

**VILLAGE OF TARRYTOWN  
BOARD OF TRUSTEES  
WORK SESSION 6:00 P.M.  
TUESDAY, NOVEMBER 26, 2013  
*Tarrytown Village Hall  
One Depot Plaza, Tarrytown, New York***

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6:00 p.m. – Carole Griffiths – Complete Streets

Board of Trustees Concerns

Open Session

1. Pierson Park Ribbon Cutting
2. Tree Law
3. Main Street Firehouse Pavement Markings
4. Letter Town of Greenburgh re Payment for Tappan Zee Bridge
5. Tree Commission Resignation
6. Bus Stop – South Broadway and Depot Plaza Bus Stop Change
7. Request Town of Greenburgh – Letter to HUD
8. Pillars – Rosehill Avenue
9. Taxicab Regulation Survey
10. Operating Plan for the Farmers Market
11. Designation of Code Enforcement Officers
12. Amend Master Fee Schedule – Street and Sidewalk Opening Permits



# TOWN of GREENBURGH

## OFFICE OF THE SUPERVISOR

177 Hillside Avenue Greenburgh, New York 10607

(914) 993-1540 Office (914) 993-1541 Fax (914) 478-1219 Home

Web Site - [www.greenburghny.com](http://www.greenburghny.com)

E-Mail - [pfeiner@greenburghny.com](mailto:pfeiner@greenburghny.com)

PAUL J. FEINER  
Supervisor

November 6, 2013

RECEIVED

NOV 12 2013


TARRYTOWN VILLAGE  
ADMINISTRATOR

Dear Mayor/Supervisor:

I think that we should all push the NYS Thruway Authority to have the entire state pay for the new Tappan Zee Bridge, not only Tappan Zee Bridge commuters.

Enclosed, please find a copy of a letter I sent to the chair of the NYS Thruway Authority and to legislators.

Sincerely,

  
Paul J. Feiner  
Town Supervisor

PJF:ca



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**TARRYTOWN VILLAGE  
ADMINISTRATOR**

PAUL J. FEINER  
Supervisor

November 6, 2013

Howard Milstein, Chairman  
NYS Thruway Authority  
200 Southern Blvd.  
P.O. Box 189  
Albany, NY 12201-0189

Dear Mr. Milstein,

The NYS Thruway Authority plans to only have Tappan Zee Bridge users pay for the new Tappan Zee Bridge. I don't think this is fair! When work is done around the state on other bridges and roads the entire system pays for the work. If down state residents are going to pay for upstate bridges and road construction, upstate residents should be required to contribute towards the new Tappan Zee Bridge construction.

The other option: If upstate won't pay for a downstate bridge, downstate shouldn't have to pay for the 7 year capital program projects listed on the Thruway Authority's website for work Under Construction or Completed in the 3 Upstate Divisions: Albany, Syracuse and Buffalo. The total cost of all these projects is almost \$1 Billion and that's only for the most recent 7 years listed. A few examples of these projects are shown below for each Division: There are many other projects taking place around the state that Westchester and Rockland residents currently pay for. Equal rights for upstate and downstate! The NYS Thruway Authority should treat every part of the state the same.

Albany:

- (1) \$1.5 Million: Thruway Bridge over Catskill Creek- Emergency Repairs
- (2) \$8.9 Million: Bridge Painting- 13 Bridges
- (3) \$99.7 Million: Exit 23-24- Pavement Repairs & Bridge Painting

Syracuse:

- (1) \$127.9 Million: I-690 (Exit 39-40) including 4 Bridges- Pavement Reconstruction
- (2) \$8.3 Million: Thruway Bridge over Mohawk River and over Barge Canal

Buffalo:

- (1) \$6.0 Million: Grand Island Bridges- Steel Repairs
- (2) \$91.2 Million: Hamburg to Silver Creek- Pavement Repairs & Rehabilitation of 4 Bridges
- (3) \$9.3 Million: Pembroke to Depew- Pavement Resurfacing
- (4) \$3.0 Million: State Police Headquarters

Sincerely,

Paul J. Feiner

To be on the Town of Greenburgh's Automatic e-mail alert list, e-mail me at [pfeiner@greenburghny.com](mailto:pfeiner@greenburghny.com)  
Town Supervisor

Money Magazine: Greenburgh - A Best Place to Live in America Winner (2008)

## Mike Blau

---

**From:** Lt. Herguth <wherguth@tarrytownpd.org>  
**Sent:** Wednesday, November 06, 2013 11:44 AM  
**To:** Mike Blau  
**Subject:** RE: Bus Stop, South Broadway  
**Attachments:** New spaces S Bro 11-13 001.jpg

BOT had 2 questions –

1. Where should the handicapped space that is being removed be situated? I WAS ADVISED THAT IT WOULD NOT BE REPLACED AS THERE IS A HANDICAPPED SPACE IN THE PARKING LOT AT 31 SOUTH BROADWAY THAT IS IN CLOSE PROXIMITY.
2. How far from the southwest corner of Broadway and Main will the new parking space be located? THERE WILL BE 2 NEW SPACES. THE END OF THE SECOND SPACE WILL BE APPROXIMATELY 19 FEET FROM THE START OF THE 10 FOOT WIDE CROSSWALK. SEE ATTACHED DRAWING.

---

**From:** Mike Blau [mailto:MBlau@tarrytowntgov.com]  
**Sent:** Wednesday, November 06, 2013 8:26 AM  
**To:** 'Lt. Herguth' (wherguth@tarrytownpd.org)  
**Subject:** FW: Bus Stop, South Broadway

Can you please provide me answers to these questions?

---

**From:** Mike Blau  
**Sent:** Tuesday, November 05, 2013 7:57 AM  
**To:** Scott Brown  
**Subject:** Bus Stop, South Broadway

BOT had 2 questions – 1. Where should the handicapped space that is being removed be situated? 2. How far from the southwest corner of Broadway and Main will the new parking space be located?

MAIN ST.

7-11

CITIBANK

EXISTING  
SPACE

NEW SPACE  
20'

NEW SPACE  
20'

NO PARKING  
19'

10'-0"

39'

SO. BROADWAY

11/6/13

## Mike Blau

---

**From:** Lt. Herguth <wherguth@tarrytowngov.com>  
**Sent:** Wednesday, November 06, 2013 1:03 PM  
**To:** Mike Blau  
**Subject:** RE: Bus Stop, South Broadway

The first three spaces which includes the handicapped are north of the entrance to the lot at 31. The handicapped could be moved to the fourth space which is between #21 and #19. This space currently has a double meter that was going to be changed to a single. This could be designated for the handicapped. It would be approximately 70 feet north of where it is now.

---

**From:** Mike Blau [mailto:MBlau@tarrytowngov.com]  
**Sent:** Wednesday, November 06, 2013 12:07 PM  
**To:** 'Lt. Herguth'  
**Subject:** RE: Bus Stop, South Broadway

The Board wants a replacement for the handicapped space that is being eliminated.

---

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INSTALL BUS STOP  
POST WITH SIGNS  
WHERE HANDICAPPED  
SIGN WAS

RRING  
-OT  
1  
0.  
Roadway

# 25

# 21

INSTALL SINGLE  
HEAD HERE + PAINT BLUE

HR BLOCK

7-11

REMOVE BUS  
STOP POST  
WITH SIGNS

REMOVE DOUBLE HEAD - RELOCATE HERE

REMOVE DOUBLE  
METER + POST

REMOVE HANDICAPPED  
SIGN + POST

AND REINSTALL HERE

SO. BROADWAY

CITIDARK

TARRYTOWN POLICE DEPARTMENT  
OFFICE MEMORANDUM

DATE: October 16, 2013  
TO: Chief Brown  
FROM: William G. Herguth, Lt. *usot*

SUBJECT: So. Broadway-Moving bus stop + Depot Plaza change

Per your request to have the bus stop on the west side of South Broadway at the intersection of Main Street moved further to the south the following wording may be used to amend the Village Code as necessary. Also, the code will have to be changed to accommodate the new bus stop location near the train station.

Material to be deleted is set forth in parentheses ( ). New material is set forth in capital letters.

§ 291-88. Schedule XXIII: Bus Stops.

In accordance with the provisions of § 291-29, the following described locations are hereby designated as bus stops.

Name of Street	Side	Location
Route 9	West	(At intersection of Main Street) IN FRONT OF 25 SOUTH BROADWAY
Railroad Station	West	(North) SOUTH of station





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NOV 14 2013

**TARRYTOWN VILLAGE  
ADMINISTRATOR**

PAUL J. FEINER  
Supervisor

November 12, 2013

TO: MAYORS, TOWN SUPERVISORS (WESTCHESTER)

I sent the enclosed letter to the U.S. Deputy Secretary of HUD. I would be most appreciative if you would consider sending a similar letter to HUD.

I will ask the Westchester Municipal Officials Association to consider endorsing this concept as well.

Sincerely,

Paul J. Feiner  
Town Supervisor

PJF:ca  
Encl



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PAUL J. FEINER  
Supervisor

November 12, 2013

Maurice A Jones  
United States Deputy Secretary  
of Housing & Urban Development  
451 7<sup>th</sup> Street SW Room 10100  
Washington DC 20410

Dear Secretary Jones:

Thank you very much for meeting with local officials at the Westchester Municipal Officials executive committee on November 7<sup>th</sup>. I appreciate your desire to release CDBG funding to local governments in Westchester that are in compliance with federal affordable housing laws.

Communities like Greenburgh have counted on CDBG funds to be used for programs that are benefitting low/moderate income areas. Among the projects we had counted on to receive funding was a street revitalization on Manhattan Avenue - across the street from Union Baptist Church, a church that serves many lower income members of our community. Union Baptist Church is celebrating their 100<sup>th</sup> anniversary in May, 2014 and we hoped to dedicate the new street revitalization in time for their celebration.

Greenburgh has approved many affordable housing projects over the years. Earlier this year WestHAB dedicated a new apartment building that serves lower income residents. We recently sold foreclosed property that the town owns to a developer to build affordable housing apartments in Ardsley. We turned over a foreclosed property to Sheltering the Homeless is Our Responsibility (SHORE) for affordable housing. The town sold another foreclosed property to a Hastings developer for affordable housing apartments and we continue to approve more rentals that are affordable around the town. Greenburgh also requires that 10% of units in multifamily dwellings be affordable. And, we're known for our affordable homes that are located throughout the town - homes that have been in existence for decades. We will continue to support the building of more affordable housing around town.

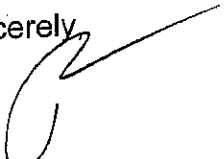
I believe that the federal government's policy is hurting towns that should not be punished. The County Executive may not want to comply with HUD's directives. Greenburgh is different. Why should poor people living in Greenburgh be hurt because of the County Executive's policies which we have nothing to do with.

SOME SUGGESTIONS: HUD should authorize communities like Greenburgh to accept CDBG funds by transferring the funding to the State of New York for its administration of programs in Westchester. The state now administers small cities CDBG programs in other counties.

In decisions on amount of funding, a formula might be devised to recognize those municipalities that are adding to their supply of affordable housing. State administration is one option. Another might be to transfer Westchester's allocation to the Secretaries Fund, which could then administer the program with funding restricted to those who have a satisfactory % of affordable housing and/or can establish that their zoning law is not exclusionary.

I invite you to spend some time in Greenburgh and would be happy to personally give you a tour of all of our affordable housing initiatives in the town - old ones and new ones.

Sincerely,



Paul J. Feiner  
Town Supervisor

PJF:ca

TAXICAB REGULATION SURVEY			
Municipality	Regulate Taxicabs (Y/N)	Limit # of Taxicabs (Y/N)	Limit # of Taxi Companies (Y/N)
Ardsey	N		
Briarcliff Manor	N		
Bronxville	Y	Y	N
Buchanan	N		
Croton	N		
Elmsford	Y	N	N
Hastings	Y	Y (but have not established a number)	N
Irvington	Y	N	N
Mamaroneck (T)	N		
Mamaroneck (V)	Y	N	N
Mount Kisco	Y	50	Not yet, but are considering it
New Rochelle	Y	175* - Current breakdown see below	
Ossining (V)	Y	N	N
Pelham (V)	Y	N	N
Pleasantville	N		
Rye Brook	N		
Scarsdale	Y	25	N
Tarrytown	Y	N	N

\*New Rochelle has 6 taxi companies with a total of 141 taxicabs and 5 independent taxicabs. New Rochelle issues medallions.

**VILLAGE OF TARRYTOWN  
VILLAGE ADMINISTRATOR'S OFFICE  
MEMORANDUM**

TO: Mayor Fixell and the Board of Trustees  
FROM: Michael Blau, Village Administrator  
RE: Designation of Code Enforcement Officers  
DATE: November 20, 2013

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Please be advised that I met with Michael McGarvey, Dan Pennella and Howard Wessells to discuss various issues that they were interested in addressing in regards to the Village Code. Dan noted that someone had challenged his ability to issue a summons and he had checked on what had been done in the past in the Village in regards to Code Enforcement Officers. He further noted that in his ongoing education classes for building inspection he recalls a statement that the person issuing a summons had to be a Constable or an Officer of the Court. I thereafter contacted the Village Attorney who investigated and noted that all that was required is for the Board of Trustees to designate who are Code Enforcement Officers for the Village.

A check of Village minutes evidences the fact that the last time such an action was taken by the Board was in 1997. Thus, it is necessary for the Board to take an action to designate who are Code Enforcement Officers for the Village. I would recommend the following for your consideration:

Michael McGarvey  
Donato Pennella  
Howard Wessells  
Scott Weaver  
Edward Garcia

## Amendment to Master Fee Schedule – Street and Sidewalk Opening Permits

### **Curb Cut**

Existing Fee

Fee - \$25.00

Security Deposit - \$15.00/lineal foot. Minimum Security Deposit \$200.00

Proposed Fee

Fee - \$15.00/lineal foot. Minimum fee - \$100.00

Security Deposit - \$500.00

### **Street and Sidewalk Opening Permit**

Existing Fee – Street Opening

Fee - \$50.00

Security Deposit - \$6.00/square yard for concrete; \$4.00/square yard for asphalt. Minimum Security Deposit \$500.00

Existing Fee – Sidewalk Opening

Fee - \$50.00

Security Deposit - \$4.00/square yard for concrete; \$2.00/square yard for asphalt. Minimum Security Deposit \$200.00

Proposed Fee for both Street Opening and Sidewalk Opening Permits

Fee - \$3.00/square foot. Minimum fee - \$100.00

Deposit - \$1,000.00