

**VILLAGE OF TARRYTOWN
BOARD OF TRUSTEES
WORK SESSION 6:00 P.M.
WEDNESDAY, JULY 12, 2023
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/42136> for instructions on how to view via Zoom.

Open Session

1. Board of Trustees Concerns
2. Grant Resolutions – CFA; Water Infrastructure (WIIA)
3. Discussion – Tree Ordinance
4. Change in Code - Fee in Lieu of Parking
5. Change in Setbacks for Mechanicals
6. Change in Code to Remove Sheds from Accessory Structures Re Setbacks
7. Amend Village Code to Allow Clover and Other Ground Cover Between Curb and Sidewalk
8. Award of Plymovent Exhaust System for Washington Engine Firehouse
9. Con Edison Agreement to Contribute Funding for Repaving Sheldon Avenue
10. Discussion – Senior Van Specifications
11. Discussion – Route 9 Joint Committee and Advisory Committee
12. Fire Department Requests

Executive Session

- A. Collective Bargaining
- B. Protocols

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LOCAL LAW __ - 2023

A local law to amend Chapter 305 of the Tarrytown Code, entitled "Zoning" to: (1) amend Section 47 to add new exemptions to the Yard requirements for mechanical equipment and certain other structures; (2) to amend Section 63 regarding the parking fund payment requirement to exempt the RR (Restricted Retail) Zone applicant from having to obtain a variance when the Planning Board requires payment in the parking fund.

Be it enacted by the Village Board of the Village of Tarrytown as follows:

Section 1. Legislative Intent

The purpose of these Zoning Code amendments is to simplify the land use process for certain types of improvements and to potentially proceed without the need for Zoning Board of Appeals approval, which will reduce costs and the burden upon property owners. Regarding the yard setback amendment, the purpose is to allow certain minor improvement to be sited within the setbacks, which may potentially reduce the need for residential property owners to seek variances for such minor improvements, but to still require a minimum 3-foot setback for these improvements. Regarding the parking fund amendment, the purpose is to establish that the where the Planning Board requires payment into the parking fund with respect to a property in the RR Restricted Retail Zone (or where the Building Inspector waives site plan approval), the applicant need not also have to obtain a variance for parking from the Zoning Board of Appeal, which will reduce the burden on proposed businesses in the RR Restricted Retail Zone but still ensure a process remains through the Planning Board for payment in lieu of parking.

Section 2. Amending Section 305-47 entitled "Yards, setbacks", Subsection B to add additional permitted exceptions to obstructions in yard for certain mechanical equipment and sheds as follows (language in **Bold and Underlined** to be added, language in ~~**Strikethrough and bold and underlined**~~ to be deleted):

§ 305-47 **Yards; setbacks.**

- A. Yard for every building. No part of a required yard or other open space provided about any building or on any lot for the purpose of complying with the provisions of this chapter shall be included as any part of the required yard or open space for any other building or any other lot.
- B. Obstructions in yards. No building, paving, parking, structures or any use whatsoever or any projection from buildings or structures on any site in any district shall be permitted in a required yard (principal or accessory), except as follows:

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- (1) Entrance and exit roads, driveways, sidewalks, drainage structures and other utilities may be permitted in a required yard if approved by the Planning Board in the process of site plan or subdivision review and approval.
- (2) Cornices, canopies, eaves or any similar features, none of which is less than 10 feet above grade, may extend three feet.
- (3) Uncovered front stairs and landings connected to the primary structure may extend a maximum of five feet into the required front yard.
- (4) An open fire escape may extend four feet, but no required fire escape on any structure shall be constructed on the front or any side thereof which faces on a street or be roofed over or enclosed.
- (5) A terrace or uncovered porch or deck with its floor level no higher than that of the main entrance to the building may extend six feet but, in the case of a side yard, not nearer than six feet to any side lot line. A railing no higher than 42 inches may be placed around any such terrace or porch.
- (6) A chimney may extend two feet.
- (7) A fence or wall no higher than six feet may be placed on any property, subject to the additional restrictions in Subsection D. Barbed wire shall be prohibited in the Village of Tarrytown.

(8) Mechanical equipment for providing heating and/or cooling for a residential dwelling provided the equipment, which does not include a generator, complies with the following:

- (a) the equipment shall not exceed 12 square feet and shall not be located in the front yard nor be nearer than 3 feet to any side or rear lot line;**
- (b) the equipment shall not discharge any air onto an adjacent property; and**
- (c) the equipment shall not emit noise exceeding 62 decibels at the 1 foot from the unit.**

(9) Sheds/toolhouses and child's playhouse not within the front yard and not nearer than three feet to any side or rear lot line provided the shed/toolhouse and child's playhouse complies the following:

- (a) They not exceed 100 square feet; and**
- (b) They not be higher than 12 feet.**

10) Side or rear stairs no higher than grade level and attached to the principal building provided they are not nearer to any side or rear lot line than 3-feet.

Section 3. Amending Section 305-63 entitled "Off Street parking and loading", Subsection C(7)(d) to provide that where the Planning Board requires a monetary contribution to the parking fund, the applicant shall not also be required to seek a variance for parking from the Zoning Board of Appeals as follows (language in **Bold and Underlined** to be added, language in ~~**Strikethrough and bold and underlined**~~ to be deleted):

C. Location, use, design, construction and maintenance of parking and loading facilities.

- (1) Location. Required parking and loading spaces shall be provided upon the same lot as the use or structure to which they are accessory, except that off-street parking spaces required for structures or land uses on two or more adjacent lots may be provided in a single common facility on one or more of said lots, provided that a legal instrument, satisfactory to the Village Attorney, assures the continued existence of the parking facility to serve said structures or land uses as long as they may exist. Such agreements shall also guarantee that upon the termination of such joint use, each subsequent use of the premises will provide off-street parking facilities for its own use in accordance with all requirements of this section. The Zoning Board of Appeals may also permit the substitution of space on another lot under certain conditions where, by reasons of difficult topography or abnormal shape of lot, strict compliance with the minimum off-street parking requirements specified in this chapter or in particular cases found to be necessary and so ordered by the Planning Board or by the Board of Appeals cannot be attained on the lot to which such space would be appurtenant. The Board of Appeals, after notice and hearing and upon recommendation of the Planning Board, may permit the substitution therefor of equivalent off-street parking space on another lot in the same ownership or under lease for a term of not less than five years, the entrance to which is not over 300 feet by normal pedestrian travel from the building or use to which such off-street parking space is appurtenant, and if such alternate off-street parking space is authorized, such space shall be deemed to be required open space appurtenant to such building or use and thereafter may not be used for any other purpose unless other alternative space complying with this subsection is substituted therefor and approved by the Board of Appeals. In no event shall such parking and/or loading spaces for a nonresidential use be so located without approval of the Zoning Board of Appeals.
- (2) Size of parking spaces. Each parking space shall be at least nine feet wide and 18 feet long. If enclosed, the Planning Board may require the size of the space to be increased for maneuverability.
- (3) Additional standards as to size and location. Off-street parking spaces shall be set back from any side-street line a distance equal to the front yard requirements on such side street unless lots are back to back, in which case they shall be set back 15 feet. Enclosed parking structures and paved parking areas shall constitute an accessory building and shall conform to the required setback requirements for the applicable zoning district as delineated in the Tarrytown Zoning Schedule. Notwithstanding the provisions of Subsection C(1) and (2):
 - (a) Parking units required for one-family dwellings may be reduced in width to eight feet and may be provided in accessory garages or carports or in a side or rear yard or in a driveway not less than eight feet nor more than 30 feet in width or in a combination thereof but may

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not otherwise encroach upon a required front yard, and the driveway may not be less than five feet from any side or rear lot line, except in any R-5 District.

- (b) Parking units for all other uses shall be nine feet in width and may not encroach upon a required front yard. No driveway accessory to such uses shall be closer than 10 feet to any side or rear lot line. No parking space or parking area other than approved entrance and exit drives shall be permitted in any front yard.
- (c) A required front, side or rear yard shall be defined as the minimum yard required for the applicable zoning district as delineated in the Tarrytown Zoning Schedule.
- (4) Grades, drainage, paving and marking. Required off-street parking facilities may be enclosed in a structure or may be open, except as required specifically herein or by the Planning Board in site plan review. All required parking facilities shall be graded, surfaced, drained and maintained throughout the duration of their use to the extent necessary to avoid nuisances of dust, erosion or excessive water flow across public ways or adjacent lands. The maximum slope within a parking area shall not exceed 5%. In multifamily residential developments and in nonresidential developments, the Planning Board shall require the provision of suitable markings to indicate individual parking spaces, maneuvering area, entrances and exits.
- (5) Parking and loading area landscaping. Except for parking spaces accessory to a one-, two- or three-family dwelling, all off-street parking areas shall be developed in accordance with Planning Board site plan approval and guidelines established by the Planning Board.
 - (a) Notwithstanding the above provisions in this subsection, where an off-street parking area in any business or multifamily residence district adjoins a one-family residence district or is adjacent to a street, park or other public open space, there shall be a suitably maintained landscaped strip of a width specified in Subsection C(5)(c), below. Each such landscaped strip shall consist of an evergreen hedge, wall or fence not less than two feet in height, located at the inner edge of such required landscaped strip, exclusive of entrances and exits, and in front or outside of any such wall or fence there shall be a planting screen of shrubbery not less than four feet in width, at least 1/2 of which shall consist of evergreens not less than two feet in height. Each such landscaped strip shall be maintained by the property owner.
 - (b) The shrubbery shall be of sufficient density to conceal in midsummer of the year succeeding the planting thereof 25% of the vertical area of such wall or fence. Any portion of such landscaped strip not occupied by shrubbery shall be planted with a good quality grass seed or permanent plant cover such as ivy or pachysandra or similar growth and shall be kept free of trash, suitably watered except when prohibited in times of drought and suitably trimmed and maintained. Wherever motor vehicles are to be parked adjacent to such landscaped strip, there shall be a suitable curb or bumper guard, approved as to design and construction by the Code Enforcement Officer.
 - (c) Minimum widths of landscaped strips shall be:
 - [1] Along a street frontage, except as to entrances and exits: 10 feet.

- [2] Along any boundary abutting directly on a residence district, except as specified below: 10 feet.
- [3] Along any boundary of a multifamily residence use, the adjacent portion of which is used for the parking of passenger vehicles or for access and turning areas appurtenant thereto: five feet.
- (6) Traffic circulation. In order to encourage safe and convenient traffic circulation, the Planning Board may require the interconnection of parking areas via access drives within and between one or more adjacent lots. The Board shall require written assurance and/or deed restrictions, satisfactory to the Village Attorney, binding the owners and their heirs and assignees to permit and maintain such internal access, circulation and inter-use of parking facilities by the users of the facilities.
- (7) Miscellaneous parking requirements.
 - (a) Deemed required open space. Such off-street parking and off-street loading space, together with the necessary entrances, exits, passageways, turning areas and landscaped borders, shall be deemed to be required open space on the lot on which it is situated and shall not thereafter be encroached upon or reduced in any manner except as specified in Subsection C(7)(b) below.
 - (b) On application by the owner or lessee or in the course of site plan review and recommendation by the Planning Board and after due notice and hearing, if the Board of Appeals shall find that the minimum off-street parking space specified for any use by this chapter is, in a particular case, in excess of the number required to comply with Subsection D, Schedule of Off-Street Parking Requirements, it may, in such case and subject to such conditions as it may impose, waive temporarily the construction of such number of units so found to be in excess of those so required, but the land necessary to provide the parking units, temporarily waived, and the access and turning areas appurtenant thereto shall not be built upon but shall be deemed to be required open space to be kept available for the construction of the required parking units, temporarily waived, and the Board of Appeals shall have the power, after notice and hearing, to rescind such waiver when, in its judgment, the public interest so requires.
 - (c) With respect to any use for which the required parking units are not specifically set forth in this chapter or upon recommendation of the Planning Board, the Board of Appeals shall determine the number of off-street parking units which will bear a reasonable relation to the minimum off-street requirements for specified uses as set forth in the schedule and shall require that such number of units be provided.
 - (d) Parking fund.
- [1] ~~Upon the establishment of a parking fund for~~ the RR Restricted Retail Zone ~~by the Village Board of Trustees~~, should the Planning Board or the Zoning Board of Appeals, depending upon which of these two Village agencies is responsible for the review and approval of the particular parking requirement, determine that such parking requirement cannot be fulfilled because the applicant does not have land on site available for parking or

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has land on site that cannot be accessed from public rights-of-way, said Board **may shall** require a monetary contribution in lieu of the provision of parking spaces, up to a maximum of 15 parking spaces. **If the Planning Board requires payment into the parking fund in lieu of the provision of parking spaces and such parking fund payment as detailed herein is a condition of a Planning Board approval, the applicant shall not also be required to seek a variance for parking from the Zoning Board of Appeals.** The amount to be placed in the parking fund shall be as follows:

- [a] From one to five parking spaces: \$1,000 per parking space.
- [b] From six to 10 parking spaces: \$2,000 per parking space.
- [c] From 11 to 15 parking spaces: \$3,000 per parking space.
- [2] These procedures shall be limited to the off-street requirements within the RR Restricted Retail Zone. The parking fund, when established, shall be used exclusively for the creation of new parking in the downtown commercial area or for the maintenance of the existing parking in the downtown commercial area.
- (e) **Notwithstanding § 305-132A(1) and provided no changes or modifications are proposed to the site, in** the RR Restricted Retail Zone, if the Building Inspector finds that a change of use or occupancy **within a six-month time period from the previous use** will not require an increase of more than five off-street parking or loading spaces beyond that required for the previous use, or in the number of spaces actually approved for construction to serve the use, and the applicant does not have land available on-site for parking or has land on-site that cannot be accessed from public rights-of-way, site plan approval requirements may be waived by the Building Inspector. If the Building Inspector determines that site plan approval is not required, the parking requirements under this chapter shall be deemed fulfilled **with no requirement for the applicant to seek a parking variance from the Zoning Board of Appeals.** The decision of the Building Inspector can first be reviewed by the Village Administrator and then by the Planning Board.
- (f) In MU Zones, parking and loading spaces and all paved internal roads shall be subject to additional setbacks from the property lines, as specified in § 305-129.

Section 4: Severability

If the provisions of any article, section, subsection, paragraph, subdivision or clause of this local law shall be judged invalid by a court of competent jurisdiction, such order of judgment shall not affect or invalidate the remainder of any article, section, subsection, paragraph, subdivision or clause of this local law.

Section 5. Effective Date

This **local** law shall take effect immediately upon filing in the office of the New York State Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.

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LOCAL LAW __ - 2023

A local law to amend Chapter 259-49 of the Tarrytown Code, to amend the language regarding grasses and other plants that are allowed between the curb and sidewalk

Section 1. Amending § 259 Streets and Sidewalks, Article XIV Miscellaneous Provisions, Section 49 entitled “Maintenance of sidewalk area.” as detailed below.

Section 2. Deleting the current language in Section 259-49:

The owner and occupant of each and every premises within the Village shall keep the adjacent sidewalk area between the curb and property line free from brush, weeds, long grass, rubbish and other materials and shall keep the grass thereon cut.

Section 3. Replacing the current language in Section 259-49 with the following language:

Maintenance - The owner and occupant of each and every premises within the Village shall keep the adjacent sidewalk area between the curb and property line in good care, free from brush, weeds, long grass, rubbish and other materials and shall keep the grass and other low-growing plants thereon cut. The following details plants and lawn-type flowers that are allowed or prohibited.

- A. Allowed plants between curbs and sidewalks – This includes lawn grasses and other lawn-type low growing plants that do not exceed four to six inches (4” – 6”) in height, which do not create a tripping or entanglement hazard. Examples of allowed plants includes but is not limited to lawn-grasses, mosses, clovers and other plants such as sporadically spaced bulb-flowers to naturalize a lawn area such as crocuses, snow drops and other similar plants.
- B. Prohibited plants between curbs and sidewalks – This includes plants that may create a barrier, trip hazard or entanglement hazard and are prohibited between the curb and the sidewalk. Such plants include but are not limited to shrubs, decorative plants, grasses and flowers that exceed six inches in height, vines and other similar plants. This also includes noxious or poisonous plants such as poison ivy, poison oak, stinging nettles and other plants that could cause injury to persons entering and exiting vehicles, or crossing between the sidewalk and the street.

Section 4: Severability

If the provisions of any article, section, subsection, paragraph, subdivision or clause of this local law shall be judged invalid by a court of competent jurisdiction, such order of judgment shall not affect or invalidate the remainder of any article, section, subsection, paragraph, subdivision or clause of this local law.

Section 5: Effective Date

This local law shall take effect immediately upon filing in the office of the New York State Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.



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VILLAGE OF TARRYTOWN INTEROFFICE MEMORANDUM

BUILDING • ENGINEERING • PLANNING • ZONING • ARB

TO: Richard C. Slingerland, Village Administrator
Alissa Fasman, Deputy Clerk

FROM: Donato R. Pennella, P.E., Village Engineer/Building Inspector

RE: Washington Engine Firehouse – Vehicle Exhaust Extraction System

DATE: ~~June 8, 2023~~ July 6, 2023 Revised

Request for proposals for the installation of the Vehicle Exhaust Extraction System were solicited. Initially one bid was received and opened on April 18, 2023 as submitted from Clean Air Company, supplying “Plymovent System.” A second bid was submitted to the Police Department HQ and forwarded to our department two days later and opened. Both bids were used for the basis of evaluation and recommendation of award.

Tabulation of Cost - Bids Received

Vehicle Exhaust Extraction System Washington Engine Firehouse - Engine 77 157 White Plains Road	
Company Name	RFP Amount (LS)
Clean Air Company, Inc.	\$ 14,502.85
Aire-Deb Corporation	\$ 15,350.00*

(*) Indicates adjusted cost to include a complete installation with a high temperature hose.

The base bid submitted by Aire-Deb Corp. in the amount of \$11,600 excluded the cost for electrical work, flex track and high temperature hose. The additional cost of \$2,200 as listed for the electrical work in comparison to Clean Air Company's proposal it is 50% lower, and potential for change orders.

A follow up discussion on May 31, 2023 with Clean Air Company confirmed the inclusion of the items noted above in their proposal therefore, it is recommended that this work be awarded to **Clean Air Company** in the amount of **\$14,502.85**. In addition, the installation a vehicle extraction exhaust system installed by Clean Air Company utilizing equipment manufactured by Plymovent will enhance our mutual aid services with the surrounding communities by providing interoperability and compatibility with the fire departments.

A secondary review of the bids was performed based on Air-Deb's email dated June 20, 2023. The removal of the “flex track” from the above comparative bid reduces the cost of Aire-Deb bid to \$13,800.00 or \$702.85 lower than Clean Air Company. If the flex-track is not required for the installation this system, why was it listed?



July 6, 2023

Washington Engine Firehouse – Vehicle Exhaust Extraction System

Below is comparison of the two vendors. It should be noted that requests for proposals were solicited for compliance with NY statutory requirements for procurement of a vehicle exhaust extraction system. Formal bidding procedures stipulated under General Municipal Law 103 are not required for commodities with a value less than \$20,000.

Clean Air Company Plymovent	Aire-Deb Corportion MagneGrip	Comments
Flex track – N/A	Flex track – Most compact and ideal for back in base with low ceilings and small spaces.	Truck bay has a height in excess of 15 feet. It does not require a system with low ceilings as proposed by MagneGrip.
Safety disconnect handle – The safety disconnect handle is designed for functionality and efficiency; this product ensures safe, easy operation of your vehicle exhaust removal system	Safety disconnect handle – N/A	Safety handle connects the upper portion of the hose to a shorter lower and high temperature section that connects to the truck which is subject to damage. This feature facilitates its future replacement without replacing the entire hose.
Magnetic Grabber - 360 degree release of the magnetic grabber (click when is connected) Magnetic hub and reducer/elbow – polished stainless steel	MagneGrip – Must be rotate at the correct angle when exiting. Rubber Nozzle with screwed in rare earth magnets. Requires exact fitting of notches to tail pipe adapter. Elbow Transition – Aluminum alloy 319 @ 62°F	Plymovent's Magnetic grabber is simpler to connect to the vehicle exhaust with less parts and is sturdier in comparison to the rubber boot with a worm gear hose clamp.
Tailpipe Adaptor – Zinc plated steel	Tailpipe Adaptor – Aluminized 12 gage steel and stainless steel	Plymovent's conical shape that self-aligns with the magnetic grabber.
Sliding balance track – length of 30 feet	Sliding balance track – length of 24 feet	Plymovent's track is 33% longer allowing greater parking flexibility within the garage.
High temperature hose Continuous 900 °F Intermittent 1050 °F	High temperature hose – up to 850 °F	Plymovent's high temperature hose allows for idling of truck within the bay.

In comparison, the Plymovent system is a durable system with less working parts and easier to connect to the truck exhaust system. It is in the best interest of the community and our surrounding fire departments in which we have shared services with, that this work be awarded to Clean Air Company, Inc.



Mr. Lou Martirano
Supt. Of Public Works
Village of Tarrytown
One Depot Plaza
Tarrytown, NY 10591-3199
March 29, 2023

Re: Agreement for Final Restoration

Dear Mr. Martirano,

This letter confirms the agreement between Consolidated Edison Company of New York, Inc., and the Village of Tarrytown (the "Municipality") concerning final restoration of the below listed streets (the "Work Area") for which Con Edison previously obtained permits and performed utility-related work.

The Municipality agrees to perform all the final road restoration of the Work Area necessitated by the utility-related work that Con Edison performed, and Con Edison agrees to reimburse the Municipality within 30 days after the final restoration work is performed, as provided in this letter. The Municipality releases Con Edison from any obligation that Con Edison had, has, or may have to perform final restoration and any future restoration or repairs to the roadway of the Work Area in connection with the permits and streets listed below, pursuant to any permit, local law, ordinance, prior agreement, or other source of authority or obligation, and the Municipality agrees to defend, indemnify, and hold Con Edison harmless from and against any claims of whatever kind or nature arising from or relating to the final restoration of the Work Area to be performed by the Municipality under this agreement, including, but not limited to, any claims arising from or relating to the conduct or quality of the final restoration to be performed by the Municipality or any delay in or failure to perform the final restoration by the Municipality.

Con Edison relinquishes to the Municipality, and the Municipality hereby accepts, control over the Work Area for the purposes of performing final restoration, which the Municipality will perform with reasonable promptness, but in no event more than 3 months from the date of this letter. Con Edison warrants and represents that control of the Work Area is being transferred to the Municipality with temporary restoration installed in a safe condition as of the date of this letter. For the next 3 months, or until the Municipality begins the final restoration work, whichever is earlier, Con Edison agrees to make corrective action to any part of the temporary restoration in the Work Area that has settled if the Municipality notifies Con Edison of any such settlement.

In consideration of the Municipality's agreement to perform the final restoration of the Work Area, in lieu of Con Edison performing the final restoration, and of the other terms herein, Con Edison agrees to pay the Municipality a total of \$42,000.00. The Municipality agrees to apply this amount to its costs to perform the final restoration.

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This letter of agreement constitutes the entire understanding of the parties as to the subject matter hereof. Changes or modification to this agreement, including expansion of the Work Area, can be made only in an express writing signed by both the Municipality and Con Edison.

Please confirm this agreement on behalf of Village of Tarrytown by signing this letter below and return a signed copy to Con Edison. Signatures transmitted by electronic means will be deemed originals and be binding for all purposes.

Layout	Municipal Permit	Opening Ticket	Street / Location
WG21014305	CE-443	PW090144	Sheldon Ave. Browning Ln. to Stephen Dr.

Sincerely,

Name: Nicole Leo
Title: Construction Manager

Date: _____

Agreed, Acknowledged, and Accepted:
Village of Tarrytown

By: _____
Name: Lou Martirano
Title: Supt. Of Public Works

Date: _____

Establishment of Route 9 Joint Committee and Advisory Committee

Background: In 2016, the Route 9 Intermunicipal Steering Committee (Steering Committee) was created by resolutions adopted by the Boards of Trustees of Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry and Hastings-on-Hudson. The Steering Committee was made up of elected and appointed officials from the municipalities, as well as selected members of the public with a particular interest in bike and pedestrian safety. The Route 9 project idea grew out of an intermunicipal training session on Complete Streets in 2015. The initial efforts of the Steering Committee, with the assistance of Sustainable Westchester, led to securing \$150,000 in funding from the New NY Bridge public benefit fund, administered by the NYS Thruway Authority, for a conceptual plan/feasibility study of the shared Route 9 corridor, with a focus on improved pedestrian, cyclist and motorist safety and quality of life, and improved accessibility to the Beeline bus system. A key objective was to develop a design that would promote multi-use or “intermodal” interconnection within and among the villages, and between the villages and the shared use path (SUP) then being planned for what would become the Mario Cuomo Bridge. In particular, emphasis was placed on reducing the barrier effect that the Broadway/Route 9 corridor currently exerts between the villages’ historic, river-adjacent “main street” districts and their upland residential neighborhoods. In addition to these objectives, the villages were motivated by the economic development benefits, and the reduction in conventional and greenhouse gas emissions (subsequently established as a legislative goal of New York State in the Climate Leadership and Community Protection Act (CLCPA)) that were anticipated to result from the project.

The resulting conceptual plan was produced in 2018 by the transportation planning firm Nelson Nygaard in conjunction with extensive public involvement and input that included four workshops, a survey, and a community open house that cumulatively generated hundreds of comments, periodic updates and feedback from the respective Boards of Trustees, and working-level guidance from the Steering Committee (Phase I).

Since the release of the Route 9 Active Transportation Conceptual Design Plan in 2018 (and subsequently updated through 2019), the Steering Committee in coordination with the municipalities the member represent, have focused on identifying financial and other support for taking the Project from a workable concept to implementation (engineering and construction), all the while recognizing that renewed village and public processes would be necessary as the project moved from concept-level to specific buildable details.

With the securing of major additional funding through the efforts of the Village Mayors and State Senator Andrea Stewart Cousins, the project is expected to move into preliminary and detailed engineering (Phase II) starting in Spring of 2023. NYSDOT has already engaged the engineering firm WSP to support these efforts.

New Structure: Phase II will require a new structure, specifically, as the project has moved from aspirational to active planning and implementation, and as the role of NYSDOT has become central to that implementation, each village will directly select its own core designees to interface with NYSDOT on the project. These designees will be managers or administrators of the municipality.

A. Joint Committee: The core designees, in addition to pursuing their own mandates from their respective villages, will form themselves into a Joint Committee to collaborate and keep each other

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informed on the project details that will emerge and require evaluation and response as the project advances. The villages will continue to benefit from the collective strength of acting in concert where appropriate, and will have a greater likelihood of realizing their objectives from the project, and attaining the necessary resources, by doing so. Ultimately, given that the project is corridor-wide, acting in collaboration will foster a corridor-wide perspective. While each village will be directly concerned about the nature of improvements planned for its own segment, the value of each village's segment will be greatly enhanced by its interconnection to segments in the other villages and to the Mario M. Cuomo Bridge SUP. In addition, while each village will face its own particular concerns and issues, there will be many issues in common and much to be learned from each other throughout the course of the project. While the benefits of collaboration are important each village should retain its autonomy with regard to the changes planned within the respective villages. The Joint Committee will convene at a frequency of its choosing.

Advisory Committee: In addition to the Joint Committee, the municipalities agree that there is value in creating an Advisory Committee (with a similar profile to the Steering Committee of Phase I). The expertise, commitment and experience of such a group will provide value-add to the villages. The Advisory Committee will have the following roles:

- a. Utilizing expertise, experience and project institutional memory, serve as a "kitchen cabinet" to advise the villages by reviewing and evaluating DOT positions, plans and materials and strategic efforts to advance the villages' goals.
- b. Liaise between the villages at the direction of and in consultation with village officials.
- c. Liaise between the villages on a technical level.
- d. Help maintain a corridor-wide project perspective.
- e. Advise the villages on public engagement planning and events.

Membership of the Advisory Committee would be designated by each village: 3 seats per village, with a recommended distribution of 1 village staff, 1 elected official, 1 citizen member; however, each village would be able to change this distribution at its discretion.

The structure of the Advisory Committee should be memorialized in a Board Resolution which will be adopted by each municipality.

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Resolution Establishing Route 9 Joint Committee and Advisory Committee

Whereas the Route 9 Intermunicipal Steering Committee (Steering Committee) was created by resolutions adopted by the Boards of Trustees of Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry and Hastings-on-Hudson to follow up on complete streets policies in the various municipalities in 2016; and

Whereas the municipalities with the assistance of Sustainable Westchester, secured \$150,000 in funding from the New NY Bridge Public Benefit Fund, administered by the NYS Thruway Authority, for a conceptual plan/feasibility study of the shared Route 9 corridor, with a focus on improved pedestrian, cyclist and motorist safety and quality of life, and improved accessibility to the Beeline bus system; and

Whereas the objectives included connectivity, economic development, and the reduction in greenhouse gas emissions; and

Whereas the transportation planning firm of Nelson Nygaard was retained to draft a conceptual plan known as the Route 9 Active Transportation Conceptual Design which was completed in 2019; and

Whereas in 2022, through the efforts of State Senator Andrea Stewart Cousins, funding was designated to NYSDOT to engage the engineering firm of WSP, to move into preliminary and detailed engineering design of the Route 9 corridor starting in Spring of 2023; and

Whereas the previously formed Steering Committee has completed the task with which it was charged; and

Whereas each village will select a designee to interface with NYSDOT on this project who will execute decisions regarding the project as per the instructions of the Village Board of Trustees; and

Whereas it is also desirable to collaborate with fellow designees from the involved Villages, as NYSDOT and its consultant WSP prepare the preliminary and detailed engineering design, and so a Joint Committee is proposed to perform this function; and

Whereas it is also desirable to maintain a corridor-wide project perspective, provide institutional memory, expertise and advice, and provide input on public engagement planning and events, and so an Advisory Committee is proposed to perform this function;

Now therefore Be it Resolved that the previously appointed Steering Committee is hereby dissolved; and

Resolved that the Village appoints _____ as the Village of _____ designee to interface with NYDOT and its consultant and serve on the Joint Committee of Village designees; and

Resolved that the Village of _____ appoints _____ and _____ and _____ to serve on the Advisory Committee.

