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Press Release

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[Metro-North](#)

IMMEDIATE

Historic Tarrytown Station Building Offered For Lease

Building in Tip-Top Shape After Renovation

The historic and just-restored Tarrytown train station building is available for lease from the Metropolitan Transportation Authority under a competitive bidding process.

The station, which just underwent a \$45 million rehabilitation, is located in a rapidly developing area of Tarrytown across from the newly constructed Village Hall, near Hudson Harbor, a new commercial and residential development on the river side of the tracks, and a short walk from the vibrant downtown anchored by the Music Hall and the many popular dining establishments that surround it.

The building is a gem that has been in continuous use since it was built in 1890 by the New York Central and Hudson River Railroad. It received a new slate roof, gutters, and canopy supports. Three dormer windows that had been sliced off decades ago during a prior roof job were reconstructed and now the afternoon sunlight brightens the waiting room with its terracotta tile floor and oak benches. Outside in front, the roof overhang on the eastern façade, which had been truncated to accommodate the height of buses at the curb, was restored to its original dimensions and the sidewalk was widened.

The one-story, masonry building, which was designed by Shepley, Rutan and Coolidge and constructed in 1890, has 3,300 square feet on the ground floor and a 520-square-foot-loft.

Tarrytown, the second busiest station on the Hudson Line after Croton-Harmon, also got new platforms, new overpasses, new stairways, new shelters and new elevators.

Metro-North will reserve exclusive use of the ticket office, as well as nonexclusive use of a public waiting area and public restrooms. Depending upon the requirements of the lessee, the public areas may be either incorporated into or segregated from the proposed commercial use.

The lessee will be required to provide morning coffee service on business days from 6:00 a.m. – 11:00 a.m., at a minimum.

The suggested rent is \$50,000 a year with annual increases of 3%.

The building is eligible for listing on the National and/or State Registers of Historic Places and Metro-North has applied for its inclusion on the National Register of Historic Places. Any renovations made by tenants will be subject to applicable law governing buildings that are listed and will be required to comply with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings.

For the history buffs: The fee interests in the properties on the Hudson Line and Harlem Line are owned by Midtown Trackage Ventures, LLC, a private real estate company that is a successor-in-interest to the Penn Central Railroad and leases the entirety of such lines to the MTA, for operation by MTA Metro-North, pursuant to a triple-net lease that is scheduled to expire in 2274 (the "Harlem-Hudson Lease").

Pursuant to the Harlem-Hudson Lease, the MTA has an option to purchase the fee interest in the entire premises covered by such lease, subject to certain terms and conditions. In the meanwhile, the MTA has the unfettered right to sublet portions of such premises, including the Site. The sublease for the Site will be subject and subordinate to the Harlem-Hudson Lease, but covered by non-disturbance agreements as contemplated by such lease.

Bids are due September 10. For more information, contact Jeff Kintzer (914) 237-3403 at Royal Properties Inc., MTA's leasing agent for the building, or visit the MTA web site: http://mta.info/mta/realestate/retail_leasing.html