

**VILLAGE OF TARRYTOWN
BOARD OF TRUSTEES
WORK SESSION 6:30 P.M.
WEDNESDAY, MARCH 29, 2017
Tarrytown Village Hall
One Depot Plaza, Tarrytown, New York**

Board of Trustees Concerns

Open Session

1. Filming Fees
2. Kayak Launch
3. Parking Lot – Wilson Park at Tower Hill Road
4. Handicapped Parking – Wildey Street
5. Route 119 Bike/Pedestrian Study
6. Scheduling of Budget Meetings

Executive Session

- 1A. Tax Certiorari
- 2A. Tarrytown Boat Club – Lease Amendment



March 13, 2017

Members of the Village of Tarrytown Board of Trustees:

We, the merchants of Tarrytown, write to encourage you to re-examine the Village Code on Filming and its required fees to conduct filming in the Village.

We are proposing that the Village secure higher fees for the right to film here. We believe that the privilege is currently granted at a rate lower than what is required in other Westchester towns and villages, as researched by Michael Blau. The increase in fees would certainly be beneficial for our community as half of these funds are set aside for improvements to the business district.

We would propose the following new rates for your consideration:

Public Property Filming and Parking: \$2500 for the first day, \$2000 each day thereafter (currently \$1500 for the first day and \$1000 each day thereafter)

Private Property Filming with Public Parking: \$1500 for the first day and \$1000 each day thereafter

Private Property Filming, Parking Off-Site: The fees remain the same. Could we make sure that this listing (along with the stipulation concerning Non-Profits and Students) be posted with the other Village Fees?

We appreciate your timely review of this matter.

Sincerely yours,

Theresa L. McCarthy

Merchants' Council Chair, Village of Tarrytown

FILM PERMIT FEES		
		Fee
Municipality	Public Property	Private Property
Ardsley	\$4,500 per day in commercial district; \$1,500 per day in parks and residential districts	\$4,500 per day in commercial district; \$1,500 per day in parks and residential districts
Briarcliff Manor	\$1,000 per day	\$1,000 per day
Buchanan	\$2,500 per week	No Charge
Elmsford	\$1,000 per day	\$500 per day
Hastings	\$4,500 per day in commercial district; \$1,500 per day in parks and residential districts; these fees are for a 12 hour day - if filming extends beyond 12 hours, fee is doubled	\$4,500 per day in commercial district; \$1,500 per day in parks and residential districts; these fees are for a 12 hour day - if filming extends beyond 12 hours, fee is doubled
Irvington	\$5,000 per day	\$1,000 per day
Larchmont	\$500 per day + \$2,500 deposit	\$500 per day + \$2,500 deposit
Mamaroneck (V)	\$938 per day if filming occurs between 8 am and 6 pm; \$1,250 per day if starts before 8 am or ends after 6 pm.	\$938 per day if filming occurs between 8 am and 6 pm; \$1,250 per day if starts before 8 am or ends after 6 pm.
New Rochelle	\$2,000-\$5,000 per day based upon cast/crew size; prep/wrap days - 1/2 cost of a shoot day Photo/stills shoot day - \$400-\$1,500 based upon crew/cast size; prep/wrap days - 1/2 cost of a shoot day	\$800-\$2,000 per day based upon cast/crew size; prep/wrap days - 10% cost of a shoot day Photo/stills shoot day - \$200-\$500 based upon crew/cast size; prep/wrap days - 10% cost of a shoot day
Pelham (V)	\$600 per day 8 am-8 pm. \$900 per day 7 am-9 pm. \$1,200 per day, before 7 am and/or after 9 pm.	No Charge
Rye Brook	\$150/hour (4 hour minimum) + Application Fee of \$375	Application Fee of \$375
Scardale	\$500 per hour	\$500 per hour
Sleepy Hollow	\$1,500 per day	\$1,500 per day
Tarrytown	\$1,500 per day for first day; \$1,000 per day thereafter	\$1,000 per day for first day; \$500 per day thereafter

Tuckahoe		\$500 per camera per day		No Charge
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Village of Tarrytown

Boat Launch

Tarrytown Lakes

Water Service Main to Buildings

Date: 3-9-17

By: dp

Checked By: HW/dp

[illegible]

Village of Tarrytown

Wilson Park Trails

Parking Area - County House & Wilson Park

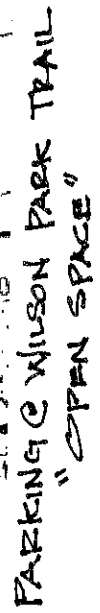
Parking Area

By: dp

Checked By: HW/dp

[illegible]

HILL



Kathy Deufemia

From: Mike Blau
Sent: Monday, March 20, 2017 8:48 AM
To: Kathy Deufemia
Subject: FW: Handicap Parking-Shiloh Baptist Church
Attachments: Hanicap Parking-Wildey St.pdf

Email and request on WS agenda


From: Scott Brown
Sent: Friday, March 17, 2017 1:20 PM
To: Mike Blau
Subject: Handicap Parking-Shiloh Baptist Church

The congregants of the Shiloh Baptist Church on Wildey St have requested a change in the hours parking is restricted for the existing handicapped parking space.

Staff has reviewed this request and found it to be reasonable and necessary and therefore recommends its approval. Please bring this code change to the attention of the Board of Trustees for their consideration.

Thank you.

TARRYTOWN POLICE DEPARTMENT
OFFICE MEMORANDUM

DATE: February 22, 2017
FROM: Lt. Barbelet 
TO: Chief Brown
SUBJECT: Code Change: Adjust restrictive parking times on a handicap spot

The Village has received a request to adjust the restrictive hours on a handicap parking spot located in front of the Shiloh Baptist Church on Wildey Street. The request comes on the behalf of a member of the congregation who states that the time adjustment better fits the need of the parishioners and pastor who utilize this spot on Sundays.

Currently the code reads as follows:

Name of Street or Lot	Side	Number of spaces; Location
Wildey St	South	from a point 60 feet east of Washington Street for a distance of 20 feet, between (10:00am and 1:30pm), Sundays only

The request is to change a portion of the section under Number of spaces, which is in parenthesis/bold and to have it replaced by the following: "8:00am to 6:00pm". Thank you.

Kathy Deufemia

From: Mike Blau
Sent: Monday, March 20, 2017 11:27 AM
To: Kathy Deufemia
Subject: FW: Rt. 119 bike/ped study

Work Session

From: Garrett P. Duquesne [<mailto:GDuquesne@greenburghny.com>]
Sent: Monday, March 20, 2017 9:54 AM
To: Mike Blau
Subject: RE: Rt. 119 bike/ped study

Hi Mike.

My goal here is to get a grant to cover the cost (for a Planning Consultant to prepare a study). With that I think the role of each municipality would be to contribute in the process of selecting a consultant to carry out the study, and generally working with the Consultant to assist in the study so that the results are most tailored to each municipality. I envision a working committee which could include a municipal official/board member/citizen or two from each municipality to meet with the consultant a few times throughout the duration of the study. Perhaps host one meeting to the public as a workshop also, to contribute to the study.

Thank you,
Garrett

From: Mike Blau [<mailto:MBlau@tarrytowngov.com>]
Sent: Monday, March 20, 2017 8:51 AM
To: Garrett P. Duquesne
Subject: RE: Rt. 119 bike/ped study

Garrett – what would be required of the Village

From: Garrett P. Duquesne [<mailto:GDuquesne@greenburghny.com>]
Sent: Friday, March 17, 2017 2:54 PM
To: Mike Blau
Subject: Rt. 119 bike/ped study

Hi Mike,

Would the Village of Tarrytown have interest in jointly working on a Rt. 119 bike/pedestrian study with the Town of Greenburgh, City of White Plains and Village of Elmsford?

Thank you,

Garrett Duquesne, AICP
Commissioner
Department of Community Development
and Conservation

Town of Greenburgh
177 Hillside Ave.
Greenburgh, NY 10607
Phone (914) 989-1532
Email: gduquesne@greenburghny.com
Homepage: <http://www.greenburghny.com>

Look for the latest information on the Town of Greenburgh's Comprehensive Plan update at
www.greenburghcomprehensiveplan.com



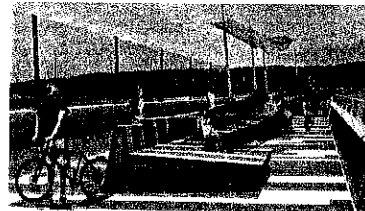
Route 119 Complete Street Design Plan

March 20, 2017 [added 9W data, revised time line]

Background

New Bridge, New Opportunities

The New NY Bridge will have a beautiful "Shared Use Path" for people on foot and riding bikes, once the bridge is completed in 2018. It will be a magnet for local and regional recreational users, as well as opening up new transportation options. Route 9W sees 3,000 – 5,000 cyclists (mostly from NYC) each weekend day, the bridge will bring many of them into our towns. These new possibilities present significant economic opportunities for residents and business along the Route 119 corridor.



The crossing's expansion will also induce new motor vehicle trips. Local communities can take measures to minimize the number of people driving and the safety ramifications thereof.

To both of those ends, the Bridge project has a Community Benefits Program (CBP) that is issuing grants for local improvements.

The Promise and Perils of Route 119

Route 119 is the only direct, (mostly) level road linking the Tappan Zee Bridge and Tarrytown to White Plains. All other streets are very hilly and circuitous. Along this road are an array of both large and small retail establishments, offices, residential neighborhoods, schools, parks, libraries, bus stops, plus the downtowns of the Village of Elmsford and the City of White Plains. This highway also links the Bridge, the Old Croton Aqueduct State Park, the North/South County Trailway and the Bronx River Trailway.

Despite these tremendous reasons to walk and bike along Route 119, few people do. Many places lack sidewalks, even places where there are bus stops. Most of the pedestrian crossings are very long due to roadway widths and exacerbated by intersecting streets and highway ramps that meet at oblique angles. Then there's the lack of shoulders and speeds at which people drive.

Fixing the shortcomings will generate tourist income by making several new loop rides possible for bikers in NYC, Bergen, Westchester and Rockland. A safe cycle track on Route 119 would connect the three trails mentioned above. Crossing the new bridge path also leads to Route 9W, a very popular ride with affluent cyclists.



Walking and biking creates cohesion of residents to local businesses. Shopping becomes a means of friendly interaction with neighbors. When people are on foot or bike, they tend to shop in the local business district; unlike when people get in cars, there's little difference between shopping around the corner and going somewhere else.



Normal cyclists will be able to ride to work in downtown White Plains from Nyack, Tarrytown, Elmsford and Greenburgh. Major health and safety benefits will be gained as well.

Big Win

The CBP is *very* interested in funding the Route 119 Complete Street Design Plan (the Plan). So much so that in 2015 the Bridge team directly hired consultants to perform a preliminary study along those lines. That preliminary study is a good start, examining four alternatives between Route 9 and Route 9A.

The Plan we are proposing here would extend the study into downtown White Plains, consider "quick build" alternatives, have a robust community involvement process, including demonstration projects. The goal would be finding consensus on how to make Route 119 usable by everyone - trucks, people walking, riding bikes and buses, and in cars.

This Plan would also tie in nicely with the Route 9 Active Transportation Conceptual Design Plan, a similar study the CBP is funding to improve cycling and walking on Route 9 in Hastings-on-Hudson through Sleepy Hollow.

Partners

New York Bicycling Coalition

- Statewide 501(c)3 and registered State contractor
- Founded 25 years ago by then recently retired State DOT and Parks officials
- Balances advocacy with a pragmatic, real world, results oriented mission
- Aided adoption of Safe Routes to School, Complete Streets, Safe Passing legislation
- Helped get a bicycle/pedestrian path on the new Champlain Bridge
- Secured \$9m in new bicycle infrastructure on Long Island
- Ensured safety of cyclists and walkers was incorporated in the recent State Highway Safety Plan
- Leading campaign for legalization of electric assisted bicycles
- Created bike touring maps for the Mohawk Valley Path Through History project
- Represented 30 county Tourism Promotion Agencies at the 5 Boro Bike Tour's expo
- Contact: Paul Winkeller <paul@nybc.net> 518-330-6301

Daniel Convissor

- Consistently envisioning how to make things work better
- Passionate about realizing Westchester's potential to be a great place for cycling and walking
- Has broad community ties through improving Sleepy Hollow (where he lives with his wife and two young children) and neighboring communities
- Constructively engages local and regional administrations
- 30 years of transportation advocacy experience, starting with Transportation Alternatives
- Conceived the conceptual designs for Williamsburg Bridge's bicycle / pedestrian path
- Drafted the grant and RFP for the CBP funded Route 9 Active Transportation Conceptual Design Plan. Participated in consultant selection. (The Route 9 Plan is run by a consortium of the Villages of Hastings-on-Hudson through Sleepy Hollow, with Irvington serving as the lead agency.)
- Contact: Daniel Convissor <daniele@panix.com> 914-236-6088



NYBC's Tasks

Grant Writing

- Obtain preliminary approval from the four municipalities to proceed
- Write and submit the "Letter of Interest" to the CBP
- Draft a resolution for the municipalities supporting the grant application

- The resolutions should reference a Steering Committee to which each municipality will appoint 3 people. Even better, the resolution will name those 3 people.
- If the CBP responds positively...
- Follow up on resolution adoption, attend board meetings if requested
- Write and submit the full grant application to the CBP

Project Management

- Meet with Steering Committee
- With input from the Steering Committee, draft and issue an RFP for a consultant to perform public outreach, design and engineering services
- Review proposals and pick vendor in consultation with Steering Committee
- Oversee consultant's work

Expected Plan Deliverables

The RFP will provide consultants a fixed fee. They will compete on the scope of services to be offered for that price and their experience. The Plan process will look something like this:

- Gathering existing conditions, travel patterns and data
- Public workshops and/or walking audits to learn of specific concerns
- Development of possible solutions, analyzing relative benefits and disadvantages
- Public workshops to review possible solutions
- Demonstration projects, so people can see and feel how the proposals will work
- Draft of the Conceptual Design Plan
- Final report



Tight Time Line

The CBP's reimbursement process will be shut in June 2018, so time is of the essence. Fortunately, the application process is quick and painless. (The Route 9 project was approved within a week of being submitted.) This means NYBC and the municipalities must move quickly. Here is a possible time line:

Late March 2017: submit preliminary Letter of Interest to CBP

Mid April 2017: obtain resolutions supporting grant, name Steering Committee members

Early May 2017: submit full application to CBP

Mid May 2017: receive grant approval

Late May 2017: issue RFP

Late June 2017: review proposals, select vendor

Early July 2017: vendor starts work

May 2018: receive Final Report

Budget

The CBP grant would pay for the Plan itself. No matching funds are required. The application would be for a \$250,000 grant to cover the cost of producing the Plan and project management.

The grant writing process will cost \$120/hr, which the four municipalities can split amongst themselves. Assuming each entity moves at a reasonable speed and doesn't need our attendance at meetings, the whole process will likely take around 20 hours.

