previous development. Currently on the site, within the redevelopment area, there are existing Zetkov Gymnasium and parking lots (in Tarrytown) and existing Performing Art Building (in Greenburgh).

The project area generally slopes downwards from the east to the west with elevations ranging from 434 feet to 334 feet. As such, the project contains existing steep slopes (slopes of 25% and greater) totaling 0.736 acres within the existing disturbed area. 0.446 acres of these existing steep slopes is in the Village of Tarrytown and remaining 0.29 acres is in Town of Greenburgh.

Proposed Condition

The project scope includes construction of the proposed Art Center and installing parking improvements in the vicinity of the new building. The existing Performing Art Building will be

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Application of Hackley School
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demolished and be replaced with the Proposed Art Center. The existing Zetkov Gymnasium will be demolished and be replaced with surface parking lot. Two parking lots are proposed to replace the existing parking lots (Senior Lot and Benedict Ave Lot). The proposed action will include drainage, stormwater practices, utilities, lighting and landscape improvements as well.

Land disturbance will be limited to approximately 4.86 acres (Village of Tarrytown and Town of Greenburgh). Within the 4.86 acres "project area / area of analysis," there is approximately 0.736 acres of existing steep slopes of 25% and greater which was previously disturbed. The proposed improvements will disturb an additional 0.477 acres steep slopes of 25% and greater. Out of the 0.477 acres of additional steep slopes disturbance of 25% and greater, only 0.279 acres is located within the Village of Tarrytown. Please refer to the Sheet C-6.0 "Steep Slope Plan" of the Site Plan for steep slopes disturbance and associated calculations.

It is the applicant's belief that the proposed improvements are mindful of disturbing steep slopes to the least amount practical while providing a stormwater pond and bioretention basin for water quality/quantity; maintaining the ability to provide the required vehicular access through the project and the much-needed improvements for pedestrian friendly access to the proposed Art Center without compromising the benefit of the proposed actions. As such, the applicant requests that the application be granted a waiver from Village Code Section 305-67(F)(1)(b) to allow disturbance of steep slopes.

Neighborhood Character: Granting a waiver will not produce an undesirable change in the character of the neighborhood or a detriment to nearby properties as the project will improve aesthetics / appeal of the area within the Hackley School. As such, the character of the campus and nearby neighborhood will be enhanced.

Alternate Feasible Method to achieve benefit sought by applicant: The benefit cannot practically be achieved by some other method. Due to the confining locations of the two existing buildings to be demolished and replaced with the proposed building, parking lots and stormwater practices.

Impact on Other Properties: Steep slope disturbance will have no adverse effect/changes on the physical or environmental conditions in the neighborhood or community.

- i. The physical and environmental conditions will improve as a result of the project.
- ii. There will be no increase in the danger of fire as the project will improve the existing roadway at the proposed Art Center. The improved roadway will enhance the Village's emergency vehicle access to the proposed Art Center when compared to the existing condition.

Application of Hackley School

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iii. There will be no increase in the danger of flood as the project reduces the flowrates of up to the 100-year storm event via the proposed stormwater pond. As a result, there will be a decrease in the amount of storm water runoff leaving the project.

iv. There will be no increase in the danger to public safety. The proposed/rehabilitation of the pedestrian sidewalk will improve pedestrian access to the proposed Art Center. The new lighting will also improve lighting levels for proposed Art Center, pedestrian walkways, and parking lots.

v. There will not be a substantial or detrimental change in the viewsheds from street level or the surrounding properties. The installation of the proposed landscaping will improve the view from street level and surrounding properties. The project's steep slope disturbance will have no adverse effect/changes on the physical or environmental conditions in the neighborhood. The steep slope areas in proposed conditions will be stabilized by grading and vegetation to minimize erosion of these areas. Site grading techniques utilizing retaining walls and stabilized, planted, slopes are proposed, and existing grades will be restored with erosion resistant vegetation. Disturbed steep slope areas will be seeded and stabilized and maintained by the applicant going forward. The project's grading and drainage design will reduce runoff traveling over the steep slopes. The proposed stormwater management improvements will provide water quality and quantity enhancements which will mitigate potential adverse impacts to the site as well as downstream/adjacent properties. The applicant will provide a sediment and erosion control plan to control sediment during construction.

Consistency of Project with Intent of the Steep Slopes Chapter: Granting the waiver will be consistent with the purposes, objectives or the general spirit and intent of the "visual character and environmentally sensitive areas" chapter because the proposed improvements will:

- i. Afford a stable and easily maintainable condition providing protection from soil erosion and sedimentation;
- ii. Improve the site's aesthetic character, while maintaining sufficient protection to the public health, safety and general welfare to those that it serves.

Additionally, the Planning finds that under 305-67(F)(2) that for the reasons set forth above, the proposed development will not be materially detrimental or injurious to other properties and will not increase the danger of fire or flood, endanger public safety or result in substantial impairment of the slope area. Also, as set forth above, the waiver will not be inconsistent with the purposes, objectives or the general spirit and intent of the chapter. Finally, the waiver is the minimum relief necessary to relieve the extraordinary hardship established by the Applicant. Granting this waiver based upon the Approved Plans (defined below) is the minimum relief that could be granted to address the Applicant's hardships, including but not limited to, the need to increase stability, to protect against possible slope failure and landslides and to create a more inviting area for students and staff of Hackley.

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Conclusion

As stated in Section 305-67, the purpose of the Visual Character and Environmentally Sensitive Areas ordinance is to define and quantify environmental and aesthetically sensitive characteristics of the Village of Tarrytown to preserve and safeguard those features that identify its landscape (in the case of this application, steep slopes).

The proposed improvements, which encompass a disturbance area of approximately 4.86 acres, will result in additional steep slope disturbances of 25% and greater of just 0.279 acres within the Village of Tarrytown. The proposed improvements will not degrade the visual character of the neighborhood. Indeed, the addition of new landscaping, will improve the visual character of the neighborhood. Finally, the improvements will make the area within the proposed Art Center more inviting to the staff and students of Hackley who use them.

Specifically, the improvements will:

- (a) Minimize erosion and sedimentation, including the loss of topsoil.
- (b) Cause no habitat disturbance.
- (c) Protect against possible slope failure and landslides.
- (d) Minimize storm water runoff and flooding.
- (e) Protect the quantity and quality of the Village's surface water and groundwater resources.
- (f) Have no impact on important scenic vistas, slopes, rock outcroppings
- (g) Preserve the Village's attractive aesthetic character and property values; and
- (h) Generally, protect the public health, safety and general welfare of the Village and its residents.

Based on the findings above, it is concluded that benefit to the applicant outweighs any de-minimis detriment to the health, safety and welfare of the neighborhood or community. It is further concluded that the impact to steep slopes cannot be reduced any further without impacting the ability to provide the proposed and required improvements as stated above. The applicant also believes that the proposed improvements are appropriate in size given its intended use.

B. Tree Removal Permit and Amended Site Plan

The Planning Board considered the standards set forth in Village of Tarrytown Zoning Code ("Zoning Code") Chapter 305, Article XVI and finds that subject to the conditions set forth

Application of Hackley School

Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

below, the proposed site plan is consistent with the site plan design and development principles and standards set forth therein. The Planning Board has also reviewed the proposed landscaping and plantings and finds that the landscape plantings are in conformity with the natural resources goals and policies of the Village's Comprehensive Plan relating to the promotion of functional and native plant species, habitat creation and biodiversity, and guidelines for the removal of nonfunctional invasive species.

The Planning Board has extensively reviewed the Applicant's application. The Hackley School is proposing to demolish the existing performing arts building and Zetkov Gymnasium, and to construct the new Center for Creative Arts and Technology (the "CCAT") building and parking area in those locations, respectfully. The new CCAT building would be situated within the Town of Greenburgh, while the proposed parking areas and related stormwater improvements are proposed within the Village of Tarrytown. The applicant is proposing the net addition of 56 parking spaces; 28 spaces to be built on the location of the existing Zetkov Gymnasium, 3 parallel parking spaces along the existing roadway north of the proposed parking lot, and potential future expansion to the southwest of the proposed parking area, adding a total of 25 parking spaces to existing parking lots.

The overall Hackley School Campus totals approximately 285 acres with 27 acres in the Village of Tarrytown and 258 acres in the Town of Greenburgh. The campus maintains 250 acres of natural open space. The proposed 4.72-acre project affects 3.6 acres of the Village portion of the campus. The project area is approximately 205,377 sq. ft. (4.72 acres), with approximately 48,800 sq. ft. (1.12 acres) located within the Town of Greenburgh and the remaining 3.6 acres in the Village of Tarrytown. The subject property is situated on the north side of Benedict Avenue, approximately 500 feet east of the intersection of Benedict Avenue and Midland Avenue. It is located in the R-20 One-Family Residence District within the Village of Tarrytown. A portion of the municipal line is located along the main campus road between the Zetkov Gymnasium and the existing Performing Arts Building. The proposed CCAT building is located in Greenburgh, and the proposed parking and stormwater improvements are located in Tarrytown in the R-20 zoning district.

The proposed project is a component of the Long-Term Master Plan of the Campus which was approved by the Town Board of Greenburgh in June 2003. The most recent Village approvals were in June 2003 for an amended site plan for improvements to the Midland Avenue access to the property and approved another amendment to the site plan in March 2004 for construction of the pump house.

During site plan review, Applicant addressed issues raised by the Planning Board and provided mitigation and clarification to the satisfaction of the Board. Based on the Zoning

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Application of Hackley School
Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

Compliance Form, the Project is zoning compliant. The following site plan issues are described below with any mitigation measures.

Traffic and Parking - The current parking on-site is 749 spaces with the required parking per Code being 485 spaces. With the addition of the 56 proposed spaces, there will be a total of 805 spaces. The total required number of parking spaces for the school is 485 spaces including students and employees. The Project is located in the area of the existing arts building (in the Town) and the Zetkov Gymnasium (in the Village). One new building will be constructed in place of two (2) existing buildings which will be demolished. (As per the Applicant, the two buildings have undergone asbestos removal, but if not, such asbestos removal will be completed prior to demolition.) There will be no increase in student enrolment or staff proposed as part of the Project. It is not anticipated that the Project will result in an increase in pedestrian or vehicular traffic. Applicant reviewed the flow of cars on the site plan and went through the plan. Applicant noted that Hackley had upgraded the traffic light at Benedict Avenue and showed that the proposed upper lot and the lower lots will be improved which will accommodate the traffic flow. Traffic can also be diverted to the lots by the middle school and science building. The Midland Avenue entrance can also be used which has access to all of these lots. The Hackley School currently has a security staff and parking monitors that assist with the daily traffic flow. Hackley School notifies the Police Department of any special events and Hackley's security works with the police for these events.

Steep Slopes have been analyzed in the section containing the *Steep Slopes Waiver*. The Project is located in an already developed area which minimizes disturbance to currently undisturbed slopes. The Project has been designed to fit into the existing topography and is located in a previously disturbed area, thereby, minimizing the impacts to undisturbed steep slopes. Proposed development has been revised and will now be constructed in one phase and not separated into initial and future work phases.

Temporary Water Supply for Fire Protection - A temporary 21,000-gallon water storage tank will be rented from Adler Tank Rentals to serve as temporary water storage for fire suppression purposes until the proposed permanent tank is installed. The water tank will be located in the driveway area next to the pump house to provide for adequate fire protection during construction. It will take up two parking spaces and will not affect any through traffic. The location will be suitable for a fire truck to hookup to the tank if needed. When the new tank is put into service, this tank will be removed from the property. Applicant provided revised renderings of the water tank from various views. The color of the water tank shall be dark green. The former Colorado Spruce trees will be replaced with White Spruce trees around the water tank.

Lighting - There will be no spillover of light at the Property lines as demonstrated by a photometric analysis. Lighting fixtures are dark sky compliant which is a requirement of LEED Gold certification. All of the lighting is under the canopy of the lower level. There is no architectural lighting on the main façade of the building. The windows on the CCAT building will

2

Application of Hackley School
Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

be clear and low-iron glass types, which will have the lowest reflectivity during the day and night, minimizing glare and light pollution. The areas of the CCAT building that are most prone to glare due to the amount of glass and orientation are mitigated by the topography of the Property (on the south side) and the deep overhang on the front side of the CCAT building, which minimizes the amount of the direct sun on the glass.

Energy and Sustainability - The Project will be LEED Gold certified. Applicant is using the most efficient air handling units to achieve balance in the CCAT building. No gas is being proposed, only electrical. Applicant's engineer added that the natural daylighting reduces the number of light fixtures in the building. Applicant's Engineer noted that the energy proposals are in line with the LEED Gold building certification goals. Low flow water fixtures will be used to reduce water usage. A 3,500-sf green roof will be installed over the building and a rainwater harvesting tank will be used for irrigating the landscape.

Landscaping -The applicant is proposing the removal of 34 regulated trees within the Town and 35 trees within the Village, and has prepared a landscaping plan calling for the planting of seventy (70) canopy trees, forty-five (45) understory trees, and one hundred ninety-eight (198) shrubs, in addition to hedges and ground cover, as replacement. Applicant's Landscape Architect worked with the Village Landscape consultant provide an array of grasses and small flowering plants around the stormwater pond. Applicant's Landscape Architect pointed out the natural wood posts for the 4' fence around the pond which are transparent, made of wire, and are rustic in nature to blend in and look like trees.

Stormwater Management - Kimley-Horn has submitted a SWPPP revised October 2021 with stormwater details for review by Hahn Engineering and the Village Engineer. Shallow ground water makes the use of an infiltration basin not practical. The infiltration system was redesigned as a stormwater pond without infiltration. The net decrease is greater than what is existing, and the applicant has also reduced the impervious coverage. The parking lots will be gravel. An irrigation tank will also be added while they are doing the construction to trap the water before it gets to the retention pond. Stormwater will not flow to adjacent properties and the proposed action is designed to improve drainage conditions overall. There will be 45 new trees added around the parking lot and the stormwater pond, screening those areas from the roadway. A 4' fence will also be installed around the storm water pond.

Sidewalk Connectivity - The applicant proposes improvements with respect to pedestrian safety and access within the site. The reconfigured roadway will feature crosswalks leading from the proposed parking lot to the proposed art center building. The applicant is proposing a new walkway leading from the lower parking lots to the proposed CCAT building. Within the Village of Tarrytown, an approximately 475- foot gap in the sidewalk network exists along Benedict Avenue, which would connect the main site driveway off Benedict Avenue to Midland Avenue. The Applicant has agreed to install this section of sidewalk, in connection with the project.

Application of Hackley School
Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

II. Approved Plan:

Except as otherwise provided herein, all work shall be performed in strict compliance with the plans submitted to the Planning Board and approved by the Planning Board as follows:

Site Plan Application Plans for Hackley School 293 Benedict Avenue, Village of Tarrytown, New York 10591 prepared by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. dated 12/11/2020 and last revised April 20, 2022, unless otherwise noted entitled:

- C-0.0 *Cover Sheet*
 - C-1.0 *General Notes*
 - C-2.0 *Existing Conditions Plan*
 - C-2.1 *Demolition Plan*
 - C-3.0 *Layout and Materials Plan*
 - C-4.0 *Grading Drainage and Utility Plan*
 - C-5.0 *Erosion and Sediment Control Plan*
 - C-5.1 *Erosion and Sediment Control Details*
 - C-6.0 *Steep Slope Plan*
 - C-7.0 *Site Details*
 - C-7.1 *Site Details*
 - C-7.2 *Site Details*
 - C-7.3 *Site Details*
 - C-7.4 *Site Details*
 - C-7.5 *Site Details*
 - C-7.6 *Site Details*
 - C-7.7 *Site Details*
 - C-8.0 *Lighting Plan*
 - C-8.1 *Lighting Details*
 - C-9.0 *Landscape Plan*
 - C-10.0 *Tree Removal Plan*
- *Stormwater Pollution Prevention Plan (SWPPP) prepared by Kimley-Horn dated December 2020 and last revised October 2021.*

(hereinafter the "Approved Plans")

III. General Conditions

- i. Requirement to Obtain Approvals: The Planning Board's approval is conditioned upon Applicant receiving all approvals required by other governmental approving agencies without material deviation from the Approved Plans.

Application of Hackley School

Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

- ii. Changes to Approved Plans: If as a condition to approval any changes are required to the Approved Plans, the Applicant shall submit: (i) final plans complying with all requirements and conditions of this Resolution, and (ii) a check list summary indicating how the final plans comply with all requirements of this Resolution. If said final plans comply with all the requirements of this Resolution as determined by the Village Engineer, they shall also be considered "Approved Plans."
- iii. Force and Effect: No portion of any approval by the Planning Board shall take effect until (1) all conditions are met, (2) this Final Site Plan resolution is signed by the chair of the Planning Board and (3) the Final Site Plan resolution signed by the Planning Board Chair has been filed with the Village Clerk.
- iv. Field Changes: In the event the Village Engineer/Building Inspector agrees that, as a result of conditions in the field, field changes are necessary to complete the work authorized by the Approved Plans and deems such changes to be minor, the Village Engineer/Building Inspector may, allow such changes, subject to any applicable amendment to the approved building permit(s). If not deemed minor, any deviation from or change in the Approved Plans shall require application to the Planning Board for amendment of this approval. In all cases, amended plans shall be submitted to reflect approved field changes.
- v. Commencing Work: No work may be commenced on any portion of the site without first contacting the Building Inspector to ensure that all permits and approvals have been obtained and to establish an inspection schedule. **Failure to comply with this provision shall result in the immediate revocation of all permits** issued by the Village along with the requirement to reapply (including the payment of application fees) for all such permits, the removal of all work performed and restoration to its original condition of any portion of the site disturbed and such other and additional civil and criminal penalties as the courts may impose.
- vi. The Applicant shall pay all outstanding consultant review and legal fees in connection with the Planning Board review of this Application.
- vii. ARB Review: No construction may take place and a building permit may not be issued until Applicant has obtained approval from the Board of Architectural Review in accordance with applicable provisions of the Village of Tarrytown Code.
- viii. Landscaping: All landscaping on the approved planting plan shall be installed in a healthy and vigorous state and shall be inspected at the beginning and end of the growing season within the first and second year of installation. Individual species that do not survive beyond the first and second year shall be replaced at the beginning of the next growing season.

2.

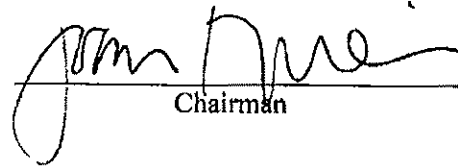
Application of Hackley School
Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

IV. Specific Conditions

- a) Prior to the issuance of a building permit, a *Stormwater Management Agreement* and a notice of intent (Tarrytown) shall be filed with NYSDEC for the stormwater management facilities related to the Hackley School Project at 293 Benedict Avenue, in a form satisfactory to the Village Engineer and Village Attorney, shall be fully executed and submitted to the Building Department with proof that the Agreement has been filed for recording in the Westchester County Clerk's Office. Prior to the issuance of a certificate of occupancy a permanent plaque, in form and content to the satisfaction of the Village Engineer shall be installed for the stormwater management facilities.
- b) Applicant has agreed to design and build a LEED Gold certifiable project and shall retain, at its cost, a LEED consultant to manage the LEED aspects of the project's design and construction. The LEED consultant would certify to the Village that LEED Gold standards have been met and will coordinate with and provide regular updates to the Village Engineer.
- c) The Applicant must design and install an on-site water tank to be sited near the existing pump house on the Campus to store water for emergency fire suppression purposes, sized for a minimum of thirty (30) minutes of fire suppression (and subject to compliance with NFPA requirement). The tank shall be erected within twelve (12) months of the Village of Tarrytown Planning Board's granting of site plan approval, but in no event later than the issuance of a certificate of occupancy for the CCAT.
- d) Applicant shall be required to notify the Police Department when a large event is planned.
- e) Prior to issuance of a building permit, Applicant shall receive approval of an amended Compatible Use Permit from the Village Board of Trustees for the Hackley School proposed project.

Application of Hackley School
Property: 293 Benedict Avenue (Sheet 1.120, Block 85, Lot 1 and Zone R-20)

Dated as of May 23, 2022


Chairman

Motion by: Mr. Aukland
Seconded by: Dr. Friedlander

In Favor: 5
Opposed: 0
Abstaining: 0

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Kathy Deufemia

From: Richard Slingerland
Sent: Tuesday, May 17, 2022 1:44 PM
To: Louis Martirano; William McGuire
Cc: Kathy Deufemia; Alissa Fasman; Antoinette Morales; Susy Molina
Subject: FW: Joint Village Paving Contract
Attachments: Engineer's Recommendation Letter.pdf

We'll put this on the next Work Session, which is June 1st.

Lou, Antoinette and I have to discuss how much money we have remaining from old paving authorizations to move forward with.

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

From: Larry Schopfer <lschopfer@irvingtonny.gov>
Sent: Tuesday, May 17, 2022 1:42 PM
To: Anthony Giaccio (agiaccio@villageofsleepyhollow.org) <agiaccio@villageofsleepyhollow.org>; Joe Cerretani (jcerretani@ardsleyvillage.com) <jcerretani@ardsleyvillage.com>; Mary Beth Murphy (VillageManager@Hastingsgov.org) <VillageManager@Hastingsgov.org>; Melissa Ferraro (villageadministrator@dobbsferry.com) <villageadministrator@dobbsferry.com>; Michael Mills (michaelmills@elmsfordny.org) <michaelmills@elmsfordny.org>; Richard Slingerland <rslingerland@tarrytowngov.com>
Subject: Joint Village Paving Contract

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

Last night, the Village Board awarded a contract to Montesano Bros for paving in the Villages. Our engineer's recommendation letter is attached. They have been notified that they won the bid and we've started the process for bonds and insurance for Irvington. Each of you should reach out directly to:

Frank Cooney
fcooney@montesanobros.com
(914) 235-4800

Larry Schopfer
Village Administrator

Village of Irvington
85 Main St.
Irvington, NY 10533
Tel: 914-591-4358
Fax: 914-591-4072

Kathy Deufemia

From: Richard Slingerland
Sent: Wednesday, May 25, 2022 10:16 AM
To: Kathy Deufemia
Cc: Alissa Fasman
Subject: FW: 2022 PAVING LIST
Attachments: Scan0307.pdf

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

From: Louis Martirano <Lmartirano@tarrytowngov.com>
Sent: Friday, May 6, 2022 4:58 PM
To: Richard Slingerland <rslingerland@tarrytowngov.com>
Cc: Antoinette Morales <amorales@tarrytowngov.com>
Subject: RE: 2022 PAVING LIST

Attached is the latest CHIPs Program Funding for Tarrytown. According to the Treasurer's office, we have \$488,000 balance in Capital account A2113.450 for paving as of 2/17/22.

Lou Martirano
Superintendent of Public Works
(914) 862-1819



From: Richard Slingerland <rslingerland@tarrytowngov.com>
Sent: Friday, May 6, 2022 4:47 PM
To: Louis Martirano <Lmartirano@tarrytowngov.com>
Subject: RE: 2022 PAVING LIST

Thank you. I'll discuss with Antoinette to confirm we have that much money in capital available.

Richard Slingerland
Village Administrator
Village of Tarrytown
One Depot Plaza
Tarrytown, New York 10591
914-631-1785

3
fax: 914-909-1208
e-mail: rslingerland@tarrytowngov.com

From: Louis Martirano <Lmartirano@tarrytowngov.com>
Sent: Friday, May 6, 2022 4:42 PM
To: Richard Slingerland <rslingerland@tarrytowngov.com>
Subject: RE: 2022 PAVING LIST

See below balances for CHIPS and Account A2113.450 respectively.

Lou Martirano
Superintendent of Public Works
(914) 862-1819



From: Richard Slingerland <rslingerland@tarrytowngov.com>
Sent: Friday, May 6, 2022 4:38 PM
To: Louis Martirano <Lmartirano@tarrytowngov.com>
Cc: Alissa Fasman <afasman@tarrytowngov.com>; Antoinette Morales <amorales@tarrytowngov.com>
Subject: RE: 2022 PAVING LIST

Lou:

Thank you very much.

We'll discuss with the Board, and confirm with Antoinette about the amount of funds we have available in Capital.

Please let me/us know how much money you have available in CHIPS and Pave-NY Funding.

Best regards,

Rich

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

From: Louis Martirano <Lmartirano@tarrytowngov.com>
Sent: Friday, May 6, 2022 4:31 PM
To: Richard Slingerland <rslingerland@tarrytowngov.com>
Subject: 2022 PAVING LIST

Rich,

Listed below please find my schedule of roads to be paved this year submitted to you for approval by the Board of Trustees. The municipal paving bid was opened this week and I would like to get us on the contractors schedule as soon as possible. Please confirm the amount available from the capital fund. 3

Thanks,

Lou Martirano

Superintendent of Public Works

(914) 862-1819



2022 PAVING	EST COST
MAIN STREET (2014) * **Con Ed Gas Main work	
RIVERVIEW AVE (1999) * Glen to Church	\$125,000
JOHN STREET (1997) * **Con Ed Gas Main work	
GROVE STREET (1993) Neperan to Benedict	\$150,000
DETMER (1995) Dead End to Benedict	\$15,000
DORIS (1995) Dead End to Benedict	\$30,000
BENEDICT (2012) Rt. 9 to Greenburg	\$500,000
<i>Total estimated value for paving work</i>	\$820,000
A.2113.450 balance as of Feb '22	\$488,523
CHIPs bal as of 4/26/22	\$438,351
AVAILABLE FUNDS	\$926,874

*streets listed approved by BOT 6/21/21

**Con Ed gas work scheduled; Restore curb to curb

NOTE: unit costs based on 2020-21 Municipal Bid

Supplemental Streets

3

HIGHLAND AVE (1995) Union to Benedict	\$200,000
CREST (1996) Kerwin to Dead End	\$100,000



Department of Transportation

KATHY HOCHUL Governor

MARIE THERESE DOMINGUEZ Commissioner

April 26, 2022

LOU MARTIRANO
HIGHWAY SUPERINTENDENT
VILLAGE OF TARRYTOWN
ONE DEPOT PLAZA
TARRYTOWN NY 10591

Dear Mr. Martirano:

The 2022-23 State Budget provides funding to support the repair, rehabilitation, and modernization of local roads and bridges. The Budget includes \$538.1 million in Consolidated Local Street and Highway Improvement Program (CHIPS) funding, \$150 million in PAVE-NY funding, and \$100 million in Extreme Winter Recovery (EWR) funding. Also included are reappropriations of rollover funds remaining from previous State fiscal year CHIPS, PAVE-NY, and EWR appropriations. Please provide a copy of this letter to the chief financial officer for your municipality.

The first of four quarterly SFY 2022-23 CHIPS, PAVE-NY, and EWR reimbursements are scheduled to be made on June 30, 2022. Requests for the June payments must be for expenditures made on or after December 31, 2020 through May 20, 2022. Refer to the Program Guidelines on the CHIPS website (www.dot.ny.gov/programs/chips) regarding eligible project activities and program requirements. The Village of Tarrytown has the following funding amounts available for the June payments.

Table with 4 columns: Program, Total Balance, 22-23 Apportionment Balance, Cumulative Rollover Balance. Rows include CHIPS, PAVE NY, and EWR with their respective dollar amounts.

Each program payment submission should include a Documentation Checklist (found on the CHIPS website), summary reports of Checklist information, ADA compliant curb ramp photos (if applicable), and proof of payment. Failure to submit the required supporting documentation for each program payment submission may delay the processing of your reimbursement requests.

The instructions for applying under the June 30, 2022 CHIPS, PAVE-NY and EWR reimbursements are included on the back of this letter and on the CHIPS website, under Forms and Instructions. The New York State Department of Transportation (NYSDOT) Regional Office must receive all program payment submission items no later than May 26, 2022. Please sign the certification on each page of the reimbursement request forms and keep a copy of the completed forms for your files. Your NYSDOT municipal code for entry on the forms is 871485.

Municipalities may mail or e-mail their CHIPS, PAVE-NY and EWR reimbursement request forms and supporting required documentation to their NYSDOT Region. Guidance for e-mail submissions may be obtained on the CHIPS website. Contact information:

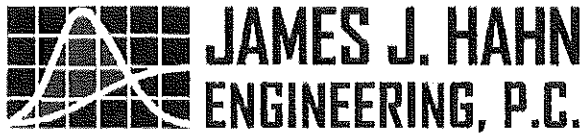
Dania Anziani
NYSDOT Regional CHIPS Representative
4 Burnett Boulevard
Poughkeepsie, NY 12603
dot.sm.r08.CHIPS@dot.ny.gov

If you have any questions, please contact Dania Anziani at 845-431-5774.

Respectfully yours,

Dawn Arnold (handwritten signature)

Dawn Arnold
Acting Director, Local Programs Bureau



**JAMES J. HAHN
ENGINEERING, P.C.**

Putnam Business Park
1689 Route 22
Brewster, NY 10509

Tel: 845-279-2220
Fax: 845-279-8909
jhahn@hahn-eng.com

MEMORANDUM

To : Lawrence Schopfer
Village Administrator

From : James J. Hahn, P.E.
Village Consulting Engineer

Date : May 10, 2022

Subject : 2022 Road Milling and Paving Contract
Village of Irvington, NY

On May 4, 2022, four (4) bids for the referenced project were received and publicly read aloud at Village Hall. As requested, we have reviewed the bids in accordance with the project specifications. The bid values were verified for the four bidders as shown on the attached spreadsheet. Some mathematical corrections were required, indicated in red.

Under this Contract, the project consists of milling approximately 69,350 square yards of existing roadway surface, adjust manholes, valve boxes, and catch basins, line striping, and installing approximately 8,390 tons of asphalt top course.

The Contractor's names, addresses, and base bid amounts are as follows:

<u>CONTRACTOR</u>	<u>TOTAL BID</u>
Montesano Bros., Inc. 76 Plain Avenue New Rochelle, NY 10801	\$1,792,812.21
ELQ Industries, Inc. 567 Fifth Avenue New Rochelle, NY 10801	\$1,879,819.04
PCI Industries Corp. 550 Franklin Avenue Mt. Vernon, NY 10550	\$1,974,633.50

E N V I R O N M E N T A L A N D C I V I L E N G I N E E R I N G
S T U D I E S • R E P O R T S • D E S I G N

3
Lawrence Schopfer
2022 Road Milling and Paving Contract
May 10, 2022
Page 2

Waters Paving
300 Bostwick Avenue
Bridgeport, CT 06605
\$2,022,567.10

Based on the Village of Irvington quantities, the anticipated total cost for work in Irvington is \$250,680.70. The total bid analysis is attached.

The lowest bidder for the work is Montesano Brothers, Inc., who has submitted a responsive bid with satisfactory work references and has been successful in completing similar projects of similar scope.

Montesano Brothers, Inc. has indicated that they can meet the project schedule and perform the work in accordance with the project specifications.

Based on the above, we recommend that the Village Board accept and approve Montesano Brothers, Inc. as the low bidder and have the project proceed pending the submission of bonds, and insurances.

If there are any questions, please do not hesitate to contact me at your earliest convenience.


M:DH:ay

Enclosure

P:\Village of Irvington\Highway Department\Paving 2022\Paving\Bids\Recommendation Letter.doc

Proposed Irvington Milling and Paving - 2022 (Ardley, Dobbs Ferry, Elmsford, Hastings-on-Hudson, Irvington, Tarrytown)		Bidder:		ELO Industries, Inc.		PCI Industries Corp		Waters Paving	
BID ANALYSIS		Address:	76 Plain Avenue	567 Fifth Avenue	550 Franklin Ave	300 Bostwick Ave	Bridgeport, CT 06605		
		City, State	New Rochelle, NY 10801	New Rochelle, NY 10801	Mount Vernon, NY 10550	203-395-1453			
		Phone	914-235-4800	914-654-1040	914-665-4700	shobhara@watersconst.com			
		Contact	geminick@montesanoobros.com	tsiva@elindustries.com	sherdin@pci.com				
SPEC. SECT	ITEM	UNIT	EST. QUANT.	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
10A	Asphalt Misc. Sidewalks, Swales and Driveways	500	SF	\$ 7.00	\$ 3,500.00	\$ 8.80	\$ 4,400.00	\$ 20.00	\$ 10,000.00
13VA	Adjust Vaive Boxes	54	EA	\$ 150.00	\$ 8,100.00	\$ 514.00	\$ 27,756.00	\$ 400.00	\$ 21,600.00
50	Bituminous Base Course	147	TON	\$ 210.00	\$ 30,870.00	\$ 147.00	\$ 21,609.00	\$ 175.00	\$ 25,725.00
51 A-6F	Bituminous Top Course	7,852	TON	\$ 149.50	\$ 1,173,874.00	\$ 147.00	\$ 1,154,244.00	\$ 145.25	\$ 1,140,503.00
51M	Cold Milling & Removal of Bituminous Pavement (2")	64,589	SY	\$ 7.45	\$ 481,188.05	\$ 8.60	\$ 555,465.40	\$ 9.50	\$ 613,595.50
52	Speed Humps and Tables - Speed Tables	2	EA	\$ 12,000.00	\$ 24,000.00	\$ 5,000.00	\$ 10,000.00	\$ 3,500.00	\$ 7,000.00
76	Maintenance and Protection of Traffic	NP	NP	NP	Non-payment	NP	Non-payment	NP	Non-payment
102MHA-1	Adjust Manhole & Catch Basins Frames, Covers and Grates	25	EA	\$ 600.00	\$ 15,000.00	\$ 740.00	\$ 18,500.00	\$ 750.00	\$ 18,750.00
102MHA-1	Adjust Manhole & Catch Basins Frames, Covers and Grates (Replacement)	3	EA	\$ 1,700.00	\$ 5,100.00	\$ 1,840.00	\$ 5,520.00	\$ 1,500.00	\$ 4,500.00
102MHA-2	Adjust Manhole & Catch Basins Frames, Covers and Grates	22	EA	\$ 750.00	\$ 16,500.00	\$ 1,550.00	\$ 34,100.00	\$ 2,000.00	\$ 44,000.00
102MHA-3	Adjust Manhole & Catch Basins Frames, Covers and Grates	22	EA	\$ 850.00	\$ 18,700.00	\$ 2,000.00	\$ 44,000.00	\$ 3,000.00	\$ 66,000.00
127	Restoration	NP	NP	NP	Non-payment	NP	Non-payment	NP	Non-payment
TG640	Reflectorized Pavement Marking Paints	9,184	LF	\$ 1.74	\$ 15,980.16	\$ 0.46	\$ 4,224.64	\$ 2.50	\$ 22,960.00
	TOTAL				\$ 1,792,812.21		\$ 1,979,819.04		\$ 1,974,633.50

Red indicates change made from original to correct mathematical error. □

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Kathy Deufemia

From: Richard Slingerland
Sent: Wednesday, May 18, 2022 7:31 PM
To: Louis Martirano; William McGuire; Antoinette Morales
Cc: Alissa Fasman; Kathy Deufemia
Subject: FW: Curbing Bid
Attachments: Recommendation Letter - Hastings.pdf

We should discuss both curbing and paving at the next Work Session, which is June 1st. We'll be putting that together next week.

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

From: Mary Beth Murphy <Villagemanager@hastingsgov.org>
Sent: Wednesday, May 18, 2022 4:33 PM
To: Larry Schopfer <lschopfer@irvingtonny.gov>; Anthony Giaccio (agiaccio@villageofsleepyhollow.org) <agiaccio@villageofsleepyhollow.org>; Joe Cerretani (jcerretani@ardsleyvillage.com) <jcerretani@ardsleyvillage.com>; Melissa Ferraro (villageadministrator@dobbsferry.com) <villageadministrator@dobbsferry.com>; Michael Mills (michaelmills@elmsfordny.org) <michaelmills@elmsfordny.org>; Richard Slingerland <rslingerland@tarrytowngov.com>
Subject: Curbing Bid

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

Last night, the Village Board awarded a contract to Woodland Manor for curbing in the Villages. Our engineer's recommendation letter is attached. They have been notified that they won the bid and we've started the process for bonds and insurance for Hastings on Hudson. Each of you should reach out directly to:

Omar Perez
845.363.1361
woodlandmanorny@yahoo.com

Regards,

Mary Beth Murphy
Village Manager
office: 914.478.3420

MEMORANDUM

To : Mary Beth Murphy
Village Manager

From : James J. Hahn, P.E.
Village Consulting Engineer

Date : May 12, 2022

Subject : 2022 Multi-Village Curb Installation and Replacement
Hastings-on-Hudson, NY

On April 29, 2022, three (3) bids for the referenced project were received and publicly read aloud at Hastings-on-Hudson Municipal Building. As requested, we have reviewed the bids in accordance with the project specifications. The bid values were verified for the three bidders as shown on the attached spreadsheet. No corrections were required.

Under this Contract, the project consists of installing approximately 12,655 linear feet of concrete curb, along with pavers, concrete walls, and asphalt.

The Contractor's names, addresses and bid amounts are as follows:

<u>CONTRACTOR</u>	<u>TOTAL BID</u>
Woodland Manor, LLC 188 Haviland Drive Patterson, NY 12563	\$ 860,930.00
Paladino Concrete Creations Corp. 315 N. Mac Questen Parkway Mt. Vernon, NY 10550	\$ 965,605.00
Gianfia Corp. 179 Brady Avenue Hawthorne, NY 10532	\$ 1,170,085.00

3
Mary Beth Murphy
2022 Multi-Village Curb Installation and Replacement
May 12, 2022
Page 2

Attached is a bid analysis of each bid, along with the breakdown per village. The Total estimated cost for Hastings is \$140,945.

The lowest bidder for the work is Woodland Manor, LLC, who has submitted a responsive bid with satisfactory work references and has been successful in completing similar projects of similar scope.

Woodland Manor, LLC has indicated that they can meet the project schedule and perform the work in accordance with the project specifications.

Based on the above, we recommend that the Village Board accept and approve Woodland Manor, LLC as the low bidder and have the project proceed pending the submission of bonds, and insurances.

If there are any questions, please do not hesitate to contact me at your earliest convenience.



JH:DH:ay

Enclosure

P:\Village of Hastings-on-Hudson\Highway Department\Roadway Curb Installation and Replacement Contract
2022\Bid\Recommendation Letter - Hastings.doc

SUMMARY OF COSTS - CURB INSTALLATION AND REPLACEMENT CONTRACT 2022
VILLAGE OF ARDSLEY - VILLAGE OF DOBBS FERRY
VILLAGE OF ELMSFORD - VILLAGE OF HASTINGS ON HUDSON
VILLAGE OF IRVINGTON - VILLAGE OF TARRYTOWN

Spec. Sec.	Bid Item	Units	Unit Price	Ardsley		Dobbs Ferry		Elmsford	
				Quantity	Cost	Quantity	Cost	Quantity	Cost
10A	Asphalt Miscellaneous Sidewalks, Swales, and Driveways	SF	\$33.00	1,200	\$39,600.00	0	\$0.00	0	\$0.00
76	Maintenance and Protection of Traffic	NP	NP	NP	NP	NP	NP	NP	NP
97	Concrete Curb (with GGBFS)	LF	\$47.00	5,550	\$260,850.00	0	\$0.00	2,050	\$95,410.00
98P	Stone Paver Driveway Apron	SF	\$225.00	580	\$130,500.00	0	\$0.00	0	\$0.00
99	Concrete Sidewalks and Ramps (5")	SF	\$42.00	250	\$10,500.00	0	\$0.00	0	\$0.00
99	Concrete Sidewalks and Ramps (7")	SF	\$59.00	0	\$0.00	0	\$0.00	0	\$0.00
102HMA-1	Catch Basin Frames and Grates - Adjustment	EA	\$750.00	2	\$1,500.00	0	\$0.00	0	\$0.00
102HMA-2	Catch Basin Frames and Grates - Replacement	EA	\$1,500.00	2	\$3,000.00	0	\$0.00	0	\$0.00
127	Restoration	NP	NP	NP	NP	NP	NP	NP	NP
TOTALS					\$445,950.00		\$0.00		\$95,410.00

Unit Prices Based on Bid Analysis

SUMMARY OF COSTS - CURB INSTALLATION AND REPLACEMENT CONTRACT 2022
VILLAGE OF ARDSLEY - VILLAGE OF DOBBS FERRY
VILLAGE OF ELMSFORD - VILLAGE OF HASTINGS ON HUDSON
VILLAGE OF IRVINGTON - VILLAGE OF TARRYTOWN

Spec. Sec.	Bid Item	Units	Unit Price	Hastings-On-Hudson		Irvington		Tarrytown		Total	
				Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
10A	Asphalt Miscellaneous Sidewalks, Swales, and Driveways	SF	\$33.00	800	\$26,400.00	0	\$0.00	0	\$0.00	2,000	\$66,000.00
76	Maintenance and Protection of Traffic	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
97	Concrete Curb (with GGBFS)	LF	\$47.00	1,900	\$89,300.00	175	\$8,225.00	3,000	\$141,000.00	12,655	\$594,785.00
98P	Stone Paver Driveway Apron	SF	\$225.00	84	\$18,900.00	0	\$0.00	0	\$0.00	664	\$149,400.00
99	Concrete Sidewalks and Ramps (5")	SF	\$42.00	10	\$420.00	700	\$29,400.00	0	\$0.00	960	\$40,320.00
99	Concrete Sidewalks and Ramps (7")	SF	\$59.00	75	\$4,425.00	0	\$0.00	0	\$0.00	75	\$4,425.00
102HMA-1	Catch Basin Frames and Grates - Adjustment	EA	\$750.00	0	\$0.00	0	\$0.00	0	\$0.00	2	\$1,500.00
102HMA-2	Catch Basin Frames and Grates - Replacement	EA	\$1,500.00	1	\$1,500.00	0	\$0.00	0	\$0.00	3	\$4,500.00
127	Restoration	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
TOTALS					\$140,945.00		\$37,625.00		\$141,000.00		\$860,930.00

Unit Prices Based on Bid Analysis

Kathy Deufemia

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From: Richard Slingerland
Sent: Tuesday, May 17, 2022 3:41 PM
To: Kathy Deufemia; Alissa Fasman
Cc: Kathy Zalantis
Subject: FW: Commercial dog walker regulations.

On the agenda for the next Work Session.

I'll write up a memo.

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

From: Karen Brown <kBrown@tarrytowngov.com>
Sent: Tuesday, May 17, 2022 3:40 PM
To: Richard Slingerland <rslingerland@tarrytowngov.com>; Alissa Fasman <afasman@tarrytowngov.com>
Subject: FW: Commercial dog walker regulations.

Can you put this on the agenda of our next worksession please? thx

Sincerely,
Karen Brown
Karen G. Brown
Mayor, Village of Tarrytown



From: [John Barbelet](#)
Sent: Monday, May 16, 2022 5:24 PM
To: [Karen Brown](#); [Richard Slingerland](#)
Cc: [Kathy Zalantis](#); [Gregory Budnar](#)
Subject: RE: Commercial dog walker regulations.

I like this approach. If we decide to go this route we should loop in the rec department because it really is more of an "informational" sign.

Chief John Barbelet

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Tarrytown Police Department
One Depot Plaza
Tarrytown, NY 10591
914-631-5544
jbarbelet@tarrytowngov.com

From: Karen Brown <kBrown@tarrytowngov.com>
Sent: Monday, May 16, 2022 4:55 PM
To: John Barbelet <jbarbelet@tarrytowngov.com>; Richard Slingerland <rslingerland@tarrytowngov.com>
Cc: Kathy Zalantis <zalantis@szlawfirm.net>; Gregory Budnar <gbudnar@tarrytowngov.com>
Subject: RE: Commercial dog walker regulations.

So, sign at Lakes path? I don't know if multiple dogs have been a problem at the River Walk or the downtown parks.

Commercial Dog Walkers: Please respect the comfort and safety of others by limiting the number of dogs to 4 per walk.

I know the police won't be able to enforce but just maybe, people will be respectful on their own?

Sincerely,

Karen Brown

Karen G. Brown
Mayor, Village of Tarrytown



From: John Barbelet <jbarbelet@tarrytowngov.com>
Sent: Monday, May 16, 2022 9:56:18 AM
To: Richard Slingerland <rslingerland@tarrytowngov.com>; Karen Brown <kBrown@tarrytowngov.com>
Cc: Kathy Zalantis <zalantis@szlawfirm.net>; Gregory Budnar <gbudnar@tarrytowngov.com>
Subject: RE: Commercial dog walker regulations.

I have been trying to research this. I could not find any local ordinances in Westchester. There are some out there in larger communities where they make commercial dog walkers get a permit, exclude them from public parks and limit the number that can be walked (4 seems to be the number).

Chief John Barbelet
Tarrytown Police Department
One Depot Plaza
Tarrytown, NY 10591
914-631-5544
jbarbelet@tarrytowngov.com

From: John Barbelet
Sent: Friday, May 13, 2022 9:50 AM
To: Richard Slingerland <rslingerland@tarrytowngov.com>; Karen Brown <kBrown@tarrytowngov.com>
Cc: Kathy Zalantis <zalantis@szlawfirm.net>; Gregory Budnar <gbudnar@tarrytowngov.com>
Subject: RE: Commercial dog walker regulations.

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So let's start with signage? I am open to the wording but will do a little research on our end as well.

Chief John Barbelet
Tarrytown Police Department
One Depot Plaza
Tarrytown, NY 10591
914-631-5544
jbarbelet@tarrytowngov.com

From: Richard Slingerland <rslingerland@tarrytowngov.com>
Sent: Friday, May 13, 2022 9:20 AM
To: Karen Brown <kBrown@tarrytowngov.com>
Cc: John Barbelet <jbarbelet@tarrytowngov.com>; Kathy Zalantis <zalantis@szlawfirm.net>
Subject: Re: Commercial dog walker regulations.

Mayor:

We can certainly do that, and I think a code change would be a great idea too.

Rich

Sent from my iPhone

On May 13, 2022, at 9:12 AM, Karen Brown <kBrown@tarrytowngov.com> wrote:

I learned from a friend that Greenwich first limited the number of dogs a person could have with them and then recently banned professional dog walkers from all their parks. Not sure how they'll control that.
Tarrytown aint Greenwich. Instead of jumping to new code, maybe let's start with a sign at the lake trail asking Dog Walker's to be respectful and limit the amount of dogs. There is a message board there that currently has nothing but graffiti anyway.

Sincerely,
Karen
Karen G. Brown
Mayor, Village of Tarrytown

Kathy Deufemia

From: Richard Slingerland
Sent: Wednesday, May 18, 2022 2:57 PM
To: Krissy Gilligan; Kathy Deufemia; Alissa Fasman
Subject: RE: Peddlers Permit for July 4th
Attachments: Village Code Chapter 221 Parks - Businesses May 2022.pdf

We'll check with the Board at the next Work Session.

Are they the local Tarrytown troop? Do we have a letter from them making the request?

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

From: Krissy Gilligan <kgilligan@tarrytowngov.com>
Sent: Wednesday, May 18, 2022 2:51 PM
To: Richard Slingerland <rslingerland@tarrytowngov.com>
Subject: FW: Peddlers Permit for July 4th

Rich,

When you have a moment could we please discuss this. We spoke about this gentleman's request several months ago and he is just following up with me now.

Thanks.

Best Regards,

Krissy Gilligan
Village Clerk, RMC
Registrar of Vital Statistics
Village of Tarrytown
One Depot Plaza
Tarrytown, NY 10591
914-631-1652

From: Mike Smith <mike@familyhomeinspections.net>
Sent: Wednesday, May 18, 2022 2:47 PM
To: Krissy Gilligan <kgilligan@tarrytowngov.com>
Subject: Re: Peddlers Permit for July 4th

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

Good Afternoon Krissy,

Attached in the COI for the Peddling Application.

Thank you

Mike Smith
Troop 22, Tarrytown

On Wed, Mar 16, 2022 at 9:41 AM Krissy Gilligan <kgilligan@tarrytowngov.com> wrote:

Good Morning,

This is just a follow up to your request regarding a Peddlers Permit to sell water, candy chips etc. on July 4th at the Riverfront.

I spoke with the Village Administrator about your request. He informed me that this type of permit has to be authorized by the Board of Trustees as we normally do not allow solicitors at the waterfront.

Prior to requesting authorization from the Board, I do need to advise you that there are certain requirements that must be met in order to issue a permit. The main requirement is Liability & Workers Compensation Insurance.

Is your Troop able to provide Liability & Workers Comp Insurance and name the Village of Tarrytown as an additional insured?

Before we proceed further with the permit request, I just would like to make sure you are able to provide the necessary insurance.

If you have additional questions, please feel free to contact me.

Best Regards,

Krissy Gilligan

Village Clerk, RMC

Registrar of Vital Statistics

Village of Tarrytown

One Depot Plaza

Tarrytown, NY 10591

914-631-1652

--

Mike Smith

Family Home Inspections, Inc.

Home Inspection NYS#16000079426

Mold Assessor NYS#01221

Termite Technician NYS# T3898129

Asbestos Certificate N18-61231

914-320-0265

Village of Tarrytown, NY
Wednesday, May 18, 2022

Chapter 221. Parks and Recreation Areas

Article I. Rules and Regulations

§ 221-4. Businesses in parks and recreations areas.

- A. A business conducted in any park or recreation area in the Village of Tarrytown which is not under the direction or sponsorship of the Village of Tarrytown Recreation Department requires a permit approved by the Board of Trustees of the Village of Tarrytown.
- B. Any approval by the Board of Trustees shall be based upon the following considerations:
 - (1) Whether the proposed business would enhance the public's use of the park or recreation area for the purpose intended by said park or recreation area.
 - (2) Whether the proposed business is not offered in the Village of Tarrytown at the time of the application and cannot be provided in any other nonpark location in the Village or the operation of the proposed business in the park, as opposed to another location in the Village, adds to the benefits to be derived from the business by the residents of Tarrytown.
 - (3) Whether the proposed business use would negatively impact any physical or aesthetic quality of the park or recreation area.
 - (4) Whether the operation of the proposed business would negatively impact upon the use of the park or recreation area by others using the park.
 - (5) Whether the proposed business use could constitute an attractive nuisance which would detrimentally affect the welfare and/or safety of the public at large.
 - (6) Whether there is a compelling reason provided for the use of the park for the business purpose.
 - (7) The business requesting to use the park must have another location, which serves as the permanent primary location for the business, where the business is operated. The use of a Tarrytown park shall not be the sole location for the operation of the business.
- C. The term "business" as used in this chapter is defined as any activity carried on for the production of income from selling goods or performing services.
- D. The fee for this permit is contained in the master fee schedule of the Village of Tarrytown.

Tarrytown Rec. Pool Memberships				
	2022*	2021	2020	2019
Daily	3	25	38	14
Family	166	944	566	996
Individual	14	72	49	79
Morning Swim - Member				7
Morning Swim - Non-Member				1
Nanny/Au Pair	1	2	3	9
Senior	60	194	104	164
Total	244	1237	760	1270

*As of May 17, 2022

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Kathy Deufemia

From: Richard Slingerland
Sent: Tuesday, May 24, 2022 9:54 AM
To: Kathy Deufemia
Cc: John Barbelet; Karen Brown; Becky McGovern; Antoinette Morales
Subject: permit question allowing on-street permit holders to have those permits double as Rec Permits

For the Work Session:

Permit question about allowing on-street permit holders to have those permits double as Rec Permits.

(Both are free.)

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

Internal Memorandum

Village of Tarrytown



Date: May 26, 2022

To: Mayor Brown and Board of Trustees

From: Richard Slingerland, Village Administrator

cc: Chief Barbelet
T&M Commission

P 914-631-1785

F 914-909-1208

www.tarrytowngov.com

Re: Comments on Traffic Study of McKeel Avenue and
Neperan and Grove Street intersection

**McKEEL & BEECH INTERSECTION CROSSING
NEPERAN ROAD & GROVE STREET INTERSECTION CROSSING**

Provident Engineering's DRAFT report and recommendations were discussed.

McKeel Ave./Suncliff Drive/Beech Lane intersection

Recommendations in bullet points on pp. 10 and 11, and Figure No. C1

1st bullet - Council agreed unanimously.

2nd bullet - now not applicable

3rd bullet - Council agreed, although expressed a preference for "some expansion of the curve" (if practical), as opposed to a sharp 90-degree-angle turn.

4th bullet - Council agreed.

5th bullet - Council agreed.

6th bullet - Council agreed. This vegetation clearing probably s/b done ASAP.

7th bullet - Council agreed.

Neperan Road & Grove Street intersection

Recommendations in bullet points on pp. 17 and 18, and Figure No. C2

1st bullet - Council agreed. However, would a diagonal crosswalk, landing to the east of the current parking space, be practical and preferable?

2nd bullet - Council would like to know just how strongly DTS feels about this recommendation, since it would likely be annoying to neighbors and costly to implement.

3rd bullet - Council agreed.

4th bullet - Council agreed. This vegetation clearing probably s/b done ASAP.

5th bullet - Council agreed.

6th bullet - Council agreed.

7th bullet - Council **disagreed**. It was felt that this 2nd stopping point would be too close to the new crosswalk, on this fairly steep hill. Also, since not all crossings of the OCA with our streets have crosswalks, the inconsistency of adding one here could be confusing to OCA users.

DTS • PROVIDENT
Intelligent Land Use

TRAFFIC AND PEDESTRIAN SUMMARY REPORT

INTERSECTION ANALYSIS
MCKEEL AVENUE/SUNCLIFF DRIVE & BEECH LANE
NEPERAN ROAD & GROVE STREET
Village of Tarrytown, Westchester County, New York

Prepared for
VILLAGE OF TARRYTOWN
Tarrytown, New York

Prepared by
DTS Provident Design Engineering, LLP
1 North Broadway
White Plains, New York

March 25, 2022

DTS Provident Project No. 21-079

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LIST OF APPENDICES

APPENDIX A	LEVEL OF SERVICE STANDARDS
APPENDIX B	FIGURES
APPENDIX C	CONCEPT PLANS
APPENDIX D	CAPACITY ANALYSES

SECTION 1 - INTRODUCTION

In response to recent public comments received by the Village of Tarrytown, DTS Provident Design Engineering (DTS Provident), a licensed Professional Engineering firm in the State of New York, has performed traffic reviews, analyses, and evaluations to potentially improve vehicular traffic flow and pedestrian operation and safety at the following two locations within the Village:

1. The intersection of McKeel Avenue/Suncliff Drive & Beech Lane
2. The intersection of Neperan Road & Grove Street

Field observations were performed by DTS Provident at and around the two above locations on various times of the day and different days of the week, including weekdays and weekends. DTS Provident also performed vehicle and pedestrian traffic counts at each location. Speed data and Crash History provided by the Village Police Department were reviewed. Sight distance, ADA compliance, the presence of sidewalks, signage, grades, utilities and various other factors were reviewed.

The intersection of McKeel Avenue/Suncliff Drive & Beech Lane is located outside of the village commercial hub and is in a neighborhood setting (see Figure 1 in Appendix B). It is an unsignalized four-leg intersection with Stop sign control on three approaches. The northbound McKeel Avenue approach has free movement (no Stop sign). This leads to some confusion at the intersection. The overwhelming majority of traffic at the intersection is traveling on the two legs of McKeel Avenue, turning right from the northbound approach or turning left from the westbound approach, with over 77% of the intersection traffic performing one of those two movements. There are several pedestrians in the area, including senior citizens. The only sidewalks at the intersection are on the west side of the southern leg of McKeel Avenue (ends at intersection) and on the south side of the eastern leg of McKeel Avenue (ends at intersection). There is a crosswalk across the southern leg of McKeel Avenue, connecting the two sidewalk portions. This has been added relatively recently. Currently there are no other crosswalks at the intersection. The ADA curb ramps do not meet current standards. Traffic and Pedestrian counts of the intersection were performed during the hours of 7:00 AM and 9:00 AM on Wednesday September 29, 2021, and during the hours of 2:00 PM and 6:00 PM on Tuesday March 8, 2022. (The delay in the performance of the PM count was due to ongoing construction in the area.)

The intersection of Neperan Road and Grove Street is located just outside of the village commercial hub (see Figure 2 in Appendix B). It is an unsignalized intersection with Stop sign control on the northbound Grove Street approach. The eastbound and westbound Neperan Road approaches have free movement. Neperan Park is located across from Grove Street with an entrance to the Park just to the north. Dog walkers cross at the intersection to reach the Park. The Old Croton Aqueduct (OCA) Trail is located about 110 feet west

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of Grove Street. There are several pedestrians in the area. There are sidewalks on each both sides of each leg of the intersection. There are ADA curb ramps that are relatively new but do not completely meet current ADA standards and there are various obstructions such as drainage grates, retaining walls, utility poles, fire hydrants, etc. that restrict their locations. Currently there are no crosswalks at the intersection or in the surrounding area, including by the Trail. Traffic and Pedestrian Counts were performed at the intersection during the AM hours of 7:00 AM to 9:00 AM and 2:00 PM to 6:00 PM on Wednesday September 29, 2021. There were minimal pedestrians crossing at the trail during the counts, but more people could be crossing at different times of the year. There were minimal bicyclists observed during the traffic counts as well as during the various field observations.

At the time of the traffic and pedestrian counts, field observations were also conducted at the subject intersections and were analyzed to determine current conditions and to make recommendations for future improvements. Sight distance observations were also performed. Capacity analyses were performed to review existing conditions and possible impacts of potential modifications. Where appropriate, detailed capacity analyses were conducted to determine the impacts that would result from potential modifications. Crash history was also reviewed.

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SECTION 2 – STUDIES

2.1 TRAFFIC AND PEDESTRIAN VOLUMES/EXISTING CONDITIONS

In addition to the field observations, DTS Provident also collected the base vehicular traffic and pedestrian volumes that were utilized in this Study for the intersections of McKeel Avenue/Suncliff Drive & Beech Lane as well as Neperan Road and Grove Street from 7:00 to 9:00 AM and 2:00 to 6:00 PM in September 2021 and March 2022.

The Peak Hours for the intersection of McKeel Avenue/Suncliff Drive & Beech Lane on a typical weekday were determined to be:

Peak AM Hour: 7:30 AM – 8:30 AM
Peak PM Hour: 3:00 PM – 4:00 PM

As indicated above, the Weekday Peak PM Hour was determined to be the School Dismissal period as opposed to the Commuter period. The majority of pedestrians were crossing Suncliff Drive and the southern leg of McKeel Avenue. Some of the pedestrians that were observed during the summer field observations appeared to be students walking between the EF International Language Campus and Broadway. A limited number of other students were also observed at the intersection during the later field investigations.

The Peak Hours for the intersection of Neperan Road & Grove Street on a typical weekday were determined to be:

Peak AM Hour: 7:15 AM – 8:15 AM
Peak PM Hour: 5:00 PM – 6:00 PM

The Weekday Peak PM Hour at this location is the Commuter period. Pedestrians were observed crossing all three legs of the intersection. Previous observations of the intersection, including during other times of the year including particularly the summer, indicated that some of the pedestrians appeared to be students walking between the EF International Language Campus and Broadway. Other students were also observed at the intersection as there is a school bus stop there. Minimal pedestrians were observed crossing at the Trail, but more would possibly do this on weekends and warmer weather.

The Existing Peak Hour Traffic Volumes are illustrated on Figure No. 3 in Appendix B. The Existing Peak Hour Pedestrian Volumes are illustrated on Figure No. 4 in Appendix B.

2.2 CRASH HISTORY

The Village of Tarrytown provided the crash history for the two Study Locations. This data

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was supplemented by crash data obtained from New York State Department of Transportation (NYSDOT). There were nine total accidents from 2017-2020 at or near the two intersections, two of which were at or near the intersection of McKeel Avenue/Suncliff Drive and Beech Lane while the other seven were at or near the intersection of Neperan Road and Grove Street.

Five of the crashes involved a collision with another vehicle, three involved collisions with a building/wall, and one involved collision with a bicyclist. The collision with the bicyclist was the only crash that resulted in an injury. There were no crashes involving pedestrians.

Of the two crashes that occurred at or in the vicinity of the intersection of McKeel Avenue/Suncliff Drive and Beech Lane, one involved a collision between a motor vehicle and a bicyclist, referenced above, on May 26, 2020 as a result of improper lane usage or passing, which resulted in an injury to the bicyclist. The accident occurred during daylight hours with clear weather and dry roadway surface conditions. The other crash involved two vehicles.

Of the seven crashes that occurred at or in the vicinity of the intersection of Neperan Road and Grove Street, two were single vehicle crashes resulting in hitting a building or wall while the other five were collisions between two vehicles. None involved a pedestrian or bicyclist.

2.3 SPEED STUDIES

Speed data was collected by the Village of Tarrytown Police Department for the two study intersections.

The speed measurements were performed on Neperan Road near Grove Street were performed from July 15, 2021 to July 22, 2021. The posted speed limit for this area is 25 mph. In that time period, 26,111 vehicles were recorded, with an average speed of 24 mph and the highest speed being 47 mph. 58% of the traffic was traveling westbound of which over 91% were traveling 30 mph or less, with 8% of the westbound traffic was traveling between 30 and 35 mph and 0.4% were traveling between 35 and 40 mph with only a few above 40 mph. In the eastbound direction, 90% were driving 30 mph or less, while slightly less than 10% were driving between 30 and 35 mph and 0.7% were driving above 35 mph. The Police Department rates this area as a Low Enforcement area based upon the vehicle speeds.

Speed measurements were performed on McKeel Avenue between Suncliff Drive and Sunset Way from July 15, 2021 to July 21, 2021. This area of McKeel Avenue has a 30 mph speed limit. (Beech Lane is posted at 25 mph.) 12,846 vehicles were recorded, with an average speed of 25 mph and the highest recorded speed was 44 mph. 52% of the traffic was traveling southwestbound of which 92% were traveling 30 mph or less, with

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less than 8% of the southwestbound traffic was traveling between 30 and 35 mph and 0.5% were traveling between 35 and 40 mph with only a few above 40 mph. In the northeastbound direction, 94% were driving 30 mph or less, while slightly less than 6% were driving between 30 and 35 mph and 0.2% were driving above 35 mph.. The Police Department rates this area as a Low Enforcement area based upon the vehicle speeds.

Speed measurements were also performed on the section of McKeel Avenue between Suncliff Drive and Warren Avenue from March 26, 2021 to April 2, 2021. This area has a 30 mph speed limit. 10,238 vehicles were recorded, with an average speed of 27 mph and the highest recorded speed was 46 mph. 51% of the traffic was traveling northwestbound of which 80% were traveling 30 mph or less, with less than 18% of the northwestbound traffic was traveling between 30 and 35 mph and 1.8% were traveling between 35 and 40 mph with only a few above 40 mph. In the southeastbound direction, 84% were driving 30 mph or less, while 14% were driving between 30 and 35 mph and 1.7% were driving above 35 mph. The Police Department rates this area as a Low Enforcement area based upon the vehicle speeds.

2.4 GENERAL OBSERVATION NOTES

Some additional general observations obtained during the field investigation at the study intersections include:

- At the intersection of Neperan Road and Grove Street, elementary students are picked up by a school bus at the southeast corner of the intersection around 8:00 AM. A second bus arrives and picks up students on the southwest corner of the intersection around 8:20 AM. The majority of pedestrians were dog walkers, some commuters, and a few children. A Leros Bus Shuttle was observed on Neperan Road several times throughout the day travelling to and from the Tarrytown business district. There were a few people observed using the nearby Old Croton Aqueduct Trail.
- At the intersection of McKeel Avenue/Suncliff Drive and Beech Lane, there were no school buses observed. The majority of pedestrians observed were dog walkers, local residents, some children and some commuters. McKeel Avenue has a vehicle Weight Limit of 5 Tons.

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SECTION 3 – CAPACITY ANALYSES

3.0 TRAFFIC CAPACITY ANALYSES

DTS Provident performed traffic capacity analyses to determine existing and potential future operating conditions. These analyses incorporate the traffic volumes, pedestrians, and roadway geometry to determine operating conditions.

Capacity analyses were conducted for the study locations to identify the impacts associated with the suggested improvements. The following is a brief description of the procedures utilized in preparation of this analysis:

- Capacity analysis is a method by which traffic volumes are compared to the calculated roadway and intersection capacities to evaluate future traffic conditions. The Highway Research Board describes the methodology used in the Highway Capacity Manual 6th Edition. In general, the terminology "Level of Service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations related to empirical values.
- Levels of Service range from A to F. In general, Level of Service A represents the best traffic operating condition. Level of Service for unsignalized and signalized intersections is defined in terms of average delay. Delay is used as a measure of driver discomfort, frustration, efficiency, etc.

A more complete description of the above is contained in Appendix A. Capacity analyses were performed for the study locations as described below. The capacity analysis worksheets for the study locations are contained in Appendix D.

3.1 MCKEEL AVENUE/SUNCLIFF DRIVE AND BEECH LANE

Existing Conditions

McKeel Avenue forms the westbound and northbound approaches to this 4-way unsignalized intersection. Suncliff Drive forms the eastbound approach while Beech Lane forms the southbound approach. All four approaches provide a shared left-turn/through/right-turn lane. The intersection is controlled by Stop signs on the eastbound, westbound, and southbound approaches. The northbound approach of McKeel Avenue does not have a Stop sign and thus has a free movement.

Capacity Analysis

Capacity analyses were conducted for this intersection using the existing traffic volumes. The results of the analysis are shown in the tables below:

TABLE No. 3-A EXISTING CONDITIONS				
McKeel Avenue/Suncliff Drive & Beech Lane				
Approach	Peak AM Hour		Peak PM Hour	
	LOS	Delay	LOS	Delay
Suncliff Drive				
Eastbound Overall	A	7.2	A	7.1
McKeel Avenue				
Westbound Overall	A	7.8	A	7.9
McKeel Avenue				
Northbound Overall	A	7.1	A	7.0
Beech Lane				
Southbound Overall	A	7.6	A	7.7
OVERALL	A	7.4	A	7.5

Based on the capacity analyses and field observations, the intersection is shown to operate at good levels of service with minimal delays at each approach. It should be noted that the capacity analyses utilized for the intersection as operating as an all-way stop controlled intersection, as the Highway Capacity Software/Synchro Analyses is not able to analyze the intersection as a three-way stop with the one movement operating at free-flow. This does not have a significant impact on the Levels of Service results illustrated above. Additionally, the intersection was also analyzed as a two-way stop-controlled intersection and this supplementary analysis for comparison purposes, which indicated generally similar levels of service. As illustrated in the above Table, the intersection operates at good levels of service.

3.2 NEPERAN ROAD AND GROVE STREET

Existing Conditions

Neperan Road forms the eastbound and westbound approaches to this 3-legged unsignalized intersection. The eastbound approach provides one through/right-turn lane while the westbound approach provides one left-turn/through lane. Grove Street forms the northbound

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approach and provides one left-turn/right-turn lane. The intersection is controlled by a Stop sign on the Grove Street northbound approach.

Capacity Analysis

Capacity analyses were conducted for this intersection using the existing traffic volumes. The results of the analysis are shown in the tables below:

TABLE No. 3-B EXISTING CONDITIONS				
Neperan Road & Grove Street				
Approach	Peak AM Hour		Peak PM Hour	
	LOS	Delay	LOS	Delay
Neperan Road				
Eastbound Overall	-	-	-	-
Neperan Road				
Westbound Overall	A	7.6	A	7.6
Grove Street				
Northbound Overall	B	10.7	B	11.7
OVERALL	A	2.4	A	2.0

As illustrated above, the intersection operates at good levels of service with minimal delays at each approach, even during the Peak Hours.

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SECTION 4 – RECCOMENDATIONS/CONCLUSIONS

The following discusses the concerns brought to the Village as well as some alternative concepts considered, followed by DTS Provident’s recommendations for the Village to consider for each intersection.

4.1 MCKEEL AVENUE/SUNCLIFF DRIVE & BEECH LANE

The concerns expressed to the Village by some residents are that they feel that pedestrians are not protected when crossing any of the approaches of intersection and that there is confusion for drivers and pedestrians due to the atypical design/control of the intersection with three Stop-controlled movements and one free movement as well as drivers speeding. Sight distance was also a concern due to the vegetation growth at the intersection. They also have commented about the provision of additional crosswalks at the intersection.

Various alternative concepts were considered to help improve the safety and operations at the intersection of McKeel Avenue/Suncliff Drive and Beech Lane. Some of the Alternatives considered, but are not necessarily recommended by DTS Provident, included:

A. Maintain Existing Three-Way Stop at intersection

One alternative considered was generally maintaining the status quo at the intersection, leaving it as a three-way Stop as there have been minimal crashes at or near the intersection. However, if a Stop sign is not to be installed on the northbound approach of McKeel Avenue and the intersection is to remain with Stop signs only on 3 legs of the intersection, then signage should be added to each of the 3 legs stating “Traffic From The Left Does Not Stop”, “Oncoming Traffic Does Not Stop”, and “Traffic From The Right Does Not Stop” on the respective approaches to alert drivers of the non-standard condition. There should also be some clearance of vegetation to improve sight distance.

B. Add stop sign on northbound McKeel Avenue approach

Currently the intersection is controlled by Stop signs on 3 approaches with a free movement for the northbound McKeel Avenue approach. This is confusing to some drivers, particularly those not familiar with the intersection, as this is an atypical intersection design. It is recommended to install a stop sign on the northbound McKeel Avenue approach. This would improve the safety and operations of the intersection for both drivers and pedestrians and alleviate sight distance issues. It is acknowledged that some drivers will likely not stop at the intersection when making the right turn as this is the predominant movement and drivers are used to not stopping there. Some drivers will roll-through the right turn intersection. A “Stop Ahead” sign should be added.

C. *Install a crosswalk at the other approaches of the intersection.*

This alternative was requested by some residents. Painted crosswalks across these three legs should not be provided as there is no sidewalk for the pedestrians to go to. Drivers will still be required to stop at the intersection and/or yield to the pedestrian crossing. Generally, to provide a crosswalk, a landing location should be available at each end. If sidewalks were eventually added on the other roads, then crosswalks could be added. The Village does not have current plans to install sidewalks on the other approaches.

D. *Tighten the curve radius in the southeast quadrant of the intersection*

The existing radius in the southeast quadrant of the intersection could be tightened. Currently, the radius at this corner is sweeping, which allows vehicles traveling northbound on McKeel Avenue to turn right, onto the eastern leg of McKeel Avenue. This is the movement that does not currently have a Stop sign and it allows a vehicle to make the movement at a faster speed, which causes issues for pedestrians. Tightening the radius, even if the Stop sign is not installed, would force the vehicles to reduce their speed. If the Stop sign is installed, it will cause more drivers to stop.

E. *Clearing of Vegetation*

There is currently a great deal of vegetation along the sides of the approaches to the intersection. This hinders the sight distance of vehicles approaching the intersection in determining whether it is safe to travel through. Vehicles have to pull up to see clearly at the intersection. Clearance of some of the vegetation would help to improve vehicle sight distance and overall would improve the safety of the intersection.

F. *Lane striping*

There is currently no striping on the eastbound, westbound, and southbound approaches to the intersection. Adding double yellow lines to the center of each of these lanes for a short distance could help to delineate the sides of the road and give vehicles clear indication of where to drive.

RECOMMENDATIONS (see Concept Plan C1 in Appendix C)

For the intersection of McKeel Avenue/Suncliff Drive & Beech Lane, DTS Provident recommends that the Village consider performing the following improvements, as illustrated in Concept Plan Figure C1 in Appendix C):

- Install a Stop sign on the northbound approach of McKeel Avenue to form an All-Way Stop. Add the All-Way Placard under each Stop sign at the intersection.

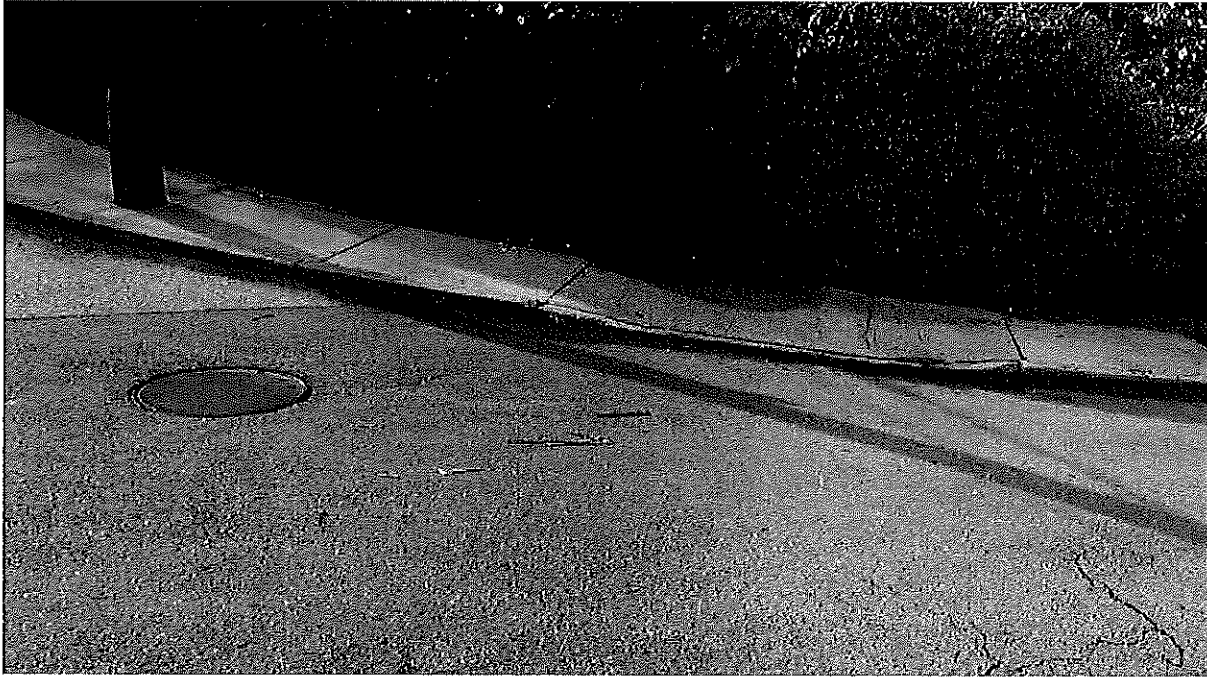
- If a Stop sign is not to be installed on the northbound approach of McKeel Avenue and the intersection is to remain with Stop signs only on 3 legs of the intersection, then signage should be added to each of the 3 legs stating: "Traffic From The Left Does Not Stop", "Oncoming Traffic Does Not Stop", and "Traffic From The Right Does Not Stop" on the respective approaches to alert drivers of the non-standard condition. There should also be clearance of vegetation to improve sight distance.
- The radius in the southeast corner of the intersection could be tightened. This could reduce the crossing distances for pedestrians and may help rectify the issue of the utility pole in the middle of the sidewalk.
- The sidewalks and ADA ramps should be upgraded at the intersection to current ADA standards.
- Although some pedestrians cross the other legs of the intersection, particularly Suncliff Drive, painted crosswalks across these three legs are not recommended as there is no sidewalk for the pedestrians to go to. Drivers will still be required to stop at the intersection and/or yield to the pedestrian crossing.
- Vegetation should be cleared where possible at the corners within the right-of-way to ensure appropriate sight lines are maintained for drivers and pedestrians.
- A utility pole is located in the middle of the crosswalk. If possible, this should be relocated. (see photo)

The provision of any of the above modifications will not have any significant traffic impact on emergency vehicles or on the adjacent streets away from the intersection.



Utility pole in middle of sidewalk.

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ADA ramp does not meet current standards. (Photo from before construction as well as before crosswalk was painted.)

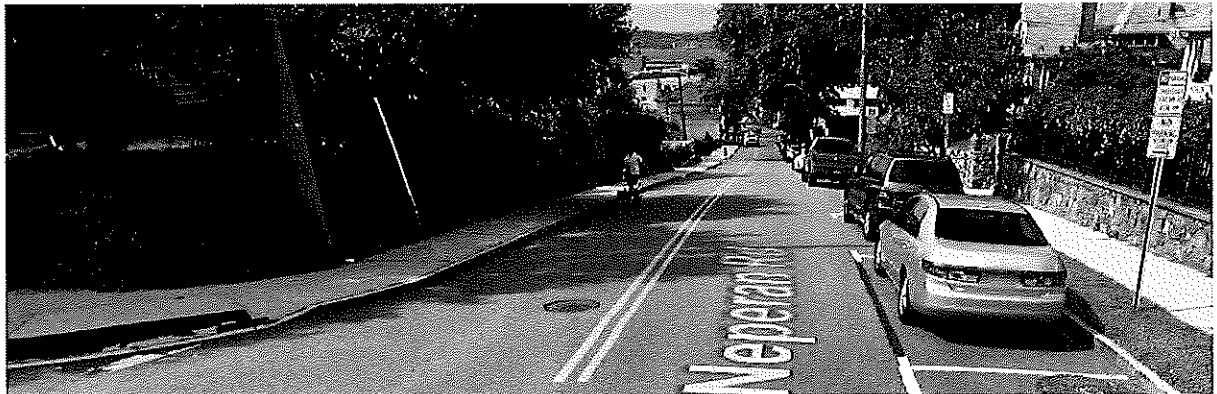
4.2 NEPERAN ROAD AND GROVE STREET

The concerns expressed to the Village by some residents are pedestrians are not protected when crossing the intersection and that sight distance may be an issue for some drivers approaching the intersection along with drivers speeding in the area. They have requested a crosswalk be installed across Neperan Road.

The Old Croton Aqueduct Trail crossing is not marked by a crosswalk and there is no signage. The opening on the northern trail head is sandwiched between two parking spaces, and in conjunction with a utility, is essentially not seen by a driver travelling westbound on Neperan Road.



Trail Crossing visibility blocked by parked car.



No indication of potential crossings at Grove Street or at trail.

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ADA ramp needs upgrading. Crosswalk needs re-stripping.



Looking right from potential crosswalk location on Neperan Road opposite Altamont Avenue. Note that the photo was taken in the winter and the area will have more vegetation during the warmer months which will further hinder sight distance.

Various alternative concepts were considered to help improve the safety and operations at the intersection of Neperan Road and Grove Street. Some of the Alternatives considered, but are not necessarily recommended by DTS Provident, included:

- A. Install a high-visibility crosswalk and appropriate corresponding signage on across the eastern leg of the intersection of Neperan Road and Grove Street.

This alternative was considered as it would provide further separation from a potential crosswalk at the Old Croton Aqueduct Trail. In addition, this alternative would not require any loss of parking spaces on Neperan Road. However, there are sight distance limitations here. The following table summarizes the Stopping Sight Distance requirements when accounting for grades, as per the American Association of State Highway and Transportation Officials (AASHTO):

Table 3-2. Stopping Sight Distance on Grades

Design Speed (mph)	U.S. Customary					
	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782
85	1070	1149	1246	949	902	862

- B. Install a high-visibility crosswalk and appropriate corresponding signage on the western leg of the intersection of Neperan Road and Grove Street.

This alternative would provide slightly less separation from a potential crosswalk at the Old Croton Aqueduct Trail than Alternative A above. This alternative would require the loss of one parking space on Neperan Road. However, there are also some potential sight distance limitations here, but there would be more sight distance than Alternative A and the actual

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distance would be at close to the minimum. The crosswalk could be slightly raised to increase visibility. (see photo)

C. Install a high-visibility crosswalk and appropriate corresponding signage at Old Croton Aqueduct Trail.

This alternative would improve the visibility of the crossing, as currently there is minimal indication of a crossing.

D. Install a high-visibility crosswalk and appropriate corresponding signage at the intersection of Neperan Road and Archer Place.

DTS Provident was asked to look at this alternative. The crossing, if installed, would be about 220 feet from the crosswalk at Broadway/Route 9. This alternative would require the loss of at least one parking space on Neperan Road.

E. Install a high-visibility crosswalk and appropriate corresponding signage on the western leg of the intersection of Neperan Road and Altamont Avenue.

DTS Provident was asked to look at this location as an alternative to the crossing at Grove Street. This improvement would not require any loss of parking spaces on Neperan Road. However, there are some sight distance limitations here when looking from the north side.

F. Clearing of Vegetation

There is currently vegetation along the sides of the eastbound and northbound approaches to the intersection as well as along the curve at the park. This hinders the sight distance of drivers to see pedestrians. Clearance of some of the vegetation would help to improve vehicle sight distance and overall would improve the safety of the intersection. The wall at Grove Street also requires drivers to pull up some.

G. Installing a speed warning radar between Rosehill Avenue And Altamont Avenue

Currently vehicles driving west on Neperan Road approach Grove Street at a quicker speed than usual due to the grade at this section of Neperan Road. The speed warning radar would help alert drivers of their speed and remind drivers that this section of road has a 25 mph speed limit. Sight distance is limited in the area, so the slower the traffic, the better.

H. Installing speed hump(s) on Neperan Road

This alternative was considered to help reduce traveling speeds and improve safety for pedestrians. Neperan Road in the vicinity of Grove Street has an approximate slope in parts between 8.5% and 10.5%. The Village of Tarrytown Speed Hump Policy states that speed humps are not to be used on grades greater than 8% and are to be used mid-block only.

Therefore, a speed hump is not appropriate in certain sections of the roadway due to the steep grade in the area. Speed humps also can slow emergency vehicles, especially ambulances that have a patient.

I. Installing RRFBs

Installing RRFBs would help alert drivers that a person is crossing the roadway. In addition, as sight distance is somewhat limited in the area due to the road curvature and vegetation, the RRFBs would be on both sides of the road and thus will be able to be seen by a driver from a farther distance. The blinking could be a disturbance to the adjacent residents.

J. Road Diet

A Road Diet in this case would be a narrowing of the road through striping or a median. There are already portions of westbound Neperan Road that is striped out and serves as a partial road diet along with the on-street parking. Narrowing the roadway anymore would result in the loss of the on-street parking which appears to be in high demand.

RECOMMENDATIONS (see Concept Plan C2 in Appendix C)

For the intersection of Neperan Road & Grove Street, DTS Provident recommends that the Village consider performing the following improvements described below and illustrated of Concept Plan Figure C2 in Appendix C:

- Install crosswalk and appropriate signage on Neperan Road just west of Grove Street. This crosswalk could be slightly raised to increase visibility. Pedestrian Crosswalk Ahead signs should also be added.
- Rapid Rectangular Flashing Beacons (RRFBs) can be added at the crosswalk across Neperan Road.
- Although not required, a crosswalk could be added across Grove Street to further illustrate pedestrian crossing activity. There previously was a crosswalk at this location. As the crosswalk would be crossing a street that is controlled by a Stop sign, additional signage is not required and an RRFB is not permitted at this crossing.
- Vegetation should be cleared where possible to ensure appropriate sight lines are maintained for drivers.
- Install a speed warning radar sign on westbound Neperan Road between Rosehill Avenue and Altamont Avenue to alert drivers of their speed as they will tend to pick up speed due to the grade of the hill and sight distance is limited as they go around the curve. Thus, the slower that they are travelling, the sooner they are able to stop.

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- Update the ADA ramps to current standards.
- Consider installing a crosswalk across Neperan Road at the trail crossing with the appropriate signage. Update the curb ramps. Eliminating a parking space will improve sight distance. The provision of RRFBs would also be beneficial.

DTS Provident is conservative with the placement of crosswalks as they can sometimes give pedestrians, especially younger pedestrians, a false sense of security. Thus, proper signage, sight distance and other factors need to be considered. The location of the crosswalk(s) across Neperan Road can be discussed with the Village. All things being equal, the optimum location for the crosswalk across Neperan Road would be just east of Grove Street as this would line up closely with the existing park entrance. This would provide more separation with a potential crossing at the railway. However, as there is a curve in the road, the sight distance is somewhat limited for a pedestrian on the north side of Neperan Road looking to their left. Thus, the potential crosswalk is shown on the west side of Grove Street, due to better sight distance, although it is a little farther from the park entrance and with less separation from a potential crossing at the railway. However, there are various manholes, a catch basin, and other utilities in this location that will need to be considered. There is also on-street parking on Neperan Road and at least one parking space will likely need to be eliminated. This space was relatively recently re-painted to provide an additional parking space. The design of the ADA ramp at this location will also have to account for the retaining wall for the park.

Another possibility is to have the crossing at the west side of Altamont Avenue as there is a relatively new sidewalk and ADA ramp there. It is also right near another park entrance and provides more separation with a potential crossing at the railway. However, there did not appear to be as many pedestrians wanting to cross there as compared to Grove Street. It is located in the middle of the curve so there is sufficient sight distance from the south side. However, from the north side, the sight distance looking left may or may not be sufficient depending upon the exact location, but it is limited looking right, due to the curve in the road. It is also on a steep part of the roadway. Thus, this location is not recommended.

Rapid Rectangular Flashing Beacons (RRFBs) can be added at the crosswalk(s) across Neperan Road.

As discussed previously, the trail crossing is generally invisible to drivers due to the parked cars and other items. Thus, there should be improvements to this crossing if crossings will still be permitted there. Otherwise, trail users could be directed to the crossing at Grove Street, if one is installed there, although it is noted that some trail users would still just cross at the trail. Signage should be added and could be supplemented with RRFBs.

The crosswalk(s) across Neperan Road should be high-visibility crosswalks, not just two lines. The crosswalk could be a raised crosswalk (which is essentially a flat speed hump) depending upon the grade at the particular location. A more likely possibility is the provision of a just slightly raised crosswalk as shown in the photo below to make the crossing somewhat more visible. Because of the steep grade, a raised crosswalk should not be provided at the Trail crossing.

At each of the crosswalks to be installed, proper signage as per the Manual on Uniform Traffic Control Devices (MUTCD) should be installed in conjunction with the crosswalk. These can be supplemented with an in-road "Yield to Pedestrian in Crosswalk" sign or "State Law – Yield to Pedestrian in Crosswalk" (NYR9-7) signs if desired by the Village.

Bumpouts could also be considered as they make the pedestrian more visible and shorten the crossing distance, but they can also impact drainage and snow plowing and could be a hazard for bicyclists.

Some vegetation along the fence at the bend of Neperan Road may need to be cut back to improve sight distance.

The provision of any crosswalks will not have any significant traffic impact on emergency vehicles or on the adjacent streets.



Example of RRFBs at an intersection



Example of a slightly raised high-visibility crosswalk

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APPENDIX A

LEVEL OF SERVICE STANDARDS

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1. LEVEL OF SERVICE

CONCEPT

The Highway Capacity Manual, published by the Transportation Research Board of the U.S. Government, established a system by which highway facilities are examined for their adequacy to handle traffic volumes. The terminology "Level of Service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations which are related to empirical values.

Intersection Capacity, Delay and resultant Levels of Service are dependent upon a number of factors, including the following:

- Area Type
- Intersection geometrics
- Traffic volumes
- Parking conditions
- Pedestrian activity
- Vehicle Mix
- Bus Stop location and activity
- Peak Hour Factor
- Traffic Signal operation, if applicable

Ramp and weaving area Densities and resultant Levels of Service are dependent upon a number of factors, including the following:

- Number of lanes
- Configuration of weaving area
- Length of acceleration/deceleration lanes
- Vehicle speeds
- Traffic volumes
- Vehicle Mix
- Peak Hour Factor

FACTORS

SIGNALIZED INTERSECTIONS

Level of Service for Signalized Intersections is defined in terms of Delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, Level of Service criteria are stated in terms of the Average Control Delay per vehicle for the peak 15-minute period within the hour analyzed.

Delay is a complex measure and is dependent upon a number of variables, including:

- Cycle length
- Ratio of Green time to Cycle length (G/C)

- Ratio of Volume to Capacity (V/C) for lane group or approach
- Traffic signal progression

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UNSIGNALIZED INTERSECTIONS

Level of Service for Unsignalized Intersections is also defined in terms of Delay. The amount of Delay is based upon the availability of "gaps" in the mainline traffic stream and the acceptance of these gaps by motorists waiting on the side street to enter the main street traffic flow.

RAMP AND RAMP JUNCTIONS

Level of Service for ramp freeway junctions and the ramp proper are defined in terms of Density (passenger cars per mile per lane). Density is related to the traffic flow in the area of influence.

WEAVING AREAS

Level of Service for weaving areas is defined in terms of Density (passenger cars per mile per lane). Density is based on the ratio of weaving vehicles to non-weaving vehicles and on vehicle speeds in the weaving area of influence

CRITERIA

The criteria for the various Level of Service designations are as follows:

	SIGNALIZED	UNSIGNALIZED
LEVEL OF SERVICE	Average Control Delay per Vehicle (Seconds)	Average Control Delay per Vehicle (Seconds)
A	10.0 or less	10.0 or less
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	80.1 or greater	50.1 or greater

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Level of Service	Ramp-Freeway Junction	Ramp Proper	Weaving Areas	
	Maximum Density pc/mi/ln	Density Range pc/mi/ln	Maximum Density pc/mi/ln	
			Freeway Weaving Area	Multi-lane + C-D Weaving Area
A	≤10	≤11	≤10	≤12
B	>10 - 20	>11 - 18	>10 - 20	>12 - 24
C	>20 - 28	>18 - 26	>20 - 28	>24 - 32
D	>28 - 35	>26 - 35	>28 - 35	>32 - 36
E	>35	>35 - 45	>35 - 43	>36 - 40
F	Demand exceeds capacity	>45	>43	>40

DESCRIPTION

The following is a brief description of each of the six Level of Service designations as defined by the Highway Capacity Manual:

SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE A

Average Control Delay - 10.0 secs. or less

Describes operations with very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the Green Phase and do not stop at all. Short cycle lengths may also contribute to low delay.

LEVEL OF SERVICE B

Average Control Delay - 10.1 to 20.0 secs.

Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.

LEVEL OF SERVICE C

Average Control Delay - 20.1 to 35.0 secs.

Higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this Level of Service. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

LEVEL OF SERVICE D

Average Control Delay - 35.1 to 55.0 secs.

The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high Volume/Capacity (V/C) Ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL OF SERVICE E

Average Control Delay - 55.1 to 80.0 secs.

The limit of acceptable delay.

Higher delay values generally indicate poor progression, long cycle lengths, and high V/C Ratios. Individual cycle failures are frequent occurrences.

LEVEL OF SERVICE F

Average Control Delay - in excess of 80.0 secs.

Unacceptable to most drivers.

Occurs with oversaturation, i.e., arrival flow rates exceed the capacity of the intersection. May also occur at high V/C Ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.

UNSIGNALIZED INTERSECTIONS**LEVEL OF SERVICE A**

Average Control Delay - 10.0 secs. or less
Operations with little or no delay to minor turning movements.

LEVEL OF SERVICE B

Average Control Delay - 10.1 to 15.0 secs.
Operations with short delays on minor turning movements.

LEVEL OF SERVICE C

Average Control Delay - 15.1 to 25.0 secs.
Operations with average delays on minor turning movements.

LEVEL OF SERVICE D

Average Control Delay - 25.1 to 35.0 secs.
Operations with some delays on minor turning movements.

9

LEVEL OF SERVICE E

Average Control Delay - 35.1 to 50.0 secs.
Operations with long delays on minor turning movements.

LEVEL OF SERVICE F

Average Control Delay - In excess of 50.0 secs.
Operations where demand exceeds capacity. Very long delays with queuing may be experienced on the minor street approach.

RAMPS AND RAMP JUNCTIONS

LEVEL OF SERVICE A

Maximum Density - 10 pc/mi/ln

Unrestricted operations with no noticeable turbulence in the ramp influence area.

LEVEL OF SERVICE B

Maximum Density - 20 pc/mi/ln

Minimal levels of turbulence exist and speeds of vehicles in the influence area begin to decline.

LEVEL OF SERVICE C

Maximum Density - 28 pc/mi/ln

Level of turbulence becomes noticeable as average speed within the influence area declines. Driving conditions are still relatively comfortable at this level.

LEVEL OF SERVICE D

Maximum Density - 35 pc/mi/ln

Turbulence levels become intrusive. Queues may form on some high volume on-ramps but freeway operation remains stable.

LEVEL OF SERVICE E

Maximum Density - >35 pc/mi/ln

Conditions approaching and reaching capacity. Speeds are reduced and turbulence of merging/diverging vehicles becomes intrusive to all vehicles in the influence area. Flow levels approach capacity limits and minor changes in demand can cause ramp and freeway queues to occur.

LEVEL OF SERVICE F

Maximum Density – Demand flow exceeds limits

Unstable, or breakdown, operation. Approaching demand flows exceed the discharge capacity of the downstream freeway or ramp. Queues are visibly formed on the freeway and on-ramps and will continue to grow as long as the approaching demand exceeds the discharge capacity.

9

4

APPENDIX B

FIGURES

9

O:\PROJECTS-21\21-079 Tarrytown Neberan Road and McKeel Ave\AutoCAD\Traffic\21-079 Traffic\figures.dwg



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DTS Provident Design Engineering, LLP
 One North Broadway
 White Plains, NY 10601
 P: 914.428.0010
 F: 914.428.0017

Site Location
 McKeel Avenue & Suncliff Drive
 Tarrytown Intersection Review
 Tarrytown, Westchester County, NY

Project No. 21-079
 1"=100'
 March 2022

Figure No. 01

9

Q:\PROJECTS\21\21-079 Tarrytown Neperan Road and McKeel Ave\AutoCAD\Traffic\21-079 TrafficFigures.dwg



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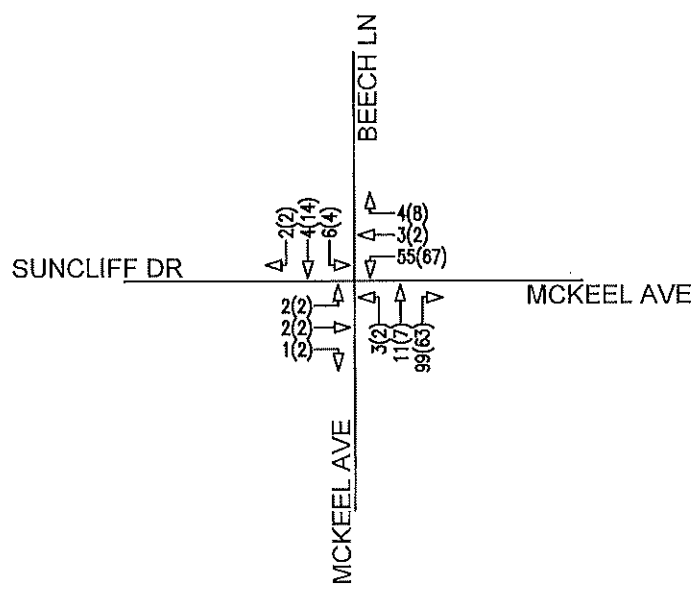
DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

Site Location
Neperan Road & Grove Street
Tarrytown Intersection Review
Tarrytown, Westchester County, NY

Project No. 21-079
1"=100'
March 2022

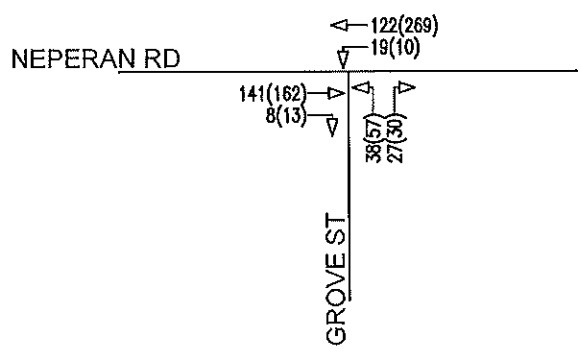
Figure No. 02

9



LEGEND

- 00 - VPH-PEAK AM HOUR (7:30-8:30)
- 00 - VPH-PEAK PM HOUR (3:00-4:00)



LEGEND

- 00 - VPH-PEAK AM HOUR (7:15-8:15)
- (00) - VPH-PEAK PM HOUR (5:00-6:00)

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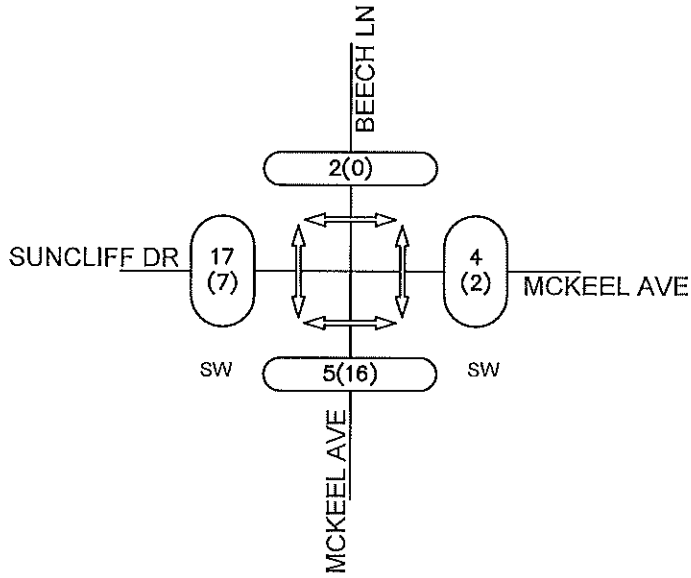
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Existing Traffic Volumes
Tarrytown Intersection Review
Tarrytown, Westchester County, NY

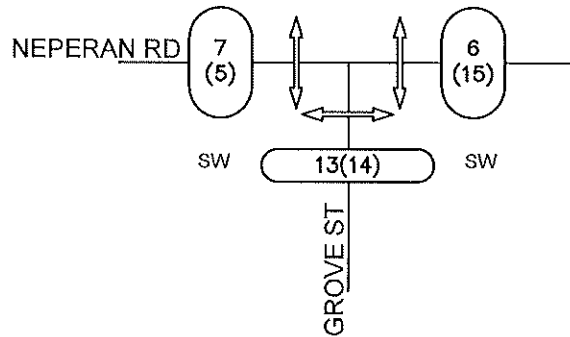
Project No. 21-079
N.T.S.
March 2022

Figure No. 03



LEGEND

- ⓪ = PEAK HOUR PEDESTRIAN CROSSING VOLUME - AM
- SW = SIDEWALK
- 00 - PEAK AM HOUR (7:30-8:30)
- (00) - PEAK PM HOUR (3:00-4:00)



LEGEND

- ⓪ = PEAK HOUR PEDESTRIAN CROSSING VOLUME - AM(PM)
- SW = SIDEWALK
- 00 - PEAK AM HOUR (7:15-8:15)
- (00) - PEAK PM HOUR (5:00-6:00)

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Existing Pedestrian Volumes

Tarrytown Intersection Review
Tarrytown, Westchester County, NY

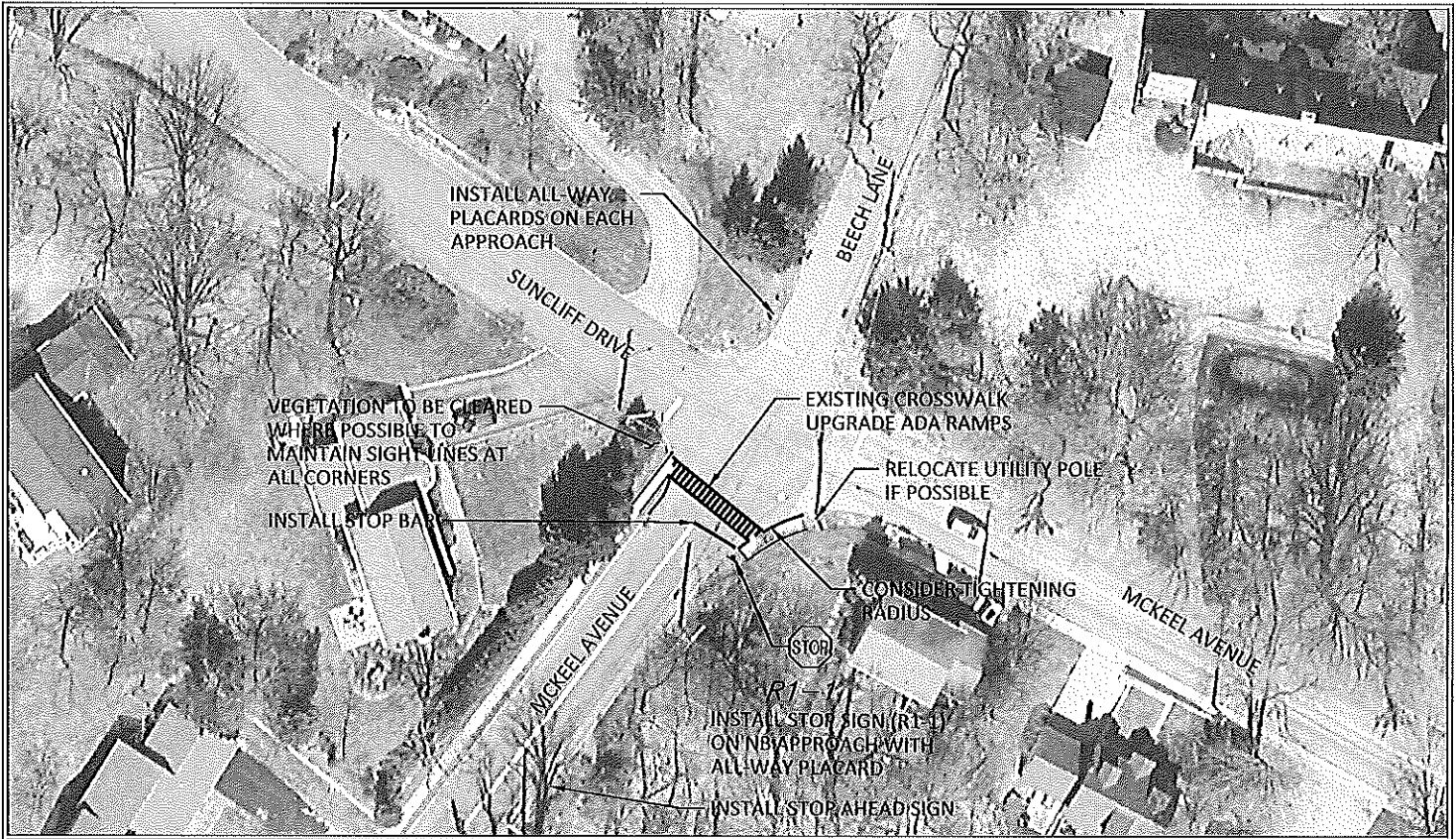
Project No. 21-079
N.T.S.
March 2022

Figure No. 04

9

APPENDIX C
CONCEPT PLANS

9



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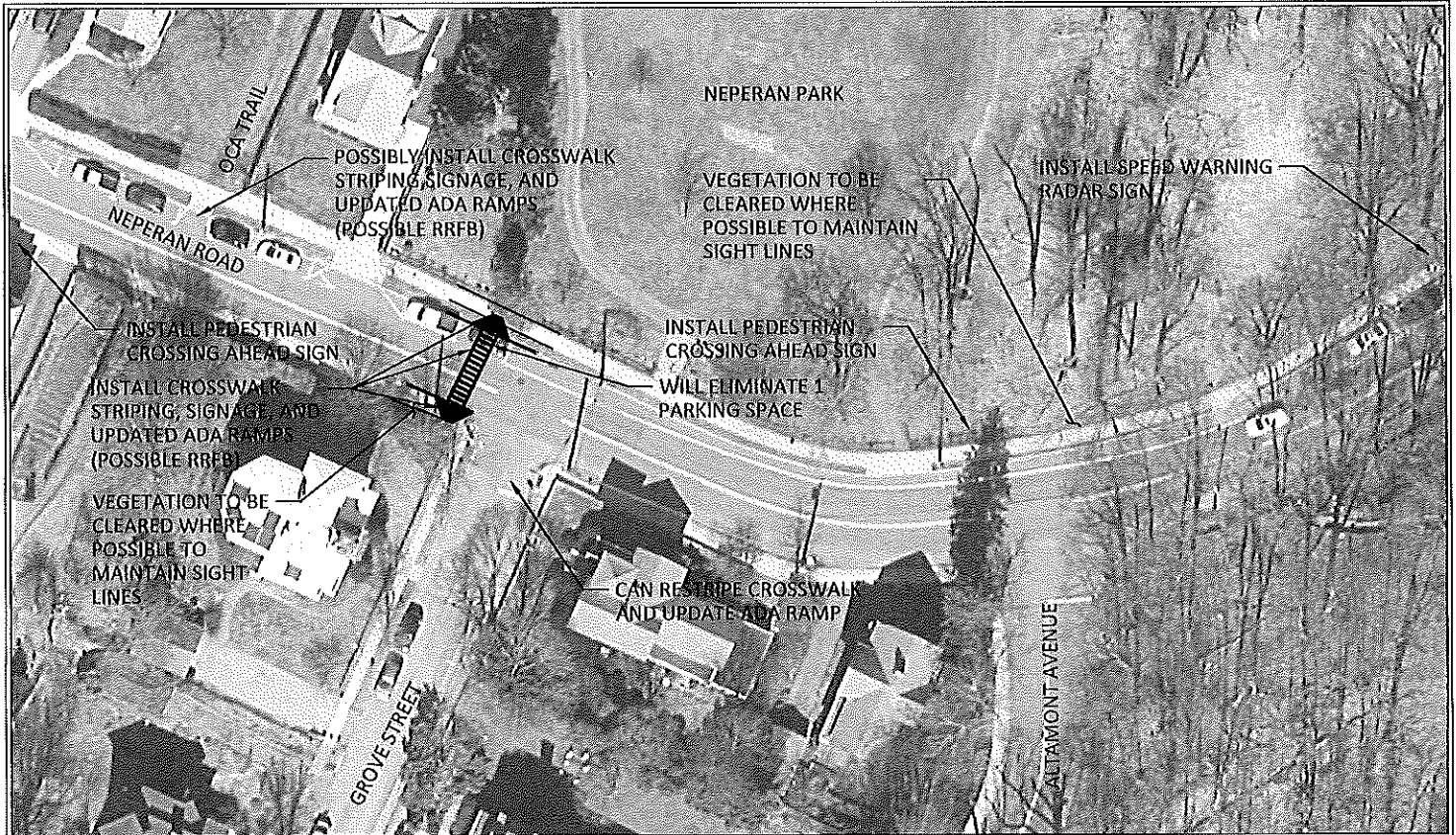
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McKeel Ave & Beech Ln - Concept Plan

Tarrytown Neperan Rd & McKeel Ave
Tarrytown, Westchester County, NY

Project No. 21-079
1"=50'
March 2022

Figure No. C1



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Neperan Rd & Grove St - Concept Plan

Tarrytown Neperan Rd & McKeel Ave
Tarrytown, Westchester County, NY

Project No. 21-079
1"=50'
March 2022

Figure No. C2

9

APPENDIX D

CAPACITY ANALYSIS

3

APPENDIX D

CAPACITY ANALYSIS

HCM 6th AWSC

1: McKeel Avenue & Suncliff Drive & Beech Lane

10/01/2021

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	1	55	3	4	3	11	99	6	4	2
Future Vol, veh/h	2	2	1	55	3	4	3	11	99	6	4	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	6	0	50	0	9	5	17	25	0
Mvmt Flow	2	2	1	62	3	4	3	12	111	7	4	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	7.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	40%	89%	50%
Vol Thru, %	10%	40%	5%	33%
Vol Right, %	88%	20%	6%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	5	62	12
LT Vol	3	2	55	6
Through Vol	11	2	3	4
RT Vol	99	1	4	2
Lane Flow Rate	127	6	70	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.124	0.006	0.085	0.017
Departure Headway (Hd)	3.52	4.159	4.39	4.418
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	1009	855	815	805
Service Time	1.572	2.211	2.422	2.476
HCM Lane V/C Ratio	0.126	0.007	0.086	0.016
HCM Control Delay	7.1	7.2	7.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	0.3	0.1

HCM 6th TWSC
 1: McKeel Avenue & Suncliff Drive & Beech Lane

10/01/2021

9

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	2	1	55	3	4	3	11	99	6	4	2
Future Vol, veh/h	2	2	1	55	3	4	3	11	99	6	4	2
Conflicting Peds, #/hr	2	0	5	5	0	2	17	0	4	4	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-9	-	-	-9	-	-	9	-	-	-9	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	6	0	50	0	9	5	17	25	0
Mvmt Flow	2	2	1	62	3	4	3	12	111	7	4	2

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	115	169	27	104
Stage 1	36	36	-	78
Stage 2	79	133	-	26
Critical Hdwy	5.3	4.7	5.3	5.36
Critical Hdwy Stg 1	4.3	3.7	-	4.36
Critical Hdwy Stg 2	4.3	3.7	-	4.36
Follow-up Hdwy	3.5	4	3.3	3.554
Pot Cap-1 Maneuver	918	792	1061	913
Stage 1	1003	885	-	958
Stage 2	972	844	-	994
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	890	771	1039	897
Mov Cap-2 Maneuver	890	771	-	897
Stage 1	985	866	-	952
Stage 2	959	839	-	981

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	0.2	3.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	862	891	1366	-	-
HCM Lane V/C Ratio	0.002	-	-	0.007	0.078	0.005	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.4	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

9

HCM 6th TWSC
6: Grove Street & Nepperan Avenue

10/01/2021

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	141	8	19	122	38	27
Future Vol, veh/h	141	8	19	122	38	27
Conflicting Peds, #/hr	0	13	13	0	7	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	9	-	-	-6	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	0	0	1	5	0
Mvmt Flow	164	9	22	142	44	31

Major/Minor

	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	186	0	375
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	193
Critical Hdwy	-	-	4.1	-	6.05
Critical Hdwy Stg 1	-	-	-	-	5.05
Critical Hdwy Stg 2	-	-	-	-	5.05
Follow-up Hdwy	-	-	2.2	-	3.545
Pot Cap-1 Maneuver	-	-	1401	-	647
Stage 1	-	-	-	-	859
Stage 2	-	-	-	-	851
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	624
Mov Cap-2 Maneuver	-	-	-	-	624
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	831

Approach

	EB	WB	NB
HCM Control Delay, s	0	1	10.7
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	702	-	-	1384	-
HCM Lane V/C Ratio	0.108	-	-	0.016	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th AWSC
1: McKeel Avenue & Suncliff Drive & Beech Lane

03/09/2022

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	2	67	2	8	2	7	63	4	14	2
Future Vol, veh/h	2	2	2	67	2	8	2	7	63	4	14	2
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	6	0	12	0	14	0	25	14	0
Mvmt Flow	2	2	2	78	2	9	2	8	73	5	16	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.9	7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	33%	87%	20%
Vol Thru, %	10%	33%	3%	70%
Vol Right, %	88%	33%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	6	77	20
LT Vol	2	2	67	4
Through Vol	7	2	2	14
RT Vol	63	2	8	2
Lane Flow Rate	84	7	90	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.083	0.008	0.107	0.029
Departure Headway (Hd)	3.566	4.021	4.304	4.538
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	993	883	831	782
Service Time	1.63	2.079	2.339	2.604
HCM Lane V/C Ratio	0.085	0.008	0.108	0.029
HCM Control Delay	7	7.1	7.9	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.4	0.1

9

HCM 6th TWSC
1: McKeel Avenue & Suncliff Drive & Beech Lane

03/09/2022

Intersection

Int Delay, s/veh 7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	2	2	67	2	8	2	7	63	4	14	2
Future Vol, veh/h	2	2	2	67	2	8	2	7	63	4	14	2
Conflicting Peds, #/hr	0	0	16	16	0	0	7	0	2	2	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-9	-	-	-9	-	-	9	-	-	-9	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	6	0	12	0	14	0	25	14	0
Mvmt Flow	2	2	2	78	2	9	2	8	73	5	16	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	11	0	0	20
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	4.16	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	2.254	-
Pot Cap-1 Maneuver	1621	-	1570	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1621	-	1546	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	6.5	9.2	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	949	1621	-	-	1546	-	-	724
HCM Lane V/C Ratio	0.088	0.001	-	-	0.05	-	-	0.032
HCM Control Delay (s)	9.2	7.2	0	-	7.5	0	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.1

HCM 6th TWSC
6: Grove Street & Nepperan Avenue

10/01/2021

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	162	13	10	269	57	30
Future Vol, veh/h	162	13	10	269	57	30
Conflicting Peds, #/hr	0	13	13	0	7	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	9	-	-	-6	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	167	13	10	277	59	31

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	193	0	491
Stage 1	-	-	-	-	187
Stage 2	-	-	-	-	304
Critical Hdwy	-	-	4.1	-	6
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1392	-	571
Stage 1	-	-	-	-	868
Stage 2	-	-	-	-	779
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1375	-	555
Mov Cap-2 Maneuver	-	-	-	-	555
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	767

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.3	11.7
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	-	-	1375	-
HCM Lane V/C Ratio	0.142	-	-	0.007	-
HCM Control Delay (s)	11.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

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RESOLUTION

On motion of Trustee Lambert, seconded by Trustee Fleisig the following Resolution was duly adopted on roll call vote:

50:20 RESOLUTION FOR LOW- EMBODIED CARBON CONCRETE FOR BUILDING AND INFRASTRUCTURE PROJECTS IN THE VILLAGE OF HASTINGS-ON-HUDSON

WHEREAS, there is scientific consensus regarding the reality of climate change and recognition that the emission of greenhouse gasses from human activity and the construction of the built environment are significant drivers of climate change; and

WHEREAS, the Intergovernmental Panel on Climate Change, an intergovernmental body of the United Nations that is dedicated to providing the world with an objective, scientific view of climate change, reported in 2013 that the last 30 years were the warmest since 1850 and likely the warmest in the past 1,400 years, and that the current decade is set to be the hottest on record; that carbon dioxide, methane, and nitrous oxide levels are at their highest levels in 800,000 years; and that global mean sea level rose 0.62 feet from 1901 to 2010 and continues to rise; and

WHEREAS, the Village of Hastings-on-Hudson is committed, through its Sustainability Action Plan, commitment to the Paris Climate Agreement and the Global Covenant of Mayors for Climate & Energy, and adoption of the New York State Climate Smart Communities pledge, to implement policies and undertake all possible measures to reduce its contribution to human caused climate change, including reducing greenhouse gas emissions; and

WHEREAS, embodied carbon refers to the carbon emissions generated as a result of the manufacturing and transportation of materials and the construction of building and infrastructure projects; and

WHEREAS, concrete is the most widely used construction material in the world because of its low cost, strength, and durability, among other factors, and is a significant component of all building and infrastructure projects, including those of municipalities; and

WHEREAS, cement, the critical ingredient that gives the concrete its strength, is responsible for up to seven percent of the world's carbon dioxide

10

emissions, mainly through a chemical process called calcination, as well as through the use of energy in production derived from the combustion of fossil fuels; and

WHEREAS, low-embodied carbon concrete is defined as concrete that has been verified, as measured by a Global Warming Potential (GWP) metric, to embody lower carbon emissions as compared to the baseline embodied carbon emissions of conventional concrete; and

WHEREAS, lowering the embodied carbon emissions from concrete can be achieved through diverse methods and processes, including but not limited to: (A) using less cement in concrete mixes; (B) replacing or substituting cement with supplemental cementitious materials (SCMs) such as fly ash, blast furnace slag, or ground glass pozzolan; (C) using locally produced cement and other concrete components resulting in reduced emissions from transport; (D) the utilization and mineralization of carbon in concrete materials; and

WHEREAS, the quality of concrete may be improved through these techniques, the cost compared to traditional methods is offset by lower materials cost, and the use of low-embodied concrete is established in the construction sector and has been successfully utilized for the construction of building and infrastructure projects by several municipalities; and

WHEREAS, the annual benefits of the use of this concrete in New York State, if universally adopted would be the equivalent to the carbon sequestration for tens of thousands of acres of preserved forest; and

WHEREAS, the Village of Hastings-on-Hudson has the opportunity to be a leader in New York State in promoting the use of this technology; therefore, be it

RESOLVED: that the Village of Hastings-on-Hudson encourages, and will work to promote, the use of low embodied carbon concrete products in building and infrastructure projects involving concrete, where the utilization of low embodied carbon concrete does not significantly increase the costs of or delay project completion, and where utilization does not compromise either construction integrity or public safety. Such promotion could include, but may not be limited to, identifying local low embodied carbon concrete product options, making embodied carbon concrete educational materials more accessible, recognizing local projects utilizing low embodied carbon concrete products, and sharing Hastings-on-Hudson's program successes and lessons learned with other towns and local governments in the state and region.

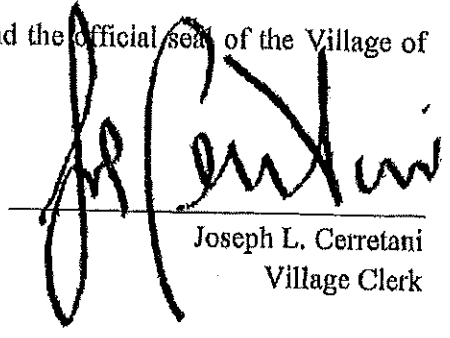
ROLL CALL VOTE	AYE	NAY
Trustee Mary Lambert	X	
Trustee Morgen Fleisig	X	

Trustee Georgia Lopez	X	
Trustee Marc Leaf		(Absent)
Mayor Nicola Armacost	X	

CERTIFICATION

I, Joseph L. Cerretani, Village Clerk of Hastings-on-Hudson, do hereby certify that I have compared the foregoing copy of the Resolution adopted at a Regular Meeting of the Board of Trustees on May 19, 2020 with the original now remaining on file at this office and that the same is a correct transcript therefrom and of the whole of said original.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Village of Hastings-on-Hudson this 20th day of May 2020.



Joseph L. Cerretani
Village Clerk

Kathy Deufemia

From: Richard Slingerland
Sent: Friday, May 6, 2022 10:36 AM
To: Kathy Deufemia; Alissa Fasman
Cc: Effie Phillips Staley; David Kim; Karen Brown
Subject: FW: train station west side bike parking

For the June 1 Work Session

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

From: Effie Phillips Staley <EPStaley@tarrytownny.gov>
Sent: Friday, May 6, 2022 10:06 AM
To: Richard Slingerland <rslingerland@tarrytowngov.com>; Alissa Fasman <afasman@tarrytowngov.com>
Cc: Karen Brown <kBrown@tarrytowngov.com>; David Kim <DKim@tarrytowngov.com>
Subject: Fw: train station west side bike parking

Bumping this up for a future working session, unless this moved forward while I was out of town.

Thanks! Effie

From: Daniel Convissor (bike) <danielc@biketarrytown.org>
Sent: Monday, April 11, 2022 10:56 AM
To: Karen Brown <kBrown@tarrytowngov.com>; David Kim <DKim@tarrytowngov.com>; Effie Phillips Staley <EPStaley@tarrytownny.gov>; Paul Rinaldi <prinaldi@tarrytowngov.com>; Becky McGovern <bmcgovern@tarrytowngov.com>; Robert Hoyt <rhoyt@tarrytowngov.com>; Thomas Mitchell <tmitchell@tarrytownny.gov>
Subject: train station west side bike parking

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

Dear Mayor and Trustees:

Please install bike racks on the west side of the train station.

Such parking is needed because Edge-on-Hudson is rapidly gaining residents. Several town homes are now occupied. The sales office for the apartments at 2 Maxwell Dr is now open. Cycling is the quickest, healthy and environmental way for Edge residents to access the train.

The station's northwestern staircase is the easiest access point for

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people arriving from Edge; it is closest and the route to it is flat.
(Getting to the existing racks on the station's east side requires
pedaling up the H Bridge.)

We asked Robyn Hollander at Metro North about providing such parking.
Ms Hollander informed us that the Village is responsible due to
controlling the land in question.

Sincerely,

--Dan

--

Bike Tarrytown
Fostering better transportation to improve Sleepy Hollow & Tarrytown
Give today so we can work for you tomorrow
Web: <https://biketarrytown.org/>

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HUDSON ESTUARY TREES FOR TRIBS PROGRAM

Planting Project Overview

General Information:

The Hudson Estuary Trees for Tribs Program offers free native trees and shrubs for qualifying projects on tributary streams in the Hudson River estuary watershed. We may also be able to assist you with plant selection, creating a planting plan, site preparation, advice on project installation, and other information to improve the odds of success for your project. We encourage you to engage local volunteers to help with planting and maintenance. Healthy buffers help protect water quality and improve fish and wildlife habitat.

How to Apply:

Applications are available for download at: www.dec.ny.gov/lands/43668.html

The application deadline is **March 1** for a planting in spring and **August 1** for planting in the fall. We encourage you to apply before the application deadline (especially if you have a large site or specific plant species requests).

To apply, complete and submit your application to HudsonEstuaryTFT@dec.ny.gov, by mail, or by fax (see details on next page). Trees for Tribs staff will notify you if your site is selected or declined. In most cases, we will ask you to meet with us at the proposed site to confirm that the site is eligible and discuss the options for planting your specific site.

Eligible Projects:

An eligible project must be in a riparian area, adjacent to a waterbody. Preference will be given to sites that are directly along streams, but areas along lakes, ponds and wetlands will also be considered. Project sites must be within the Hudson River Estuary Grant Program boundary (see www.dec.ny.gov/docs/remediation_hudson_pdf/hregrantmap.pdf). If your project site is outside of this boundary you may be eligible for assistance under another Trees for Tribs program (see www.dec.ny.gov/animals/77710.html).

Applicants are responsible for all site preparation, planting, and site maintenance. We encourage applicants to recruit local volunteers to help with planting and maintenance.

Priority will be given to projects that include:

- A larger planting area with a wider resulting buffer (we recommend 100 feet as the minimum buffer width to achieve multiple benefits).
- Projects that engage local communities, including education, outreach, and volunteer components.
- Coordination with local watershed groups and other environmental organizations.
- Planting in high profile, public, or highly visible areas, such as town parks.

Projects that are not eligible:

- A planting area that is adjacent to a stormwater pond, drainage ditch, or other man-made structure.
- A planting area that is separated from the waterbody by a road, structure, stormwater practice or other man-made feature.
- Large-scale projects involving stream channel realignment, major excavation work, or native vegetation removal.
- An area that is already enrolled in other state or federally funded riparian buffer program, which provide cost-share or funding for planting trees and shrubs.

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Planting Dates:

Plants are generally available from late-April through May for spring planting, or late-September through October for fall planting. For larger planting events that include volunteers, Trees for Tribs staff may be able to deliver plants and assist volunteers during the planting event. Applicants with small plant requests will be asked to pick up plants at our office in New Paltz (see address below).

Technical Assistance:

Trees for Tribs staff can help you to choose plant species that are appropriate for your site and project goals. We can also provide guidance for plant placement, site preparation and maintenance. For larger planting events that include volunteers, staff may be available to provide additional assistance before and during the planting event. Planting day assistance may include plant delivery, tools for planting, a planting demonstration and guidance for volunteers.

Available Plants and Materials:

The species offered will be determined on a site-by-site basis depending on our plant availability and existing conditions of the planting area. The majority of the available plants are seedlings grown by New York State Tree Nursery (see www.dec.ny.gov/animals/7127.html). Additional species may also be available in limited numbers. If you are hoping to secure specific species for your site, we encourage you to share your preference with us as early as possible **before** the application deadline.

Most plants are between 2-5 years old, but age and size will vary from year to year. We cannot reserve the largest or oldest plants for your site. All participants will be asked to accept a variety of plant sizes.

Trees for Tribs may provide tree shelters to protect trees and shrubs from deer browse and weed mats to improve planting success. Tree shelters and mats can boost tree growth and survival if properly installed, but they also require additional maintenance.

Maintenance:

Maintenance is essential to ensure the long-term success of your plants and the overall strength of your new stream buffer. For the first few years, you should allocate time each month to check on your trees and shrubs. They will require attention in the same way as garden plants.

Applicants receiving tree shelters agree to provide maintenance at least two times annually and to remove tubes only at an appropriate time for tree health.

For more detailed descriptions of maintenance required on a typical site, see our maintenance guide: www.dec.ny.gov/docs/remediation_hudson_pdf/hrewcare16.pdf

For more information, contact:

Trees for Tribs Staff
NYS DEC - Hudson River Estuary Program
21 South Putt Corners Rd New Paltz, NY 12446
Phone: (845)-256-2253
Fax: (845) 255-3649
Email: HudsonEstuaryTFT@dec.ny.gov
www.dec.ny.gov/lands/43668.html



Department of
Environmental
Conservation

Hudson River
Estuary Program



www.compalliance.org

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Gerald K. Geist
Chairman

Michael E. Kenneally
Executive Director

May 3, 2022

Richard Slingerland
Village Administrator
Village of Tarrytown
1 Depot Plaza
Tarrytown, NY 10591
Via Email: rslingerland@tarrytowngov.com

**RE: Workers' Compensation Funding Contribution
6/1/22-5/31/24**

Dear Mr. Slingerland:

A renewal funding contribution of \$1,201,994.00 has been developed for the Village of Tarrytown's funding year beginning on 6/1/22-5/31/24. A payroll breakdown by job classification used to determine your Comp Alliance funding contribution, along with your Certificate of Insurance and an invoice for your Comp Alliance funding contribution. Certificate of Insurance can only be issued by our office. Please request all certificates by email to Renee Gates at bgates@wrightinsurance.com or Tricia Murphy at pmurphy@wrightinsurance.com.

The funding contribution listed above does not include your estimated New York State assessment. You will receive a separate invoice for the estimated New York State assessment fee in August 2022. The total amount due will include the reconciliation of your 6-1-21-5-31-22 estimated amount versus the actual assessment paid.

The new law and accompanying rules established by the Workers' Compensation Board require that this assessment be calculated based on your actual payroll, and remitted to the State on a quarterly basis along with a quarterly payroll report. They have also reserved the right to adjust the assessment rate during the fiscal year.

As a member of the Comp Alliance, you are responsible for submitting quarterly payroll reports to the Comp Alliance so that we may accurately report this information to the Workers' Compensation Board when assessment payments are remitted. The new regulations require that the payroll reported to the Comp Alliance for each quarter must be consistent with payroll reported to state or federal government agencies for other purposes. The amount of your estimated assessment may change based on your quarterly payroll or a change in rates by the Workers' Compensation Board. The 2022 assessment rate has been revised to 10.2%.

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Also enclosed please find your copy of the Participation Agreement which reflects the basic terms of membership in the Program. If you have not done so already, please sign and send back to pmurphy@wrightinsurance.com. Retain the original for your records.

As a program designed exclusively for municipalities, we understand that local government resources are stretched. The Board of Trustees of the Comp Alliance, the Association of Towns of the State of New York (the Plan Administrator) and Wright Risk Management (the Plan Manager) remain committed to keeping rates stable and the costs of the program as low as possible for all members.

We value our relationship with you and it is our intention to continue to deliver a dynamic and fiscally sound workers' compensation program to all members of the Comp Alliance for many years to come.

Very truly yours,



Jennifer Weible
Director, Workers' Compensation Underwriting
516-944-2804
JWeible@wrightinsuarnc.com

CC: Ms. Diane Greenberg, Brown & Brown of NY, Inc. Email: diane.greenberg@bbrown.com

Plan Manager: Wright Risk Management
900 Stewart Avenue, Suite 600, Garden City, NY 11530
Phone: 866-697-6922 Fax: 516-227-2352

CERTIFICATE OF PARTICIPATION IN WORKERS' COMPENSATION GROUP SELF-INSURANCE

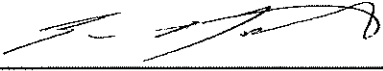
1a. Legal Name and Address of Business Participating in Group Self-Insurance (Use Street Address Only) Village of Tarrytown 1 Depot Plaza Tarrytown, NY 10591	1d. Business Telephone Number of Business referenced in box "1a" 914-631-1785
1b. Effective Date of Membership in the Group <u>06/01/2015</u>	1e. NYS Unemployment Insurance Employer Registration Number of Business referenced in box "1a"
1c. The Proprietor, Partners or Executive Officers are <input type="checkbox"/> included (only check box if all partners/officers included) <input type="checkbox"/> all excluded or certain partners/officers excluded	1f. Federal Employer Identification Number of Business referenced in Box "1a"
2. Name and Address of the Entity Requesting Proof of Coverage (Entity Being Listed as Certificate Holder) <p style="text-align: center;">PROOF OF COVERAGE</p>	3. Name and Address of Group Self-Insurer NEW YORK STATE MUNICIPAL WORKERS' COMPENSATION ALLIANCE CLAIMS ADMINISTERED BY: WRIGHT RISK MANAGEMENT 900 STEWART AVENUE, SUITE 600 GARDEN CITY, NY 11530

This certifies that the business referenced above in box "1a" is complying with the mandatory coverage requirements of the New York State Workers' Compensation Law as a participating member of the Group Self-Insurer listed above in box "3" and participation in such group self-insurance is still in force. The Group Self-Insurer's Administrator will send this Certificate of Participation to the entity listed above as the certificate holder in box "2". The Group Self-Insurer's Administrator will notify the above certificate holder within 10 days IF the membership of the participant listed in box "1a" is terminated. (These notices may be sent by regular mail.) Otherwise, this Certificate is valid for a maximum of one year from the date certified by the group self-insurer.

If this certificate is no longer valid according to the above guidelines and the business referenced in box "1a" continues to be named on a permit, license or contract issued by the certificate holder, the business must provide the certificate holder either with a new certificate or other authorized proof the business is complying with the mandatory coverage requirements of the New York State Workers' Compensation Law.

Under penalty of perjury, I certify that I am an authorized representative of the Group Self-Insurer referenced above and that the business referenced in box "1a" has the coverage as depicted on this form.

Certified by: Eric Hartcorn 6/1/22-5/31/24
 (Print name of authorized representative of the Group Self-Insurer) Date

Certified by: 
 (Signature)

Title: PROGRAM MANAGER

Telephone Number 516-750-9409

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WORKERS' COMPENSATION LAW

Section 57 Restriction on issue of permits and the entering into contracts unless compensation is secured.

1. The head of a state or municipal department, board, commission or office authorized or required by law to issue any permit for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, and notwithstanding any general or special statute requiring or authorizing the issue of such permits, shall not issue such permit unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter. Nothing herein, however, shall be construed as creating any liability on the part of such state or municipal department, board, commission or office to pay any compensation to any such employee if so employed.

2. The head of a state or municipal department, board, commission or office authorized or required by law to enter into any contract for or in connection with any work involving the employment of employees in a hazardous employment defined by this chapter, notwithstanding any general or special statute requiring or authorizing any such contract, shall not enter into any such contract unless proof duly subscribed by an insurance carrier is produced in a form satisfactory to the chair, that compensation for all employees has been secured as provided by this chapter.

Please Note: This Certificate is valid only through the policy dates indicated above, OR a maximum of one year after this form is approved by the authorized representatives of the Group Self-Insurer. At the expiration of those dates, if the business continues to be named on a permit or contract issued by the above government entity, the business must provide that government entity with a new Certificate. The business must also provide a new Certificate upon notice of cancellation or change in status of the policy.

GSI-105.2 (2-02) Reverse

Village of Tarrytown

1 Depot Plaza
Tarrytown NY, 10591

Brown & Brown of NY, Inc.

625 Route 6
Mahopac, NY 10541

Coverage Period (6/1/2022 - 5/31/2024)

Workers' Compensation & Employer's Liability - Statutory

Class Code	Description	Annual Payroll	Annual Contribution
5506	Street or Road Construction	\$973,034	\$151,373
7520	Waterworks Operation	\$387,119	\$26,446
7580	Sewage Disposal Plant	\$76,918	\$3,494
7720	Police Officers & Drivers	\$4,861,315	\$199,374
8391	Auto Gasoline Station	\$259,673	\$8,779
8810	Clerical Office Employees	\$2,376,581	\$3,313
8838	Public Library or Museum	\$629,893	\$4,464
9015	Bathhouse - Beach	\$35,028	\$753
9063	YMCA - All Employees & Clerical	\$11,760	\$133
9102	Parks noc - All Employees & Drivers	\$240,719	\$8,418
9402	Street Cleaning & Drivers	\$138,346	\$8,278
9403	Garbage, Ashes or Refuse Collection	\$528,206	\$65,725
9410	Municipal Township noc	\$377,729	\$32,519
	Totals	\$10,896,321	\$513,069

Volunteer Fire Fighters Exposure	Pop. Served 10001-15000	\$87,928
Experience Modificaton Factor		1.06
Total Funding Contribution (6/1/2022 -5/31/2024)		\$1,201,994
Annual Funding Contribution		\$600,997
Annual NYS Assessment will be invoiced seperately for the estimated amount:		\$21,075
Total Annual Funding + Estimated Annual NYS Assessment		\$622,072

Please be advised that the payroll used in this quote was extracted from your most recent budget.

Member Participation Agreement

Member: **Village of Tarrytown**

Agent: **Brown & Brown of NY, Inc.**

Participation Period: **6/1/22-5/31/24**

The New York State Municipal Workers' Compensation Alliance (Comp Alliance) is a group self-insurance program – a network of municipal employers that have joined together for the purpose of providing the workers' compensation and employers' liability coverages required by New York State Law. By participating in the Comp Alliance, you are pooling your resources with other municipalities in New York State to obtain workers' compensation coverage for your employees, leading to lower administrative costs, diligent claims management and loss control services specifically tailored to the unique risks faced by municipalities. As a member of the Comp Alliance, there are certain legal responsibilities that you must be aware of and which remain enforceable even in the event of withdrawal from the Comp Alliance. Please review this participation agreement carefully and contact the Comp Alliance with any questions.

How Group Self-Insurance Works: Each member of the Comp Alliance makes an annual funding contribution that is used to pay for claims incurred during the year over the lifetime of the claim. To help ensure that the funding contributions remain fair, they are designed to reflect each member's projected ultimate costs of claims based on their loss experience and payroll. Funds that are not used to pay claims during the year are placed in reserve to pay the future costs of the claims. These future funds are invested so that the interest received can help offset the future costs of the claims. In the event that there are surplus funds after all future liabilities are determined, the excess may be used to offset future rates or be paid back to the member. Conversely, in the event that the funds are not sufficient to pay future liabilities, members may be called upon to pay a supplemental assessment. To protect against this possibility, the Comp Alliance makes every effort to accurately determine the future liabilities of the program to ensure that its assets are sufficient to pay its total liabilities.

Joint and Several Liability

Each member shall be responsible, jointly and severally, for all liabilities of the Plan under the Workers' Compensation Law and all rules and regulations enacted pursuant thereto incurred during its respective period of membership in the Comp Alliance.

A supplemental assessment may be levied in the event that the Comp Alliance does not have sufficient assets to meet its anticipated liabilities. The Comp Alliance works diligently to protect against this possibility by ensuring the annual funding contribution collected from members is sufficient to meet its anticipated liabilities each year. It also strives to maintain a modest surplus that may be used to offset any assessment that is required. In the event that supplemental assessments shall ever be required for any given year, the assessments will be distributed equitably among members for that year in accordance with a plan adopted by the Board of Trustees. The proportionate share of the members funding contribution and ultimate loss for the year in question will be considered in distributing the assessment.

Executive Director: **Michael Kenneally**
518-465-0128

Claims: **Howard Bitner**
516-750-9376

Member Services: **Aaron Reader**
866-697-7665

A. Coverages Provided by the Comp Alliance

Workers' Compensation Coverage: provides medical and indemnity (lost time) benefits to employees who are injured in the course of their employment with the municipality.

Employers' Liability Coverage: provides coverage for third party actions that are brought against the municipalities arising out of an injury to a municipal employee that occurred in course of his or her employment.

The Comp Alliance provides both Workers' Compensation Coverage and Employers' Liability Coverage pursuant to the New York State Workers' Compensation Law.

- The Comp Alliance will pay the medical and indemnity benefits required of its members by the Workers' Compensation Law for injuries to employees that arise out of the employment of its employees.
- The Comp Alliance will defend any claim or proceeding against its members for benefits payable under the Workers' Compensation Law.
- The Comp Alliance will pay amounts that its members are obligated to pay to third parties that arise from an injury to an employee caused by an event that occurred in the course of this agreement (Employer Liability payments).
- The Comp Alliance will not pay any amounts that the employer is not obligated to pay under the Workers' Compensation Law, or the rules and regulations adopted pursuant thereto. This includes any payments, or portion thereof, that a member may make that are covered by other insurance that the member may maintain, or that the employer may extend to its employees.
- The Comp Alliance will only make indemnity payments up to the amounts awarded by the Workers' Compensation Board. Any member who has in place a "full pay" or similar policy that grants a greater benefit to its employees will be solely liable for the difference between the amounts so paid and the amounts awarded by the Workers' Compensation Board.

B. Member Responsibilities

The responsibilities of each member are set forth in detail in the Plan Document. Each member is responsible for knowing its obligations to the Comp Alliance. As a member of the Comp Alliance, you agree to accept and be bound by the terms, conditions and provisions of the Plan Document and Bylaws of the Comp Alliance, and by the New York State Workers' Compensation Law and the regulations promulgated pursuant thereto.

Pursuant to the Plan Document, each member:

- agrees to cooperate with the plan and furnish information necessary for the administration of the plan.
- will timely pay all necessary funding contributions, supplemental assessments and NYS assessments.
- will keep accurate records of all workers' compensation and employers' liability claims.
- is responsible for the prompt reporting of the claims.
- will timely and accurately report its quarterly payroll to the Comp Alliance for NYS assessments.
- will assist the Comp Alliance with the reconciliation of payroll reported on form GA-4 each quarter.

Executive Director: Michael Kenneally
518-465-0128

Claims: Howard Bitner
516-750-9376

Member Services: Aaron Reader
866-697-7665

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New York State
Municipal Workers'
Compensation Alliance

C. Services Provided by the Comp Alliance

The Comp Alliance is a full service, workers' compensation program that provides not only for the payment of claims, but a host of other services to help its members understand the workers' compensation law, their responsibilities, and how to minimize losses in the workplace. Among the services provided by the Comp Alliance are:

Claims Administration:

- Assist members with the implementation of an internal claims reporting system and, as necessary, train members' personnel to ensure the ongoing effectiveness of the reporting system.
- Review and, as necessary, investigate all reported claims to determine compensability
- Prepare and distribute checks for appropriate payment of medical, lost time benefits and expenses.
- Monitor medical treatment and review all medical bills in an effort to minimize medical costs.
- Pursue subrogation whenever it is reasonably anticipated that the Plan may be reimbursed for payments made.
- Provide each member with loss run on quarterly basis, which shall include, at a minimum, the: file/claim number; date of accident; name and occupation of injured employee/claimant; description of accident; type of injury/body part; status of claim and classification/severity code; and total medical, indemnity and expense incurred, including payments plus outstanding reserves established by the Plan Manager.
- Represent municipality before the workers' compensation board

Loss Control Services

- Loss control inspections to all of members on a regular, recurring basis
- Distribution of information on the establishment and maintenance of safety committees
- Development and training on best practice policies and procedures

Member Services

- Educate members on the changes to Workers' Compensation Law
- Interactive Website with information and resources on Workers' Compensation Law, municipal risk management,
- Online claims portal to allow members access to their claims information (in development).

D. Purpose of Agreement:

The purpose of this Participation Agreement ("the Agreement") is to set forth the respective responsibilities of the Comp Alliance and its members for the efficient and economical evaluation, processing, administration, defense and payment of claims for workers' compensation payments and employers' liability payments through self-insurance and otherwise. The rights and responsibilities set forth in this agreement shall at all times be subject to, and read in conjunction with, the rights, duties and responsibilities of set forth in the Plan Document, the New York State Workers' Compensation Law and all applicable rules, regulations and procedures promulgated by the Workers' Compensation Board of the State of New York.

Executive Director: Michael Kenneally
518-465-0128

Claims: Howard Bitner
516-750-9376

Member Services: Aaron Reader
866-697-7665

E. Assessments payable to the Workers' Compensation Board

All members are required to pay an assessment to the New York State Workers' Compensation Board to fund its administration and operations. Until such time as the Workers' Compensation Board implements a system of direct employer charges, the Comp Alliance is required to collect and pay this amount on behalf of its members.

The assessment is charged on a quarterly basis, and is based upon the member's reported payroll for each quarter. This charge is separate from your funding contribution to the Comp Alliance, and an estimated, annual assessment fee is collected from each member with its yearly funding contribution. The collection of an estimated amount up front is necessary to comply with the strict payment schedule set by the Workers' Compensation Board and to help protect members from costly penalties resulting from late reporting and payment.

The assessment that is charged by the Workers' Compensation Board each quarter is based upon the member's actual payroll for the quarter, as reported to the Comp Alliance on form GA-4. Since the actual payroll reported each quarter may deviate from the payroll used to estimate the member's annual assessment charge, the Comp Alliance will reconcile the assessment charges paid on your behalf with the amount that we have collected. The reconciliation will show whether the member's estimated assessment is adequate to cover the *actual* assessment. Where the amount collected (estimated assessment) is more than the actual amount paid out, the member will receive a credit towards the following year's estimated assessment. Where the amount collected is less than the actual amount paid out, the member will receive a debit on the following year's assessment.

The payroll submitted by each member on form GA-4 will be reconciled against the payroll it submits to the NYS Department of Taxation and Finance by the Workers' Compensation Board each quarter. The Comp Alliance will receive this reconciliation and members will be called upon to assist the Comp Alliance in clarifying any discrepancies. The Comp Alliance will then submit a reconciliation report to the Workers' Compensation Board explaining any discrepancies along with a payment, if necessary, for the difference owed to the Workers' Compensation Board from the particular member's assessment funds.

Members who withdraw from the Comp Alliance program remain responsible for any assessments due and owing to the Workers' Compensation Board for the period of time that they were a member. Members who withdraw from the Comp Alliance will receive any overpayments after the assessment for the last quarter of their membership has been paid.

In witness whereof, the parties have executed this participation agreement intending to fully bound by its terms and conditions.

Member: Village of Tarrytown

Comp Alliance

Policy Period: 6/1/22-5/31/24

Date: May 2, 2022

Date: _____

By: *Michael Kenneally*

By: _____

Name: Michael Kenneally

Name: _____

Title: Executive Director

Title: _____

Executive Director: Michael Kenneally
518-465-0128

Claims: Howard Bitner
516-750-9376

Member Services: Aaron Reader
866-697-7665

INVOICE

Village of Tarrytown

VTAR

Attn: Mr. Silingerland
 Village of Tarrytown
 1 Depot Plaza
 Tarrytown, NY 10591

Funding Period: 06/01/2022 - 05/31/2024

Workers' Compensation Funding Contribution

General Municipal Employees	\$1,026,138
Volunteer Fire Fighters	\$175,856
Volunteer Ambulance Corps	\$0
Total Funding	\$1,201,994

Payment Type	Due Date	Amount Due	Payment Amount	Payment Date
First installment	June 01, 2022	\$600,997.00		
Second installment	June 01, 2023	\$600,997.00		

Please Make Check Payable to:
 N.Y.S. Municipal Workers' Compensation Alliance

Please Mail Check with Remittance Copy to:
 Association of Towns of the State of New York
 150 State Street
 Albany, NY 12207
 Attn: Kim Splain

REMITTANCE COPY

Village of Tarrytown

VTAR

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Attn: Mr. Sillingerland
Village of Tarrytown
1 Depot Plaza
Tarrytown, NY 10591

Funding Period: 06/01/2022 - 05/31/2024

Workers' Compensation Funding Contribution

General Municipal Employees	\$1,026,138
Volunteer Fire Fighters	\$175,856
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Total Funding	\$1,201,994

Payment Type	Due Date	Amount Due	Payment Amount	Payment Date
First installment	June 01, 2022	\$600,997.00		
Second installment	June 01, 2023	\$600,997.00		

Please Make Check Payable to:
N.Y.S. Municipal Workers' Compensation Alliance

Please Mail Check with Remittance Copy to:
Association of Towns of the State of New York
150 State Street
Albany, NY 12207
Attn: Kim Splain

6/1/2020 - 5/31/2022
New York State Municipal Workers' Compensation Alliance

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INVOICE

**Village of Tarrytown
VTAR**

Richard Silingerland, Village Admin
Village of Tarrytown
1 Depot Plaza
Tarrytown, NY 10591

Account Code: VTAR
Funding Period: 6/1/2020-5/31/2022
Date: 6/1/2020

Workers Compensation Funding Contribution

General Municipal 2020-21	\$	499,225.50
Volunteer Fire Fighters	\$	89,884.50
Volunteer Ambulance Corps	\$	-
TOTAL 2020-21 Funding	\$	589,110.00

General Municipal 2021-22	\$	499,225.50
Volunteer Fire Fighters	\$	89,884.50
Volunteer Ambulance Corps	\$	-
TOTAL 2021-22 Funding	\$	589,110.00

* **GRAND TOTAL 2020-2022** \$ **1,178,220.00**

Payment Type	Date Due	Amount Due
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* First Installment Year 1	June 1, 2020	\$ 589,110.00
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* Final Installment Year 2	June 1, 2021	\$ 589,110.00
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-> over

Please Make Check Payable to:
N.Y.S. Municipal Workers' Compensation Alliance

Please Mail Check with Remittance Copy to:
Association of Towns of the State of New York
150 State Street
Albany, NY 12207
Attn: Kim Splain

Premium by Job Allocation

Village of Tarrytown 2 Year Policy: 6/1/2020-5/31/2022

June 2020 Ratebook

Class Code	Description	Annual Payroll	Annual Premium
5506	Street or Road Construction	\$1,685,798	\$278,360.64
7380	Drivers, Chauffeurs & Helpers noc	\$73,151	\$7,731.95
7520	Waterworks Operation	\$896,816	\$69,167.33
7580	Sewage Disposal Plant	\$149,901	\$8,783.42
7720	Police Officers & Drivers	\$9,640,845	\$300,416.09
8391	Auto Gasoline Station	\$453,124	\$17,684.79
8810	Clerical Office Employees	\$4,372,526	\$6,789.93
8838	Public Library or Museum	\$1,436,638	\$9,518.51
9015	Bathhouse - Beach	\$262,373	\$5,785.48
9026	Building Operation - Commercial	\$132,737	\$6,609.64
9063	YMCA - All Employees & Clerical	\$85,981	\$952.42
9102	Parks noc - All Employees & Drivers	\$487,697	\$19,185.58
9402	Street Cleaning & Drivers	\$280,151	\$20,939.74
9403	Garbage, Ashes or Refuse Collection	\$1,396,414	\$189,810.57
9410	Municipal Township noc	\$652,971	\$56,714.91
			\$998,451.00
Additional Exposures if Applicable			
Volunteer Fire Fighters Exposure			\$179,769
Volunteer Ambulance Exposure			\$0
Total Funding Contribution			\$1,178,220
This Does Not include the NYS Assessment. You will be invoiced Separately for the estimated assessment:		\$24,528	

Please be advised that the payroll used in this quote was extracted from your most recent budget, please review for accuracy. If there are any discrepancies, contact our office immediately.

Note: The estimated assessment shown is for the 2020-21 policy year. The 2021-22 policy year assessment will be determined after the 2021 rates are issued.

INTERMUNICIPAL AGREEMENT

THIS AGREEMENT, made the ____ day of _____, 2022 by and between

THE COUNTY OF WESTCHESTER, a municipal corporation of the State of New York, having an office and place of business in the Michaelian Office Building, 148 Martine Avenue, White Plains, New York 10601, (hereinafter referred to as the "County"),

and

VILLAGE OF TARRYTOWN, a municipal corporation of the State of New York, having an office and place of business at One Depot Plaza, Tarrytown, New York 10591 (hereinafter referred to as the "Municipality").

WITNESSETH:

WHEREAS, the County desires that the Municipality provide its positive youth development program known as the Tarrytown/ Sleepy Hollow Day Camp (the "Program"); and

WHEREAS, the Municipality is willing to provide the Program, upon the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the promises and the covenants and agreements herein contained, the parties hereto agree as follows:

FIRST: The Municipality shall provide the Program, as more fully described in Schedule "A," which is attached hereto and made a part hereof (the "Work").

SECOND: The term of this Agreement shall commence on January 1, 2022 and shall terminate on December 31, 2022 unless terminated earlier pursuant to the provisions of this Agreement.

The Municipality shall report to the County on its progress toward completing the Work, as the Executive Director may request, and shall immediately inform the Executive Director in writing of any cause for delay in the performance of its obligations under this Agreement.

THIRD: The *total* cost of the Work, shall not exceed Forty Four Thousand One Hundred and Forty Seven (\$44,147) Dollars. The County shall pay the Municipality for performance of the Work hereunder, an amount not to exceed Forty Four Thousand One Hundred and Forty Seven (\$44,147)

In no event shall final payment be made to the Municipality prior to completion of all services, the submission of reports and the approval of same by the County Executive or his duly authorized designee.

FOURTH: The Municipality understands and acknowledges that the County currently maintains a Vendor Document Repository at <http://www.westchestergov.com/vendorportal> (the "Repository") into which the Municipality may upload a scanned image of one or more of the schedules and/or supporting documents that the Municipality is required to provide to the County for this Agreement (the "Required Documents").

The Municipality further understands and acknowledges that if the Municipality chooses to use the Repository to provide to the County one or more of the Required Documents (each document so provided, a "Repository Document"):

- a.) The Municipality is doing so voluntarily, as required by New York State Technology Law Sections 305 and 309;
- b.) The Municipality represents and warrants that any and all information in each Repository Document is complete and accurate in all respects;
- c.) In the event that any information in a Repository Document must be changed, the Municipality shall upload an updated version of such document for this Agreement within ten (10) business days of the need for such change arising; and
- d.) Notwithstanding any other provision of this Agreement, the Municipality must, at a minimum, update each Repository Document at least once per calendar year.

FIFTH: The Municipality agrees to procure and maintain insurance naming the County as additional insured, as provided and described in Schedule "C," entitled "Standard Insurance Provisions," which is attached hereto and made a part hereof. In addition to, and not in limitation of the insurance provisions contained in Schedule "C," the Municipality agrees:

(a) that except for the amount, if any, of damage contributed to, caused by, or resulting from the sole negligence of the County, the Municipality shall indemnify and hold harmless the County, its officers, employees and agents from and against any and all liability, damage, claims, demands, costs, judgments, fees, attorney's fees or loss arising directly or indirectly out of the performance or

EIGHTH: The parties recognize and acknowledge that the obligations of the County under this Agreement are subject to annual appropriations by its Board of Legislators pursuant to the Laws of Westchester County. Therefore, this Agreement shall be deemed executory only to the extent of the monies appropriated and available. The County shall have no liability under this Agreement beyond funds appropriated and available for payment pursuant to this Agreement. The parties understand and intend that the obligation of the County hereunder shall constitute a current expense of the County and shall not in any way be construed to be a debt of the County in contravention of any applicable constitutional or statutory limitations or requirements concerning the creation of indebtedness by the County, nor shall anything contained in this Agreement constitute a pledge of the general tax revenues, funds or moneys of the County. The County shall pay amounts due under this Agreement exclusively from legally available funds appropriated for this purpose. The County shall retain the right, upon the occurrence of the adoption of any County Budget by its Board of Legislators during the term of this Agreement or any amendments thereto, and for a reasonable period of time after such adoption(s), to conduct an analysis of the impacts of any such County Budget on County finances. After such analysis, the County shall retain the right to either terminate this Agreement or to renegotiate the amounts and rates set forth herein. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.

This Agreement is also subject to further financial analysis of the impact of any New York State Budget (the "State Budget") proposed and adopted during the term of this Agreement. The County shall retain the right, upon the occurrence of any release by the Governor of a proposed State Budget and/or the adoption of a State Budget or any amendments thereto, and for a reasonable period of time after such release(s) or adoption(s), to conduct an analysis of the impacts of any such State Budget on County finances. After such analysis, the County shall retain the right to either terminate this Agreement or to renegotiate the amounts and rates approved herein. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.

NINTH: All notices given pursuant to this agreement shall be in writing and effective on mailing. All notices shall be sent by registered or certified mail, return receipt requested or by overnight mail, and mailed to the following addresses:

the subcontractor has received a copy of the County's contract, read it and is familiar with the material terms and conditions thereof. The Municipality shall include provisions in its subcontracts designed to ensure that the Municipality and/or its auditor has the right to examine all relevant books, records, documents or electronic data of the subcontractor necessary to review the subcontractor's compliance with the material terms and conditions of this Agreement.

THIRTEENTH: The Municipality expressly agrees that neither it nor any contractor, subcontractor, employee, or any other person acting on its behalf shall discriminate against or intimidate any employee or other individual on the basis of race, creed, religion, color, gender, age, national origin, ethnicity, alienage or citizenship status, disability, marital status, sexual orientation, familial status, genetic predisposition or carrier status during the term of or in connection with this Agreement, as those terms may be defined in Chapter 700 of the Laws of Westchester County. The Municipality acknowledges and understands that the County maintains a zero tolerance policy prohibiting all forms of harassment or discrimination against its employees by co-workers, supervisors, vendors, contractors, or others.

IN WITNESS WHEREOF, the County and the Municipality have caused this Agreement to be executed:

COUNTY OF WESTCHESTER

By: _____
Kenneth W. Jenkins
Acting County Executive

THE MUNICIPALITY

By: _____
Richard Slingerland
Village Administrator/ Village of Tarrytown

Approved by the Westchester County Board of Legislators of the County of Westchester by Act No. 2022-57 on the 9th day of May, 2022.

Approved:

Sr. Assistant County Attorney
The County of Westchester

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CERTIFICATE OF AUTHORITY
(Municipality)

I, _____, certify that I am the
(Officer other than officer signing contract)

_____ of the _____
(Title) (Name of Municipality)

(the "Municipality") a corporation duly organized in good standing under the _____

_____ *(Law under which organized, e.g., the New York Village Law, Town Law, General Municipal Law)*

named in the foregoing agreement that _____
(Person executing agreement)

who signed said agreement on behalf of the Municipality was, at the time of execution

_____ of the Municipality,
(Title of such person),

that said agreement was duly signed for on behalf of said Municipality by authority of its

_____ thereunto duly authorized,
(Town Board, Village Board, City Council)

and that such authority is in full force and effect at the date hereof.

(Signature)

STATE OF NEW YORK)
)
COUNTY OF WESTCHESTER)

ss.:

On this ___ day of _____, 2022, before me personally came _____
_____ whose signature appears above, to me known, and know to be the
_____ of _____,
(Title)

the municipal corporation described in and which executed the above certificate, who being by me
duly sworn did depose and say that he, the said _____
resides at _____, and that
he/she is the _____ of said municipal corporation.
(Title)

Notary Public County

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YBBOL2208 / VILLAGE OF TARRYTOWN

PROGRAM TITLE: Tarrytown/Sleepy Hollow Day Camp

PROJECTED TOTAL PROGRAM ENROLLMENT 150	Attendance
PROGRAM SUMMARY: The recreation department in the village of Tarrytown provides summer Tot & Day Camp programs to residents of both Tarrytown and Sleepy Hollow. The programs provide 6 weeks of summer time activities for all youth ages 3-11. Activities at the tot camp are: theme days, color days, entertainment on site (clowns, musicians, and learning about animals) arts & crafts, music and swimming twice a week at the Tarrytown recreation pool.	

PROGRAM SITES- Most significant (3 Maximum)					
Type	Address (Street, City, State, Zip)	Assembly District #	NYS Senate District #	Local Planning Board	City Council District
	238 W. Main Street Tarrytown N.Y. 10591 [Tarrytown Rec. pool]	92	35		

Use whole numbers when entering information for Gender, Ethnicity, Age, Target Population, NOT percentages.

GENDER OF PROGRAM PARTICIPANTS (enter number of participants per gender)	# Male 107	# Female 83
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ETHNICITY (Enter number of participants per ethnic group)			
White 65	Black or African American 32	Two or more races	Hispanic or Latino 85
American Indian or Alaskan Native	Asian 8	Native Hawaiian or other Pacific Islander	

IS TARGET POPULATION SERVING DISCONNECTED YOUTH? (check no or yes)						No <input type="checkbox"/>	Yes <input type="checkbox"/>
Ages: (enter # of participants in population described)	0-6 73	7-9 94	10-13 23	14-17	18-20	21+	
If "Yes," indicate number of youth:	Youth aging out of foster care: NA		Children of incarcerated parents: NA				
Youth in the juvenile justice system who re-enter the community NA			Runaway and homeless youth NA				

5. Positive Social Norms: Rules of behavior; expectations; injunctions; ways of doing things; values and morals; obligations for service.

Trained staff and supervisors will ensure appropriate boundaries and expectations for youth and for staff. Staff will model appropriate pro-social behavior and interactions between youth and staff. Staff will intervene as necessary to correct inappropriate behavior and will acknowledge positive social norms.

6. Support for Efficacy & Mattering: Youth-based; empowerment practices that support autonomy; making a real difference in one's community, and being taken seriously. Practices that include enabling, responsibility granting, and meaningful challenge. Practices that focus on improvement rather than on relative current performance levels.

Staff will provide support and encouragement to young people engaged in various program activities.

7. Opportunities for Skill Building: Opportunities to learn physical, intellectual, psychological, emotional, and social skills; exposure to intentional learning experiences; opportunities to learn cultural literacy, communication skills and good habits of mind; preparation for adult employment, and opportunities to develop social and cultural capital.

Throughout the program staff will be trained to help encourage their campers in all aspects of learning as well as to help them build upon their skills.

8. Integration of Family, School, & Community Efforts: Concordance; coordination and synergy among family, school, and community.

Staff will interact with youth and families as needed to address concerns. Staff will provide feedback to families as requested.

Monitoring and Evaluation Methods

9. Monitoring Methods: Monitoring is defined as a systematic review of a funded program based upon the requirements of a contract, rules, regulations, policies, and/or State and Local Laws. It identifies the degree to which a program or operation accomplishes the activities specified in a contract/ application, and how it complies with requirements. Describe your process to be used to monitor on a regular basis. Include who will be responsible, frequency, and documentation of monitoring activities.

Attendance is the primary source of monitoring to ensure that the programs are being used by as many youth in the community as possible.

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**TOUCHSTONES
FORM 5003
(ADAPTED FROM OCFS)
INDIVIDUAL PROGRAM APPLICATION**
Program Summary-Program Components

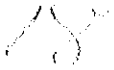
*Refer to Touchstones Coding Document to complete.
Choose 1 code for each category listed below.*

IMPLEMENTING CONTRACTOR: Village of Tarrytown
PROGRAM TITLE: Tarrytown/ Sleepy Hollow Summer Day Camp

LIFE AREA: <i>(Enter Code & Description)</i>	2PEH
GOAL: <i>(Enter Code & Description)</i>	21
OBJECTIVE: <i>(Enter Code & Description)</i>	211
SOS: <i>(Enter Code & Description)</i>	0232
HOW MUCH: <i>(Enter Code & Description)</i>	0232A.1
HOW WELL: <i>(Enter Code & Description)</i>	0232B.1
BETTER OFF: <i>(Enter Code & Description)</i>	0232C.3

Use whole numbers when entering information for Gender, Ethnicity, Ages, and Target Population areas, **NOT percentages**. Please provide the best estimate in the spaces provided below.

PARTICIPANT GENDER:	MALE <u>107</u> FEMALE <u>83</u> TRANS-FEMALE (MALE TO FEMALE) _____ TRANS-MALE (FEMALE TO MALE) _____ GNC/NON-BINARY _____ CHOOSE NOT TO ANSWER
ETHNICITY: <i>(Enter number of participants per ethnic group)</i>	WHITE <u>85</u> BLACK OR AFRICAN AMERICAN <u>32</u> HISPANIC OR LATINO <u>85</u> AMERICAN INDIAN OR ALASKAN NATIVE _____ ASIAN <u>8</u> NATIVE HAWAIIAN OR OTHER PACIFIC ISLANDER _____ TWO OR MORE RACES _____ OTHER/NOT LISTED _____
AGES:	0-4 _____ 5-9 <u>150</u> 10-14 <u>40</u> 15-17 _____ 18-20 _____ 21+ _____
IS TARGET POPULATION SERVING DISCONNECTED YOUTH? IF "YES," PLEASE DESCRIBE: _____	X <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes



Step 5: Enter the Performance Measures to be achieved. Choices under this SOS, include:

Performance Measures

How Much

- 0121A.1 # of youth enrolled in the program (unduplicated)

How Well

- 0121B.1 % of youth who completed the program
- 0121B.2 % of youth reporting satisfaction with the program

Better Off

- 0121C.1 %% of youth with increased understanding of career interests
- 0121C.2 %% of youth with defined career occupational objectives
- 0121C.3 %% of youth who can name one skill they learned in the program

Note: a selection from each question must be indicated.

Step 6: Enter the following data on your projected target population (in whole numbers not percentages) for those youth participating in –Career Development Supports):

Please use whole numbers, not percentages.

- Gender
- Ethnicity
- Ages
- And if serving Disconnected Youth, identify the number (not percentages) in group (i.e. youth aging out of foster care, children of incarcerated parents, youth in juvenile justice system who re-enter community, runaway and homeless youth).

Special Notes:

Each Life area has its own set of Goal(s), Objectives and Services, Opportunities and Supports. Once you identify the Life Area your program is addressing, you must use the Goal(s), Objectives and Services, Opportunities and Supports listed under it.

SCHEDULE "C"
STANDARD INSURANCE PROVISIONS
(Contractor)

1. Prior to commencing work, and throughout the term of the Agreement, the Contractor shall obtain at its own cost and expense the required insurance as delineated below from insurance companies licensed in the State of New York, carrying a Best's financial rating of A or better. The Contractor shall provide evidence of such insurance to the County of Westchester ("County"), either by providing a copy of policies and/or certificates as may be required and approved by the Director of Risk Management of the County ("Director"). The policies or certificates thereof shall provide that ten (10) days prior to cancellation or material change in the policy, notices of same shall be given to the Director either by overnight mail or personal delivery for all of the following stated insurance policies. All notices shall name the Contractor and identify the Agreement.

If at any time any of the policies required herein shall be or become unsatisfactory to the Director, as to form or substance, or if a company issuing any such policy shall be or become unsatisfactory to the Director, the Contractor shall upon notice to that effect from the County, promptly obtain a new policy, and submit the policy or the certificate as requested by the Director to the Office of Risk Management of the County for approval by the Director. Upon failure of the Contractor to furnish, deliver and maintain such insurance, the Agreement, at the election of the County, may be declared suspended, discontinued or terminated.

Failure of the Contractor to take out, maintain, or the taking out or maintenance of any required insurance, shall not relieve the Contractor from any liability under the Agreement, nor shall the insurance requirements be construed to conflict with or otherwise limit the contractual obligations of the Contractor concerning indemnification.

All property losses shall be made payable to the "County of Westchester" and adjusted with the appropriate County personnel.

In the event that claims, for which the County may be liable, in excess of the insured amounts provided herein are filed by reason of Contractor's negligent acts or omissions under the Agreement or by virtue of the provisions of the labor law or other statute or any other reason, the amount of excess of such claims or any portion thereof, may be withheld from payment due or to become due the Contractor until such time as the Contractor shall furnish such additional security covering such claims in form satisfactory to the Director.

In the event of any loss, if the Contractor maintains broader coverage and/or higher limits than the minimums identified herein, the County shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the County.

2. The Contractor shall provide proof of the following coverage (if additional coverage is required for a specific agreement, those requirements will be described in the Agreement):

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- i. Misconduct
- ii. Abuse (including both physical and sexual)
- iii. Molestation

This insurance shall, if it is a separate policy rather than an endorsement to an above-specified policy, name the "County of Westchester" as additional insured.

3. All policies of the Contractor shall be endorsed to contain the following clauses:

a) Insurers shall have no right to recovery or subrogation against the County (including its employees and other agents and agencies), it being the intention of the parties that the insurance policies so effected shall protect both parties and be primary coverage for any and all losses covered by the above-described insurance.

b) The clause "other insurance provisions" in a policy in which the County is named as an insured, shall not apply to the County.

c) The insurance companies issuing the policy or policies shall have no recourse against the County (including its agents and agencies as aforesaid) for payment of any premiums or for assessments under any form of policy.

d) Any and all deductibles in the above described insurance policies shall be assumed by and be for the account of, and at the sole risk of, the Contractor.

