

**LIGHTHOUSE LANDING**  
**VILLAGE OF SLEEPY HOLLOW**  
**WESTCHESTER COUNTY, NEW YORK**

**FINAL**  
**ENVIRONMENTAL IMPACT STATEMENT**

**VOLUME 3: APPENDICES**

Prepared For Submission To:

**MAYOR AND BOARD OF TRUSTEES**  
**VILLAGE OF SLEEPY HOLLOW, NEW YORK**

Applicant:

**ROSELAND/SLEEPY HOLLOW, LLC**  
**AND**  
**GENERAL MOTORS CORPORATION**

Prepared By:

**Divney Tung Schwalbe, LLP**

October 4, 2005

Revised December 19, 2006

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| 1.         | Andrew V. Tung, Divney Tung Schwalbe, LLP to Randall J. Fleischer, Metro-North Railroad   | 9/29/04        |
| 2.         | James DeRito, Divney Tung Schwalbe, LLP to Keith Safian, Phelps Memorial Hospital Center  | 12/27/04       |
| 3.         | Keith F. Safian, Phelps Memorial Hospital Center to Andrew V. Tung, Divney Tung Schwalbe, LLP   | 1/24/05        |
| 4.         | Fran Dunwell, NYSDEC, Hudson River Estuary Program & Dan Miller, Hudson River Estuary Program to The Village of Sleepy Hollow, New York | 5/23/05        |
| 5.         | James DeRito, Divney Tung Schwalbe to James Warren, Chief of Police, Sleepy Hollow Police Department                                    | 8/16/05        |
| 6.         | James DeRito, Divney Tung Schwalbe, LLP to Jose Ojito, Fire Chief, Sleepy Hollow Fire Department  | 8/16/05        |
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| 8.         | Andrew V. Tung, Divney Tung Schwalbe, LLP to Commissioner Lawrence Salley, Westchester County Department of Transportation              | 8/29/05        |
| 9.         | Andrew Tung, Divney Tung Schwalbe, LLP to Wendy Johnston, Metro-North Railroad  | 9/19/05        |
| 10.        | Wendy Johnston, Metro-North Railroad to Andrew Tung, Divney Tung Schwalbe, LLP  | 10/28/05       |
| 11.        | Jim DeRito, Divney Tung Schwalbe, LLP to Postmaster of Village of Tarrytown   | 8/15/06        |
| 12.        | Jim DeRito, Divney Tung Schwalbe, LLP to James Warren, Chief of Police, Sleepy Hollow Police Department                                 | 8/18/06        |
| 13.        | Jim DeRito, Divney Tung Schwalbe, LLP to Jose Ojito, Fire Chief, Sleepy Hollow Fire Department  | 8/18/06        |
| 14.        | Jim DeRito, Divney Tung Schwalbe, LLP to Todd Spota, Chief, Sleepy Hollow Ambulance Corps   | 8/18/06        |
| 15.        | Cynthia Blakemore, New York State Office of Parks, Recreation and Historic Preservation to Dwight Douglas                               | 11/30/06       |
| 16.        | Dwight H. Douglas, Village Administrator, Village of Sleepy Hollow to James DeRito, Divney Tung Schwalbe, LLP                           | 12/14/06       |
| 17.        | Local Mass Transit Options  | Undated        |
| 18.        | Michael B. Gerrard, Arnold & Porter LLP to Dwight Douglas, Village Administrator, Village of Sleepy Hollow                              | 12/19/06       |

**LETTER NO. 1**

September 29, 2004

VIA FEDERAL EXPRESS

Mr. Randall J. Fleischer  
Director, Business Development and Facilities  
Metro-North Railroad  
347 Madison Avenue  
New York, New York 10017-3739

Re: Design Definition Report  
Sleepy Hollow, New York

Dear Mr. Fleischer:

Per your request, Roseland Property Company's design engineers, Edwards & Kelcey, have amended the Design Definition Report for the Sleepy Hollow Station to address the technical comments included in your letter of August 23, 2004. Six copies of the revised report (September 23, 2004; additions shown in *bold italic*) are included herein for your review. Upon Metro-North acceptance of the report, we propose to include it in the Technical Appendix of the Draft Environmental Impact Statement (DEIS) for Lighthouse Landing and discuss its contents in the body of the DEIS.

Several comments or questions were not part of Edwards & Kelcey's report and are addressed below. Headings listed are from your August 23<sup>rd</sup> letter.

STAIRWAYS AND OVERPASS

*"What is vertical clearance from top of rail to former employee pedestrian overpass?"*

We do not have information on the exact vertical clearance; we propose, however, to remove the former GM pedestrian overpass as part of the Lighthouse Landing plan.

Mr. Randall J. Fleischer  
Re: Design Definition Report, Sleepy Hollow, New York

September 29, 2004  
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ENVIRONMENTAL PROCESS AND IMPACTS

*“Temporary and/or long term effects on the environment and the public, which may result during construction of the station, should be identified and addressed.”*

Temporary and long term impacts from the station are being addressed as part of the overall Lighthouse Landing project in the DEIS sections related to construction, air quality and noise.

PARKING

*“It is not clear that the proposed commuter parking facility is sufficient to meet MNR’s needs. We need to review the details behind your initial parking projections.”*

Assessing the extent of MNR’s parking needs along the Hudson Line is beyond the scope of this station feasibility report, and attempting to meet those needs is beyond the capabilities and objectives of this project. The residents of Lighthouse Landing and the Sleepy Hollow “inner village” will be able to walk or be transported by shuttle to the new station. The Mayor of Sleepy Hollow has expressed the Board of Trustees’ concern that a large parking facility at the station would further exacerbate traffic conditions along and across the Route 9 corridor during weekday peak hours. The provision of 400 commuter parking spaces as shown in the Lighthouse Landing DEIS site plan that will be circulated for public review reflects Roseland’s desire to achieve a balance between the objectives of Metro-North, the Village of Sleepy Hollow, and the Lighthouse Landing project.

*“MNR prefers to operate the commuter lot directly with its system-wide parking operator.”*

The mechanisms of operation of the commuter lot are still to be determined, and will be considered within the larger issue of ownership and operation of all the publicly-accessible facilities within Lighthouse Landing.

*“Parking lot elements should be consistent with the parking station standards and should include, but not be limited to, daily and metered spaces, revenue collection system, pedestrian walkways, lighting and landscaping.”*

The parking lot will be provided with all the listed features per the zoning requirements of the Village of Sleepy Hollow and the parking lot operator.

\* \* \* \* \*

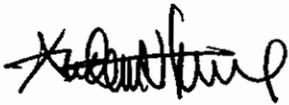
Mr. Randall J. Fleischer  
Re: Design Definition Report, Sleepy Hollow, New York

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We would be pleased to discuss the revised Design Definition Report with you at your convenience. We look forward to your acceptance of the Report so it can be included in the DEIS and Edwards & Kelcey can proceed to the next phase of the feasibility study.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



Andrew V. Tung, ASLA, Esq.  
Partner

AVT:cek  
Enclosure

cc: W. Johnston  
J. Stein  
M. Weingarten  
M. Chertok  
S. Bond  
J. DeRito  
File 540.5

**LETTER NO. 2**

December 27, 2004

(Via Facsimile and Mail)

Mr. Keith Safian  
President and Chief Executive Officer  
Phelps Memorial Hospital Center  
701 North Broadway  
Sleepy Hollow, New York 10591

Re: Lighthouse Landing Project  
Sleepy Hollow, New York

Dear Mr. Safian:

Our office is currently preparing a Draft Environmental Impact Statement (DEIS) for the proposed Lighthouse Landing project on the former General Motors site. This mixed-use project will include residential, retail, office and open space components, and will be constructed in phases with completion in 2012. When fully developed, the project is expected to have a resident population of approximately 3,000 persons and will employ some 700 workers.

The Village has requested that the DEIS provide information regarding Phelps Memorial Hospital Center (PMHC) as part of the discussion of community services and facilities. As such, we respectfully request information regarding current and future employment levels at PMHC as outlined in the questions below:

1. Existing Conditions – How many people are currently employed by PMHC?
2. Future Conditions
  - a. How many people are projected to be employed by PMHC over the next several years (through 2012, if known) without the Lighthouse Landing project being developed?

Mr. Keith Safian  
Re: Lighthouse Landing

December 27, 2004  
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- b. Would PMHC anticipate the need for additional employees or facilities as a result of the proposed Lighthouse Landing project? If yes, please explain.

Should you have any questions, please do not hesitate to call me at 428-0010.

Thank you for your assistance.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



V. James DeRito  
Senior Associate

File 540.19

**P H E L P S**

January 24, 2005

**LETTER NO. 3**

JAN 27 2005  
Mr. Andrew V. Tung, ASLA, Esq.  
Divney Tung Schwalbe  
One North Broadway  
White Plains, New York 10601

RE: Lighthouse Landing Project  
Sleepy Hollow, New York

Dear Andy:

In response to your letter of December 27, please see below the response to your questions:

1. Existing Conditions – How many people are currently employed by PMHC?  
1,300

2. Future Conditions –

(a) How many people are projected to be employed by PMHC over the next several years (Through 2012, if known) without the Lighthouse Project being developed?

1,780 projected to 2012

(b) Would PMHC anticipate the need for additional employees or facilities as a result of the proposed Lighthouse Landing Projects?

Phelps expects that the 3,000 residents of Lighthouse Landing, combined with the individuals who work at or visit the complex, will add between 1% and 3% to Phelps' patient activity. We would expect to add a modest number of additional staff to accommodate this activity, but would not expect to need any additional facilities, as the recently approved Emergency Department and Medical Services Building will be adequate to serve these patients.

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

Sincerely,

  
Keith F. Safian, FACHE  
President & CEO

New York State Department of Environmental Conservation  
Hudson River Estuary Program  
21 South Putt Corners Road  
New Paltz, New York 12561  
(845) 256-3016



Denise Sheehan  
Acting Commissioner

**LETTER NO. 4**

MEMORANDUM

TO: The Village of Sleepy Hollow, NY

FROM: Fran Dunwell, NYSDEC, Hudson River Estuary Program  
Dan Miller, Hudson River Estuary Program

SUBJECT: Pocantico River Flood Mitigation and Ecological Restoration-  
Recommended Engineering Feasibility Studies

DATE: May 23, 2005

**Background**

The lower Pocantico River has had a long history of environmental alterations. Many years of industrial use has resulted in filling of the original Sleepy Hollow Harbor, and eventually the redirection of the river channel to the northern edge of the historic harbor. More recently, industrial operations have ceased and facilities have been removed. The applicant is currently proposing a "mixed use" residential and commercial community for a majority of the site. As part of the planning process, the Village of Sleepy Hollow has advised NYSDEC that it wishes to explore the feasibility of resolving persistent environmental issues with the Pocantico River caused by the historic filling of the harbor by the applicant's partner General Motors and GM's predecessors on the site.

In its current state, the lower Pocantico River is a tidal tributary from its mouth, upstream to the Philipsburg Manor dam. It is fairly well buffered by vegetated edges, wetlands and tidal flats. The area is valuable habitat for a variety of resident and migratory fishes, birds, reptiles, small mammals and invertebrates. If protected and enhanced, it could be a valuable "natural area" accessible to the community.

However, the river does present challenges for the proposed development. The lower river floods its banks during extreme storms. The more extreme events are likely exacerbated by a combination of winds and high tide coinciding with heavy discharge from the river. Currently, the flooding poses little danger to the public and causes little economic hardship to the community. However, as the area is developed and populated, flood events could become more destructive and costly. Additionally, the sustainability of the existing river channel is unknown. Areas of the river channel are rapidly silting in and upper inter-tidal marsh areas are being invaded by common reed. As the river silts in, its capacity to store storm water is reduced, potentially increasing the flood risk to surrounding areas. The river silting in may also have negative consequences on habitat. Recent studies have suggested that the migratory and resident fish communities which have used the Pocantico River for centuries are dwindling, possibly due to the loss of a deep river channel utilized by migratory fish.

The Village has expressed a desire to explore the engineering feasibility of reducing flood potential while enhancing the ecological function of the lower Pocantico River. This scope of

work was prepared by NYSDEC at the request of the Village to identify needed engineering, feasibility and costs estimates for the following three possible actions to address flooding and habitat issues on the Pocantico:

1. Increasing storm water capacity with modifications to the existing river channel including dredging silt from the main channel and construction of vegetated inter-tidal wetlands and floodplain,
2. Increasing the flow capacity at the mouth of the Pocantico River allowing greater storm-water release by widening the channel at the railroad and auto bridges, and
3. Construction of a secondary bypass channel from the Pocantico to the Hudson through landfilled areas on the Roseland property adjacent to Kingsland Point (the "green crescent"

Combinations of the three options should also be considered.

#### **Feasibility Study- Scope of Work**

In addition to studying the engineering feasibility and costs of the proposals, the ecological consequences of each should be addressed. A fundamental principle of the work should be that any action taken will not only maintain the existing level of ecological function, but should seek to improve it.

The following studies are recommended to evaluate the three proposed actions as part of the FEIS process:

#### **Hydrology**

Hydrologic alterations of the lower Pocantico River by GM and its predecessors over a period of many decades have been significant. These alterations are likely the basis for the loss of ecological functions including flood/storm water capacity, ecological productivity and nutrient and energy cycling. This is likely due to reduced capacity of filled shallow water and inter-tidal areas, restricted interaction with the Hudson River and more rapid delivery of storm water from development in parts of the watershed.

Review of options for enhancing the system's hydrology should include establishment of inter-tidal marsh, flood plain and shallow water areas (Action 1), increased river channel capacity and interaction with the Hudson River (Action 2) and construction of a secondary channel through the filled GM site to receive overflow from the Pocantico during extreme storm events (Action 3). A watershed hydrologist with experience in restoration ecology of rivers and tidal basins within developed watersheds would be a viable candidate for conducting this portion of the study.

Tasks in determining the feasibility of enhancing the hydrology of the Pocantico River will be determined by the watershed hydrologists and will likely include:

- Topographic surveys of river channel and surrounding area
- Determination of maximum and average peak flow of water from the watershed
- Determination of minimum flow capacity of the river channel at the entrance into the Hudson River necessary to contain the lower Pocantico within the restored floodplain during storm events.
- Bathymetric survey of the existing Pocantico River channel and determination of current flow capacity.

- Hydrologic model creation including low, peak and average flow events, for current conditions and the three proposed restoration actions.

### **Sediment Budget**

Actions taken must result in a sustainable tidal river system. The existing system is rapidly silting in. The source of this sediment may be a combination of material imported from the upper Pocantico and the Hudson River. Existing hydrodynamic energy regimes that result in rapid sediment deposition should be identified and addressed. Sediment budget models for the existing condition and the proposed actions should be developed.

### **Additional Considerations**

Levels of contamination exist throughout the filled site ranging from low to high. When determining the feasibility of each option, the applicant should consider that it will be unlikely that permitting agencies will allow any action that would allow surface water of the Hudson River to contact contaminated fill material. Therefore, if wetlands or a channel were to be constructed within the filled site, any exposed contaminated materials in excavated areas will need to be permanently isolated from contact with any waters of the Pocantico or Hudson Rivers.

Establishment of a second channel of the Pocantico through the GM /Roseland site (Action 3) has been proposed in some comments on the DEIS. It is the opinion of the NYSDEC that such a potential second channel should not be allowed to drain the base flow of the Pocantico away from its existing channel and, if constructed, should only receive flood water from the Pocantico so as to retain the ecological value of the existing system. Therefore, a second channel through the Roseland property, operating as an overflow, would need to receive water from the Hudson in order to be filled with water year-round. An assessment of the depth, volume and characteristics of the potential overflow channel would be helpful in analyzing this option.

### **Deliverables**

The applicant should evaluate the feasibility of each of the three proposed actions, and a combination of actions 1 and 2. The report should include a detailed discussion of the engineering feasibility of each action including projected construction, operation and maintenance costs. The report should also include an assessment of potential losses or gains in environmental function associated with each action including storm water management, sediment budgets, and littoral and in-stream habitats.

Sincerely,

Fran Dunwell,  
NYSDEC  
Hudson River Estuary Program

Daniel Miller  
Hudson River Estuary Program

cc:

August 16, 2005

**LETTER NO. 5**

Mr. James Warren, Chief of Police  
 Sleepy Hollow Police Department  
 28 Beekman Avenue  
 Sleepy Hollow, New York 10591

Re: Lighthouse Landing  
Former General Motors Site

Dear Chief Warren:

Our firm is currently in the process of preparing the Final Environmental Impact Statement (FEIS) for the proposed Lighthouse Landing mixed-use waterfront development on the former General Motors site. The Applicant is preparing an alternative plan for evaluation in the FEIS. The Village of Sleepy Hollow Mayor and Board of Trustees prepared a letter dated March 29, 2005, (attached) during the comment period on the Draft EIS outlining a number of police-related questions. We respectfully request your input to help us address these questions.

Excerpts from the Village Board of Trustees letter are shown below in *italic font*. Our initial responses to some of these questions are shown in parentheses below the excerpted comments for your consideration.

*Police:*

21. *The Police Chief indicated that the project would require two posts, one to patrol the residential portion and one to patrol the commercial portion. The Chief indicated two posts would be adequate to handle commuters from the new station. However, the Applicant has indicated they would be providing their own security service. How would full-time security service affect the need for municipal police service? How would full-time security service interface with the Police Department?*

(Lighthouse Landing will contract with a private security service to monitor activity at the project site. The private security service would be intended to act as a deterrent; they would report any incidents to the Village Police Department for further investigation and action. The private security service would be amenable to any suggestions by the Village to help them interface effectively with the Police Department and other emergency responders.

22. *The Police Department participates in a joint marine unit (Zodiac-type boat) that has a seasonal staffing affect. Can this unit be accommodated on-site?*

Mr. James Warren, Chief of Police  
Re: Lighthouse Landing

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(The proposed riverfront open space is planned to include a bulkhead or wharf area for temporary tie-ups adjoining the hotel which is expected to be suitable for the joint marine unit to access the site in the event of a call for service.)

23. *Given the new development and enhanced connection to Kingsland Point Park, will the Department need to send additional bike patrols to the newly created open space and Kingsland Point Park? Should park rangers be considered for this expanded waterfront area?*

(Sidewalks and pathways are planned within the proposed riverfront park which will be suitable for bikes.)

24. *There needs to be an additional evaluation as to the presence of a Police substation, either for a full-time or part-time office. The Chief has indicated that a full substation would have the two posts and a desk officer reporting there. A part-time substation would not need lockers, since staff would use the Village's existing facility. For seasonal/special events, the Police Department indicated it would like a place for officers to gather to receive assignments and take breaks. The design of a part-time substation could be incorporated as part of one of the proposed open space outbuildings/information center in the vicinity of the lighthouse. The Applicant should coordinate with the Village and Police Department regarding more specific details.*

(Subject to input from the Police Department and the Village administration, the Applicant will provide a police substation on-site that will offer the Police Department the flexibility to address its future operational needs for Lighthouse Landing. The FEIS will identify a potential location and general configuration for the substation.)

If possible, we would greatly appreciate receiving your written response to these questions by the week of August 29<sup>th</sup>.

Should you have any questions, please do not hesitate to contact me at 428-0010.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



James DeRito, AICP  
Senior Associate

Enclosure

cc: D. Douglas, J. Stein, File 540:8

August 16, 2005

**LETTER NO. 6**

Mr. Jose Ojito, Fire Chief  
Sleepy Hollow Fire Department  
28 Beekman Avenue  
Sleepy Hollow, New York 10591

Re: Lighthouse Landing  
Former General Motors Site

Dear Chief Ojito:

Our firm is currently in the process of preparing the Final Environmental Impact Statement (FEIS) for the proposed Lighthouse Landing mixed-use waterfront development on the former General Motors site. The Applicant is preparing an alternative plan for evaluation in the FEIS. The Village of Sleepy Hollow Mayor and Board of Trustees prepared a letter dated March 29, 2005, (attached) during the comment period on the Draft EIS outlining a number of fire-related questions. We respectfully request your input to help us address these questions.

Excerpts from the Village Board of Trustees letter are shown below in *italic font*. Our initial responses to some of these questions are shown in parentheses below the excerpted comments for your consideration.

*Fire:*

18. *Can Kingsland Point Park provide a second emergency access? Road may need to be upgraded and should be evaluated. What other potential upgrades would be needed to enhance emergency access by ambulance, fire and police; and, to assist in the evacuation of the site in the event of an emergency. The FEIS should also consider water route for evacuation. Fire Department noted that it is looking for location for docking/storage of its rescue boat. Fire Department will provide boat specifications to the Applicant so they can try to incorporate.*

Mr. Jose Ojito, Fire Chief  
 Re: Lighthouse Landing

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(The DEIS Plan and the FEIS Alternative Plan both provide for a new parking area and entrance for Kingsland Point Park in the northern portion of the West Parcel, as requested by the Village. The new entrance and the Kingsland Point park service roads would be available as a secondary means of access to the site for emergency responders and for evacuation of Lighthouse Landing residents and workers in the event of an emergency. The proposed riverfront open space is planned to include an area for temporary tie-ups adjoining the hotel, which would allow for emergency access by boat. If the Fire Department provides the Applicant with the specifications for its rescue boat, potential locations for docking/storage can be evaluated. Regular vehicular access to the West Parcel will be available from Beekman Avenue and River Road. Vehicular access to the East Parcel will be provided from Beekman Avenue and from Continental Street.)

19. *The garage area under the grocery store has a 22' clear height at the lower level. Village would like to move a company down to Lighthouse Landing, plus boat storage and low-profile vehicle. Department noted that apparatus bays should be sized to accommodate new vehicles. Existing firehouses don't have living quarters and can't accommodate residential volunteers who would potentially live at the firehouse in shifts full-time. The Department feels it would be prudent to consider bunkhouse and meeting room in new firehouse or community service building. There needs to be an evaluation of whether the Village should move a fire company down to the project site, or create a new company and the attendant impacts on Village fire fighting requirements and insurance regulations.*

*To serve the new development effectively, the Village has indicated that it wants to have a full company, specialized equipment and the necessary accessory space for support at the site. The Applicant notes that the potential space identified for a fire substation not be viewed necessarily, as just a garage. It could have a masonry face and be sheetrocked and finished out inside. The Applicant will provide a conceptual floor plate. The Village is requesting an alternative design be included with the FEIS that incorporates a free standing building that would be designed to support the requirements of a new substation.*

(Subject to input from the Fire Department and the Village administration, the Applicant will provide a location for a fire substation on-site that will offer the Fire Department the flexibility to address its future operational needs for Lighthouse Landing, including potential joint arrangements with the Sleepy Hollow Ambulance Corps. The FEIS will identify a potential location and general configuration for the substation. Furthermore, the FEIS will

Mr. Jose Ojito, Fire Chief  
Re: Lighthouse Landing

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identify access points and clearance heights for the parking garages, as well as fire suppression systems to be provided (e.g., sprinklers and standpipes). The Applicant will discuss potential fire equipment needs for Lighthouse Landing with the Village.)

20. *The Applicant noted that garages will be sprinklered and have standpipes. It was further noted that the current design has changed from the original proposal in that the project now has individual garages and bigger floor to ceiling heights. The Applicant claims that in approximately ½ the garages, normal fire equipment will be able to access the specific parking facility. There needs to be an evaluation, based on site plan revisions, as to the necessity for specific pieces of apparatus to serve the site.*

(Same response as item 19 above.)

If possible, we would greatly appreciate receiving your written response to these questions by the week of August 29<sup>th</sup>.

Should you have any questions, please do not hesitate to contact me at 428-0010.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



James DeRito, AICP  
Senior Associate

Enclosure

cc: D. Douglas  
J. Stein  
File 540.8

August 16, 2005

**LETTER NO. 7**

Mr. Todd Spota, Chief  
Sleepy Hollow Ambulance Corps  
29 Andrews Lane  
Sleepy Hollow, New York 10591

Re: Lighthouse Landing  
Former General Motors Site

Dear Chief Spota:

Our firm is currently in the process of preparing the Final Environmental Impact Statement (FEIS) for the proposed Lighthouse Landing mixed-use waterfront development on the former General Motors site. The Applicant is preparing an alternative plan for evaluation in the FEIS. The Village of Sleepy Hollow Mayor and Board of Trustees prepared a letter dated March 29, 2005, (attached) during the comment period on the Draft EIS outlining a number of ambulance-related questions. We respectfully request your input to help us address these questions.

Excerpts from the Village Board of Trustees letter are shown below in *italic font*. Requests for information to these questions are shown in parentheses below the excerpted comments for your consideration.

*Ambulance:*

25. *The Ambulance Corps noted an approximately 15% annual increase in calls over the past years. The Corps indicated that they currently meet the needs of the Village and provide many mutual aid calls to other surrounding municipalities and is one of the last volunteer services in the area. Average 3-5 minute response time. Existing facility is just basically a garage, although it is well located for accessibility of volunteers to ambulance and accessibility of ambulance to incidents.*

*The Corps expect calls for service would increase approximately 30% with the new development. This needs to be confirmed based on existing ratio of calls for service vs. population.*

(Please provide information regarding the number of ambulance service calls for the Village of Sleepy Hollow annually between 2000 and the present date.)

Mr. Todd Spota, Chief  
Re: Lighthouse Landing

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26. *The Corps noted national trend of decline in volunteerism, which suggests it is not unreasonable to see a partial pay emergency service in the future. The Ambulance Corps has access to reports that identified staffing costs for full time and part time service. Current ambulance corps budget is approximately \$50,000, switching to a professional service would be a major change. Given the anticipated demands on the Ambulance Corps, the Village needs to better understand the cost implications of going to a part time and full time ambulance service to cover the Village, including the establishment of an ambulance district.*

(Please provide information addressing the potential cost implications of part-time verses full-time service ambulance service for the Village, including the possibility of creating an ambulance district. It is noted that at the community services subcommittee meeting held on 03/10/05, there was discussion of staffing and operation for a full-time ambulance service costing approximately \$400,000 per year, and a partial pay service costing approximately \$250,000 per year. )

27. *The Ambulance Corps noted that there were a number of variables related to Ambulance Corps facilities: whether to split ambulances or centralize, adequacy of facility. Whether the Village goes to a paid staff or not, it would make sense to keep an ambulance with the fire apparatus, so that they could cross-staff and handle EMT calls. These issues need to be outlined in greater detail in the FEIS.*

(Please provide information to address this comment.)

If possible, we would greatly appreciate receiving your written response to these questions by the week of August 29<sup>th</sup>.

Should you have any questions, please do not hesitate to contact me at 428-0010.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



James DeRito, AICP  
Senior Associate

Enclosure

cc: D. Douglas  
J. Stein  
File 540.8

**LETTER NO. 8**

August 29, 2005

Commissioner Lawrence Salley  
Westchester County Department of Transportation  
100 East 1<sup>st</sup> Street  
Mount Vernon, New York 10550

Re: Lighthouse Landing  
Sleepy Hollow, New York

Dear Commissioner Salley:

Thank you for speaking with me recently regarding the Lighthouse Landing project at the former General Motors assembly plant site in Sleepy Hollow. As presented in the Draft Environmental Impact Statement (DEIS), the mixed-use redevelopment project was proposed to include 1,562 residential units, 180,000 square feet of retail and restaurant space, 50,000 square feet of office space, a 147-room hotel, and riverfront open space connecting parklands to the north and south. We have received a series of DEIS comments related to mass transit and bus service, and would appreciate the Department of Transportation's advice as to the following:

1. It is our understanding that the #13 Bee-Line bus previously stopped near the former GM plant site, which is located at the intersection of Beekman Avenue and River Street in Sleepy Hollow.
  - Would the Department be amenable to reestablishing this routing and locating bus stops near this same intersection to serve Lighthouse Landing residents, workers and visitors?
  - If so, who should apply for such a change and what would the procedure be?
2. As part of the project, the Applicant has proposed that a new train station be constructed at the site, subject to Metro-North approval and the securing of financing. Until such a station is constructed, or in the event one is not constructed, the Applicant has proposed to run a shuttle service to take Lighthouse Landing commuting residents and workers to and from the nearby Tarrytown or Philipse Manor stations. One DEIS commenter suggested that the

Commissioner Lawrence Salley  
Re: Lighthouse Landing

August 29, 2005  
Page 2

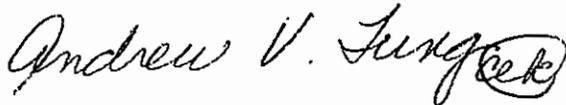
shuttle service could be expanded into a “local circulator bus service” connecting the Sleepy Hollow and Tarrytown downtown areas.

- Is the Department aware of similar “local circulator” services currently or previously operating in downtown areas in Westchester?
  - Does the Department have a program to assist municipalities or private parties in setting up or operating such services?
3. Another DEIS commenter has suggested that a short-distance fixed-rail shuttle be operated between the Philipse Manor station, the Lighthouse Landing site, and the Tarrytown station, with possible future connections eastward to Route 9. The fixed-rail shuttle would either be run on existing Metro-North tracks, or on new tracks that would be extended outward from the former GM plant rail sidings.
- Is the Department aware of fixed-rail shuttles currently operating or planned in similar areas in Westchester?

Thank you very much for your assistance and advice. Please contact me or my associate, Jim DeRito, if you have any questions regarding the Lighthouse Landing project or these requests.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



Andrew V. Tung, ASLA, Esq.  
Partner

AVT:cek

cc: 540.40

**LETTER NO. 9**

September 19, 2005

Via Fax and Mail

Ms. Wendy Johnston, AICP  
Manager, Facility Strategy  
Metro-North Railroad  
347 Madison Avenue  
New York, New York 10017

Re: Lighthouse Landing  
Sleepy Hollow, New York

Dear Ms. Johnston:

As project planners for applicant Roseland/Sleepy Hollow, LLC, we are currently preparing the Final Environmental Impact Statement (FEIS) for the Lighthouse Landing mixed-use development proposed on the site of the former General Motors assembly plant in Sleepy Hollow, New York. Several of the comments received during the Draft Environmental Impact Statement (DEIS) comment period suggested that the Metro-North Hudson Line railroad tracks that pass between the Lighthouse Landing east and west parcels could be utilized by a fixed-rail shuttle or trolley that would run to adjacent Metro-North stations. Excerpts from two of these comments are provided below.

“... other reasonable options for using the existing track system should be explored, such as installing an electric shuttle train or trolley that could run on the existing railroad tracks (GM has several side tracks which might be used), and between the existing Philipse Manor Station, a new stop for Kingsland Point Park, a new stop for the new Lighthouse Landing development, and the existing Tarrytown Station.”

“In the event that a train station is not approved, the Applicant should evaluate an alternative including a fixed route trolley feeder line linking the commuter lot with the Tarrytown Metro-North station. It is noted that the City of Kingston has a similar trolley system.”

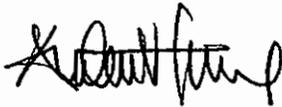
Ms. Wendy Johnston, AICP  
Re: Lighthouse Landing

September 19, 2005  
Page 2

Would you advise us of the feasibility of running such a shuttle or trolley on the Metro-North tracks in Sleepy Hollow? Thank you for your assistance in this matter.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



Andrew V. Tung, ASLA, Esq.  
Partner

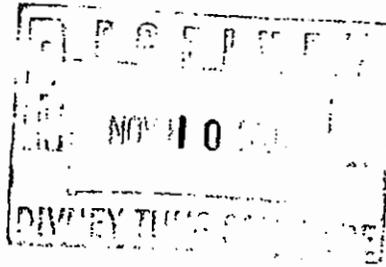
cc: 540.5/540.40

**LETTER NO. 10**



October 28, 2005

Mr. A. Tung, ASLA  
Divney Tung Schwalbe, LLP  
One North Broadway  
White Plains NY 10601



Re: Lighthouse Landing, Sleepy Hollow

Dear Mr. Tung:

In response to your recent letter, it is not feasible to operate either a shuttle or trolley on MNR tracks. Your letter cited questions raised during the DEIS comment period on the Lighthouse Landing mixed use development proposal in the Village of Sleepy Hollow in the event a station is not constructed at Sleepy Hollow.

The Operations Division at Metro-North Railroad informed me that any type of alternate rail service cannot run on the same track as commuter and freight rail due to collision concerns. These services would require a dedicated track. In July 2000, the Federal Railroad Administration and Federal Transit Administration published a joint statement concerning safety issues related to shared use of track, which can be viewed at [www.fta.dot.gov/legal/federal\\_register/2000/364\\_1834\\_ENG\\_HTML.htm](http://www.fta.dot.gov/legal/federal_register/2000/364_1834_ENG_HTML.htm)

We are still awaiting your 10% design of the proposed Sleepy Hollow Station as per the MOU between Roseland/Sleepy Hollow LLC and Metro-North dated March 2004 and discussed during our meeting of September 14.

Please feel free to contact me if you need additional information on this matter.

Sincerely,

A handwritten signature in cursive script that reads "Wendy Johnston".

Wendy Johnston  
Manager Facility Strategy  
Business Development & Facilities

cc: R.J. Fleischer, MNR  
M. Mannix, MNR  
M. Corbett, MNR  
D. Buckley, MNR  
G. Colonese, MNR  
J. Kesich, MNR  
Mayor Philip E. Zegarelli  
D. Douglas, Village of Sleepy Hollow

August 15, 2006

Postmaster - US Post Office  
Village of Tarrytown  
50 North Broadway  
Tarrytown, NY 10591

**LETTER NO. 11**

Re: Lighthouse Landing - Former General Motors Site  
Village of Sleepy Hollow, NY

Attention: Postmaster

Our firm is currently in the process of preparing a Final Environmental Impact Statement (FEIS) for the proposed Lighthouse Landing mixed-use development on the former General Motors site. At the request of the Village of Sleepy Hollow, we are writing to request your input regarding the proposed project's potential impact on US Postal services. As currently proposed, the project will contain 1,250 residential dwelling units (608 rental apartments, 394 condominiums and 248 townhomes) and 132,000 square feet (sf) of retail use including a 25,000 sf food market, an 18,000 sf fine arts cinema and 89,000 sf of retail shops and restaurants. In addition, the project will include a 35,000 sf office building and a 140-room hotel. A copy of FEIS Figure I-2, FEIS Alternative Plan, is enclosed illustrating the project layout. The proposed roadways have been designed in accordance with municipal standards and will be dedicated to the Village of Sleepy Hollow as public streets. Upon completion by 2012, the project is expected to have a total resident population of approximately 2,500 persons.

We respectfully request that you send a written response to our office regarding the post office's ability to service the proposed project and potential impacts on US Postal services.

Should you have any questions, please do not hesitate to contact me at 428-0010. Thank you for your assistance.

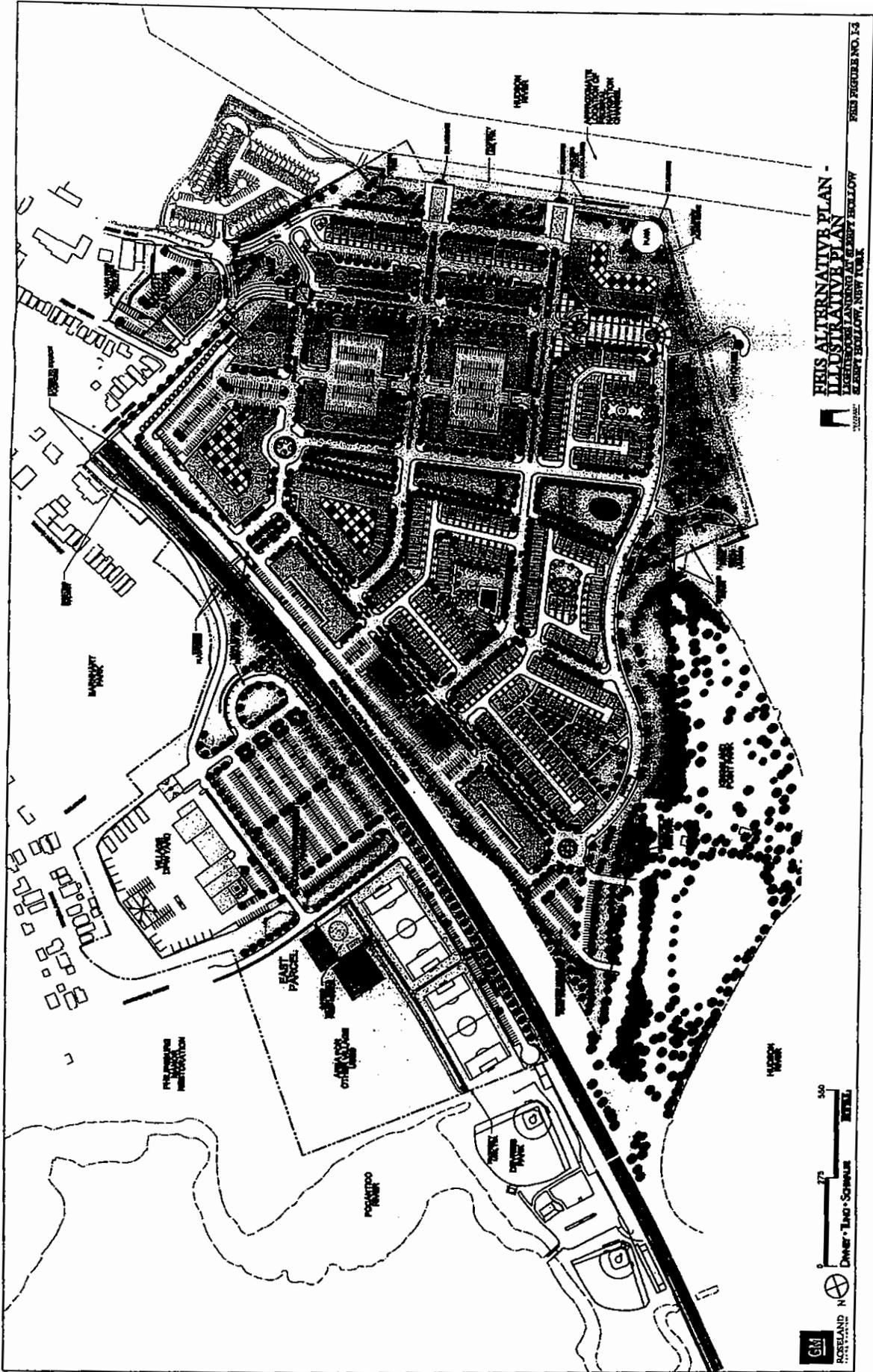
Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



James DeRito, AICP  
Senior Associate  
Enclosure

cc: D. Douglas, D. Smith, File 540.40



**THIS ALTERNATIVE PLAN -  
ILLUSTRATIVE PLAN -  
PRELIMINARY LANNING AT CHERRY HOLLOW**

FIGURE NO. 15



ROSELAND, N.J.

Dwyer, Lind, Schuler & Kelly

RETAIL

0 75 150



0 75 150

RETAIL

Dwyer, Lind, Schuler & Kelly

ROSELAND, N.J.



FIGURE NO. 15

THIS ALTERNATIVE PLAN -  
ILLUSTRATIVE PLAN -  
PRELIMINARY LANNING AT CHERRY HOLLOW

CHERRY HOLLOW, NEW YORK

August 18, 2006

Mr. James Warren, Chief of Police  
Sleepy Hollow Police Department  
28 Beekman Avenue  
Sleepy Hollow, New York 10591

**LETTER NO. 12**

Re: Lighthouse Landing  
Former General Motors Site

Dear Chief Warren:

Our firm is currently preparing the Final Environmental Impact Statement (FEIS) for the proposed Lighthouse Landing project. The Village's planning consultant, Saccardi & Schiff, prepared a letter dated December 19, 2005 to the Village Board as part of the FEIS completeness review process outlining a number of police-related questions. We respectfully request your input to help us address these questions.

Excerpts from the Saccardi & Schiff letter are shown below in *italic font*. Requests for information to these questions are shown in parenthesis below the comments.

*II.D-4, 2301 -The Police Department should also provide the Applicant with boat storage specifications, so it can identify potential locations for such a use.*

(Please provide information to address this question.)

*II.D-7, PH5103 - Provide an estimate of call volume levels for the Police Department in a fashion similar to the EMS calls. Indicate whether the park ranger and 11-12 part-time staff have been included in the fiscal analysis and whether these are all new staffers.*

(We request that the Police Department prepare a ratio of the existing call volume to the existing Village population, so we can grow the call volume proportionately to provide an estimate of the Police Department call volume with the proposed Lighthouse Landing project. Note that the FEIS indicates that the proposed project incorporates a 10.4-acre waterfront park with a variety of water dependent uses, which will augment the overall Village Waterfront Use Master Plan prepared by the Village's Consulting Planners. The Village administration anticipates the need for additional staffing to patrol the proposed open space facilities within the village, thus requiring one full-time park ranger supported by 11 to 12 part-time staff. Please indicate whether the park ranger and part-time staff would be new staffers.)

Mr. James Warren, Chief of Police  
Re: Lighthouse Landing

August 18, 2006  
Page 2

If possible, we would greatly appreciate receiving your written response to these questions by the week of August 28<sup>th</sup>.

Should you have any questions, please do not hesitate to contact me at 428-0010.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



James DeRito, AICP  
Senior Associate

cc: D. Douglas  
O. Wells  
J. Stein  
File 540.8

August 18, 2006

Mr. Jose Ojito, Fire Chief  
Sleepy Hollow Department  
28 Beekman Avenue  
Sleepy Hollow, New York 10591

**LETTER NO. 13**

Re: Lighthouse Landing  
Former General Motors Site

Dear Chief Ojito:

Our firm is currently preparing the Final Environmental Impact Statement (FEIS) for the proposed Lighthouse Landing project. The Village's planning consultant, Saccardi & Schiff, prepared a letter dated December 19, 2005 to the Village Board as part of the FEIS completeness review process outlining a number of fire-related questions. We respectfully request your input to help us address these questions.

Excerpts from the Saccardi & Schiff letter are shown below in *italic font*. Requests for information to these questions are shown in parenthesis below the comments.

*II.D-9, PH5706 - Identify the types of specialized equipment that would be necessary to provide effective fire-fighting for the various types of structures. Discuss whether moving one company to the western portion of the Village would affect fire insurance ratings in other areas.*

*II.D-19, 4320 - The Village should request the Fire Department to identify the types of specialized equipment necessary to service the site. In subcommittee meetings, a low profile truck, mini-pumper and Quint truck were discussed.*

(Please provide information to address these questions. In addition, please review and provide any comments you may have on our letter to the Fire Department dated August 16, 2005, which is attached.)

If possible, we would greatly appreciate receiving your written response to these questions by the week of August 28<sup>th</sup>.

Mr. Jose Ojito, Fire Chief  
Re: Lighthouse Landing

August 18, 2006  
Page 2

Should you have any questions, please do not hesitate to contact me at 428-0010.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



James DeRito, AICP  
Senior Associate

Enclosure

cc: D. Douglas  
O. Wells (w/encl.)  
J. Stein  
File 540.8

August 18, 2006

Mr. Todd Spota, Chief  
Sleepy Hollow Ambulance Corps  
29 Andrews Lane  
Sleepy Hollow, New York 10591

**LETTER NO. 14**

Re: Lighthouse Landing  
Former General Motors Site

Dear Chief Spota:

Our firm is currently preparing the Final Environmental Impact Statement (FEIS) for the proposed Lighthouse Landing project. The Village's planning consultant, Saccardi & Schiff, prepared a letter dated December 19, 2005 to the Village Board as part of the FEIS completeness review process outlining a number of emergency medical service-related questions. We respectfully request your input to help us address these questions.

Excerpts from the Saccardi & Schiff letter are shown below in *italic font*. Requests for information to these questions are shown in parenthesis below the excerpted comments.

*II.D-6, 2903 - Prepare a ratio of the existing call volume to Village population (a representative from the SHAC provided call volume numbers during a subcommittee meeting) and grow the call volume proportionately to provide an estimate of the call volume with the new development. Identify whether this level of service requires additional equipment or staffing.*

(Note that at the Nov. 8, 2005 Community Facilities subcommittee meeting, a SHAC representative indicated that EMS call volumes have been increasing by 12 to 15% per year, and that the call volume was expected to reach approximately 600 calls in 2005. Further, the SHAC representative indicated that a 15 - 25% increase in call volume was anticipated as a result of the Lighthouse Landing project. It was also noted that the daytime population is generating 2 to 3 times the number of night calls at neighboring companies. We request that your department indicate whether this anticipated level of service requires additional equipment or staffing.)

*II.D-7, PH5102 - The Village Board should request the SHAC to supply the necessary information for a complete response. (i.e., Will the additional manpower of EMS be volunteer or paid and has the expense of two or more full-time EMTs or paramedic salaries been included in the potential impacts section?) The response should also indicate what would be the tipping point to consider a full-pay or partial pay service.*

Mr. Todd Spota, Chief  
Re: Lighthouse Landing

August 18, 2006  
Page 2

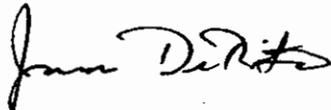
(Please provide information to address these comments as well as the questions in our letter to the SHAC dated August 16, 2005, which is attached.)

If possible, we would greatly appreciate receiving your written response to these questions by the week of August 28<sup>th</sup>.

Should you have any questions, please do not hesitate to contact me at 428-0010.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



James DeRito, AICP  
Senior Associate

Enclosure

cc: D. Douglas  
O. Wells (w/encl.)  
J. Stein  
File 540.8



New York State Office of Parks, Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

November 30, 2006

**LETTER NO. 15**

Dwight Douglas  
Sleepy Hollow Village Hall  
28 Beekman Ave  
Sleepy Hollow, New York 10591

Re: SEQRA  
Lighthouse Landing  
199 Beekman Ave  
Village of Sleepy Hollow, Westchester County  
03PR01968

Dear Mr. Douglas:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning your project's potential impact/effect upon historic and/or prehistoric cultural resources. Our staff has reviewed the documentation that you provided on your project.

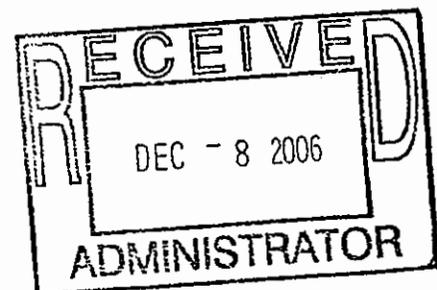
Based on the Phase IA report submitted, it is the opinion of the OPRHP that the project will have No Impact on historic properties in or eligible for inclusion in the State and National Registers of Historic Places.

If you have any questions, please call me at (518) 237-8643, extension 3288.

Sincerely,

Cynthia Blakemore  
Historic Preservation Program Analyst

cc. City/Scape



# Village of Sleepy Hollow

**LETTER NO. 16**

Philip E. Zegarelli  
Mayor  
(914) 366-5107

Mario DiFolice  
Deputy Mayor  
(914) 366-5107

TRUSTEES  
Kay Brown Grala  
Thomas Capossela  
Sandra Morales  
Andrew T. Murray  
Richard J. Spota  
(914) 366-5107



*New York*  
*1874*  
*More than a Legend*  
December 14, 2006

Dwight H. Douglas  
Administrator  
(914) 366-5105

Angela Everett  
Village Clerk  
(914) 366-5106

Diane L. Jacobson  
Treasurer  
(914) 366-5144

Robert Ponzini  
Village Attorney

Mr. James DeRito  
Divney Tung Schwalbe  
One North Broadway  
White Plains, NY 10601

Dear Mr. DeRito:

This summary letter has been prepared in response to your August 2006 correspondence to various Village community service providers and requests for information in order to complete preparation of the FEIS.

### *Police Department*

The Police Department is considering a four man Jet-Ski type boat for its emergency service needs. The preferred location for stationing this or other rescue boats would be Horan's Landing, given its more convenient access. The Village feels that the expanded interpretive center/bathhouse would provide a potential boat storage location.

The Department cannot precisely quantify the expected increase in call volume; however, the project will increase the Village population by approximately 27%, and would be expected to generate a proportionate increase in the amount of service calls. The Department notes that the project also includes significant commercial and recreation components, which could potentially increase the number of calls beyond this proportionate amount. As noted earlier in the project review process, the Department anticipates that a fourth patrol post would be sufficient to accommodate this new volume.

Mr. James DeRito  
December 14, 2006  
Page 2

### *Ambulance Corps*

As noted in your August letter and discussed in previous meetings, the number of calls are anticipated to reach 600 this year. With a reported Village population of 9,212, this translates into approximately .065 calls per capita. Assuming an increase in call volume proportionate to the increase in Village population, the project would be anticipated to generate an increase of 27%, or 164 new calls. The Corps currently has two ambulances. With this increase in calls, The existing back-up rig is nearing its effective service age. With this increase in calls, the rig would be going out on more calls. A new ambulance to replace this older vehicle would be required.

The Ambulance Corps anticipates that the eventual conversion to a paid EMT service, as in most other Westchester communities, is likely to be inevitable. The construction of the proposed project will likely speed this process, although the Corps cannot identify what will be the precise "tipping point." The likely future staffing scenario would be a partial-pay service similar to Tarrytown, which utilizes paid staff during the typical work-day period, when it is more difficult for volunteers to provide coverage.

### *Fire Department*

In order to provide effective firefighting service to the various garage structures, the Department would require a low-profile truck that could enter these facilities. The garage structures should also include a ventilation system for smoke removal when an alarm goes off. Otherwise, the smoke in the enclosed areas will limit visibility and restrict the ability to drive an apparatus that can provide direct access to the fire.

The conceptual site plan includes provision for an on-site firehouse. This firehouse would likely be staffed by an existing company, although which one has not yet been identified. It is likely that one company could come out of an inner Village location without affecting the Village-wide ISO ratings.

The road system generally appears adequate to provide for emergency service access to individual buildings and blocks, subject to site plan approval and demonstration of appropriate turning radii, etc.

### *Department of Public Works*

The project currently includes a proposal to restore the viaduct to a 19-ton capacity. The Department routinely utilizes vehicles that exceed this weight capacity. For example, a 10-wheeler loaded with asphalt or sand can exceed 20 tons. In addition,

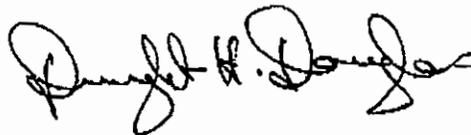
Mr. James DeRito  
December 14, 2006  
Page 3

the Village receives fairly regular salt deliveries, which can be up to 30 tons at a time. The current garbage trucks typically weigh 10-15 tons when loaded. Consequently, at least some utilization of the Continental Street access is anticipated. Further, the Village anticipates instituting a weight restrict program for its 10-wheel trucks to insure appropriate use of the viaduct access way.

The designation of snow emergency roads can be finalized during site plan review. The Department has initially identified three to four roads on the proposed conceptual plan that could serve as snow emergency roads.

Please feel free to contact me if you have any questions on the above, or if additional information is required.

Sincerely,

A handwritten signature in black ink, appearing to read "Dwight H. Douglas". The signature is fluid and cursive, with the first name being the most prominent.

Dwight H. Douglas  
Village Administrator

cc: Mayor Philip E. Zegarelli  
Board of Trustees  
Department Heads

**Local Mass Transit Options**

Several years ago the Village of Sleepy Hollow prepared a planning study (the Waterfront Linkage Study) to help evaluate how the redevelopment of the former General Motors site could be more effectively tied into the balance of the Village and surrounding community. One of the concepts that came out of the study was the creation of an inter-municipal transportation system, essentially a trolley or jitney system that would connect the main business districts in the Village of Sleepy Hollow and Tarrytown with each respective community's waterfront. The concept behind the loop system was to provide alternative means of transport for residents, visitors and employees through the two villages and help alleviate potential traffic congestion, particularly on weekends. The following is a preliminary outline for initiating that process along with several other transportation alternatives.

**Local Transportation Initiative**

The following outline is provided in an effort to establish an on-going process for implementing reductions in overall traffic congestion in the greater Village of Sleepy Hollow/Tarrytown area. The reduction in traffic is coupled with the opportunity to enhance the local traveling experience for residents and promote opportunities for continued growth of the area's tourism related economy.

**Inter-municipal Transportation Authority (ITA)****Project Sponsors- Village of Sleepy Hollow, Village of Tarrytown and Westchester County**

Given the geographical setting, it is contemplated that the Village of Sleepy Hollow, the Village of Tarrytown and Westchester County would be the three main sponsors of a contemplated Inter-municipal Transportation Authority. The Villages are included due to the direct benefits accrued to each municipality and the County due to its ability to operate a localized mass transit system and to potentially bring in Federal and other funding revenues.

**Inter-municipal Agreement (IMA)**

In order to effectively manage the ITA, an inter-municipal agreement is suggested. The IMA would identify responsibility for a number of different subjects, including:

- Potential funding sources
- Routing/frequency
- Inter-relationship with existing service
- Operations (fares)

- Oversight responsibility

**Other Agencies of Concern**

The Project Sponsors would be responsible for coordinating with other related agencies of concern, including, but not limited to:

- Federal Transit Administration (potential funding source)
- Metro-North Railroad (potential establishment of a train station at the GM site)
- New York State Thruway Authority (Tappan Zee Bridge and I-287 corridor)
- NYS Department of Transportation (DOT) (Route 9)
- New York Metropolitan Transportation Council (potential funding source)
- Village of Sleepy Hollow Parking Authority (potential bonding for improvements)
- Private development interests who financially contribute towards the development and operation.

**Interested Parties**

In an effort to capture as much of a user base as possible to help ensure sustainability, the following are suggested parties that would be part of a catchment area for the proposed ITA. Further, one of the parameters that would need to be worked through as part of the IMA would be scheduling and routing of the system. There are three essential timing issues: weekday peak oriented primarily towards commuter demands, weekend peak oriented towards weekend shopping and leisure activities and, lastly, a category of use that would require both weekend and weekday service.

| Interested Party                                  | Weekday Need | Weekend Need | Weekday and Weekend Need |
|---|--------------|--------------|--------------------------|
| Tarrytown Business District (Main Street/Route 9) |              |              |                          |
| Sleepy Hollow Business District (Beekman Avenue)  |              |              |                          |
| HHV (Philipsburg Manor Restoration, Sunnyside)    |              |              |                          |
| Kendal on Hudson/ Phelps Memorial Hospital)       |              |              |                          |
| NY Life   |              |              |                          |
| School District of the Tarrytowns                 |              |              |                          |

| Interested Party   | Weekday Need | Weekend Need | Weekday and Weekend Need |
|--|--------------|--------------|--------------------------|
|  |              |              |                          |
| Marymount  |              |              |                          |
| Hilton/Doubletree  |              |              |                          |
| Waterfront District<br>(from GM south to<br>Green Street in<br>Tarrytown, west of the<br>Metro-North tracks) |              |              |                          |
| Route 119 corridor<br>(Hyatt and other<br>hotels)  |              |              |                          |
| Broadway/Route 119<br>commercial strip   |              |              |                          |

The concept behind developing the list of the Interested Parties is to identify as many potential users for the system and create sufficient critical mass. It is noted, after a review of the NYS DOT's web-site Directory of New York State Public Transit Operators, that there are a number of comparable communities that offer a comprehensive transit system within geographically limited areas.

### **Village of Sleepy Hollow Transit System**

Alternatively, a comparable, though more localized system could be established that just serves the Village of Sleepy Hollow. Routing would likely include loops through the major residential neighborhoods (Philipse Manor, Sleepy Hollow Manor, Webber Park and Inner Village), the Northern Village (Phelps, Kendal on Hudson and NY Life), the Beekman Avenue/Cortland/Valley Street commercial triangle and finally the waterfront district (basically west of the Metro-North lines). Stops could be made at either Philipse Manor Station or Tarrytown Station depending on time of day and schedule. Rather than establish another agency, the Village of Sleepy Hollow could consider expanding the mandate of the Sleepy Hollow Parking Authority to a Parking and Transportation Authority, a Class C public authority with local jurisdiction.

### **Light Rail Streetcar System**

Given that there is a parking lot proposed for future commuter parking, one alternative includes the potential for establishing a new street car line, using either historic or modern steel wheel trolley cars, running from the west side of Lighthouse Landing (across from the proposed commuter parking lot) through the Lighthouse Landing development site along River Street across the H-Bridge, or along the west side of the Metro-North tracks to the Tarrytown Station. The streetcar system has the opportunity to: provide a reliable, quick link from a satellite parking lot (for the purposes of Metro-North car parking) to the Tarrytown Station; improve transit access to Sleepy Hollow;

and provide opportunities to apply transit oriented development principles using a streetcar line and associated station(s) instead of a New Sleepy Hollow Metro-North station as its transit focus. The contemplated one to two mile routing of the streetcar line would originate on the west side of the Lighthouse Landing site, pass through the site with a stop contemplated at the Beekman Place commercial district and terminate on the west side of the Tarrytown Metro-North station. Additional stops could be considered if it improves access to the Village. An evaluation of initiating a new streetcar system would include a study of the following elements: most appropriate type of vehicle to use; station or stop locations; operating hours; frequency; right-of-way requirements; vehicle maintenance /storage facility requirements; and other infrastructure requirements, such as electrification for the streetcar route.

### **MicroRail™ Personal Automated Transit**

MicroRail is a new technology under development as part of the Personal Automated Transport (PAT) growth industry. The MicroRail PAT system utilizes an elevated guideway to transport small, four passenger cars. The system is designed to allow automatic driverless travel to selected destinations. According to information from MegaRail Transportation Systems, Inc. passengers enter the cars through a full-height, side and roof opening passenger door. A lower side door provides platform level directly to four first-class size seats. The MicroRail cars run with power supplied to the four drive-wheel motors and car air conditioning from electrical power hot rails located inside enclosed rail tubes in the guideway. The speed and position control of the vehicles is controlled by the basic technology used for computer control of high-performance military aircraft. See also [www.megarail.com](http://www.megarail.com) .

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ARNOLD & PORTER LLP

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Michael B. Gerrard  
Michael\_Gerrard@aporter.com

212.715.1190  
212.715.1399 Fax

399 Park Avenue  
New York, NY 10022-4690

December 19, 2006

Mr. Dwight H. Douglas  
Village Administrator  
Village of Sleepy Hollow  
28 Beekman Avenue  
Sleepy Hollow, New York 10591

Re: Lighthouse Landing at Sleepy Hollow

Dear Mr. Douglas:

I am writing on behalf of the non-profit museum Historic Hudson Valley (HHV). It is our understanding that the Village Board this evening will be considering the final environmental impact statement for the Lighthouse Landing project. We are taking this opportunity to provide, for the record, additional details on HHV's proposal for construction of a tenant farm as part of the East Side Plan that the Village Board will be considering.

The tenant farm would be a westerly extension of the existing Philipsburg Manor restoration. HHV owns and operates Philipsburg Manor, and also operates tours to nearby Kykuit (the Rockefeller estate) and the Union Church of Pocantico Hills. More than 100,000 visitors a year gain access to these sites via the Philipsburg Manor visitor center in Sleepy Hollow.

#### **Background of the HHV Proposal**

HHV proposes to expand the contribution it makes to preserving and presenting the history of the Village and the region. In written and oral presentations since 2001 (and during the Village's 2002 Linkages Study and in HHV's 2003 EIS scoping recommendations and 2005 DEIS comments) HHV has committed – under certain conditions – to add a significant dimension to its existing facility, which is a National Historic Landmark.

Philipsburg Manor interprets the riveting but little known history of slavery in the northern colonies, and it is the only professionally-staffed historic site doing so in the US today. Interactions among the Dutch, English, and African-Americans are only part of Philipsburg's story. Additionally, immigrants from all over Europe settled the Hudson

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Valley in the 18<sup>th</sup> century as renters of land that they cleared and cultivated, planting grains and corn that they harvested and carried to the mill, partly for sale and partly in payment of their rent.

Lease documents and surviving archaeological artifacts in HHV's collections describe the components of a tenant farm. Re-creation of a typical farm will allow HHV to show and tell this historical story crucial to the settlement of this region. It will also create an evocative new landscape populated by rustic buildings, farm animals, historic interpreters, and students and visitors of all ages.

## **Elements of the Tenant Farm**

The components of the proposed tenant farm feature plantings and buildings, appearing in a characteristic configuration on the East Side Plan. All of the structures are to be designed and built of wood and stone typical of the region circa 1750.

Buildings: The largest structure will be a New-World Dutch barn (frame original) to be moved to the site from upstate and clad in contemporary wood shingles and hewn plank siding. The farmhouse and smokehouse will be made of stone and wood. Other structures, including a sheepcote, stable, hay barracks, and kitchen garden (fenced, with raised beds) are to be built of wood. Fences that define pastures, wheat fields, orchards, etc., will be made of wood in the varied styles presently illustrated at Philipsburg Manor.

Land uses, based on relative proportions in historical lease documents, are listed here in descending order, from largest to smallest allocation: pasture for cattle and sheep, woodland, hay meadow, grain/wheat field, salt marsh, orchard, and vegetable garden. Demonstrations by historical interpreters in period costume based on these land uses will include: tending grazing animals, plowing, planting, harrowing, haying, harvest, food preservation, and similar illustrations of 18<sup>th</sup> century life and work.

Trees and crops: The East Side Plan shows edges of the tenant farm planted in native trees and shrubs that will serve both to illustrate the "woodland" component of a leased farm (historically an important supply of building and fencing material and firewood) and to buffer the tenant farm from neighboring uses. Other trees, including apple and pear trees, will be appropriate to plant as orchard. Grains to be grown include rye, flax, and corn. Pasture land would be dedicated to grazing oxen, cattle, and sheep.

Salt Marsh: The East Side Plan shows a salt marsh along the southern bank of the Pocantico River replacing the existing ditched wetlands to be filled as a result of the proposed improvements. Wetland mitigation under the FEIS Alternative Plan will be handled by creating new wetlands to mitigate filled wetlands at a 2:1 ratio in two swale areas located east of the proposed tennis courts and north of the proposed DPW facility.

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Additional information regarding the size of the wetlands, their regulatory status, nature and ecological function is addressed in the FEIS.

### **Potential Impacts**

Traffic: As an extension of Philipsburg Manor, the tenant farm will lengthen the average visit to the historic site in the same way that opening additional galleries may extend a museum visit. While HHV expects visitors to stay longer to see the tenant farm, it does not expect an increase in the number of visitors to Philipsburg Manor. While the attendance at Philipsburg Manor varies from year to year, HHV does not expect the tenant farm to increase its annual attendance beyond its peak of around 150,000. Visitors to Philipsburg Manor generally arrive between 9:30 am and 3:30 pm and leave between 11:00 am and 5:00 pm weekdays and weekends, thus avoiding the peak weekday commuter times. The tenant farm will neither have a separate identity nor will it be independently marketed. Rather, HHV will present the tenant farm as an additional dimension of history to visitors already drawn to Philipsburg Manor. HHV's experience at other sites demonstrates that there is no correlation between attendance and acreage; HHV's largest site, for example, has its lowest attendance. Rather attendance is more dependent primarily upon general travel patterns and positive economic conditions, such as lower gasoline prices. The tenant farmstead will be staffed primarily by current HHV staff at Philipsburg Manor. Thus no significant traffic impacts from visitors or staff are anticipated.

Parking: The lengthened stay HHV anticipates will require increased use of Philipsburg Manor's main and overflow parking lots, and likely more frequent calls on Village-controlled ancillary parking to accommodate a handful of seasonal special events each year (e.g., evenings of Legend Weekend before Halloween). HHV has informed the Village of this anticipated need, and the Village's East Parcel Plan expresses its desire to maximize shared parking and minimize dedicated and potentially redundant allocation of acreage to parking. HHV understands that it will coordinate with the Village to schedule its use of Village-owned parking, and that the Village intends to cooperate in meeting HHV's needs as it has for years. The East Parcel Plan shows a reconfiguration of Philipsburg Manor's present overflow parking lot to accommodate the tenant farm, but the conceptual redesign keeps the Continental Street curb-cut in its present location.

Land use: The proposed tenant farm will extend the pastoral, historical landscape of the present restoration to the flatter fields, woods, orchards, and pastures of the expansion. The proposed use is consistent with Park District zoning and public policy, and would not be expected to result in any significant visual impacts. Impervious surface coverage area within the tenant farm would be quite low and drainage patterns would be compatible with the surrounding area. HHV anticipates relocating some of its animals from time to time from its existing facilities to the new tenant farm but does not anticipate increasing

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the number of farm animals overall; therefore any impacts from grazing or animal waste would be offset by a corresponding decrease at its existing facilities. The current acreage for grazing is less than optimal and has led to over-grazing. The additional acreage, which would almost double the existing, would ameliorate this condition significantly. There would be no adverse effect on community facilities, services, or utilities, as the number of visitors to Philipsburg Manor is not expected to materially increase. Noise levels would not be expected to significantly increase.

Buildings: Impacts of the construction of stone and wood buildings of 18<sup>th</sup> century design are very limited. HHV has often used hewing of wood and shingles and raising of the structures as opportunities for summer internships and historical interpretation for visitors. Each building is to be built on earth mounded up to lessen the structures' inundation during floods, on foundations vented for escape of methane gas. The vented gas will be of such low concentrations as not to have any adverse impacts.

Fiscal impact: Because both HHV and Village uses are tax exempt, none of the East parcel will generate tax revenues. However, extending the average length of a visit to Philipsburg Manor will encourage visitors to eat a meal or stay overnight, thus boosting hospitality business in the Village.

Construction: Very limited construction will be involved in creating the tenant farm. Any construction impacts would be of very short duration. Standard methods of stormwater, dust and noise control will be utilized in the construction process.

Archaeology: Much of the physical fabric at Philipsburg Manor has been reconstructed based upon extensive archaeological and documentary evidence uncovered on its existing property in the 1960s. HHV plans to continue to carefully recover, preserve and document any archaeological artifacts recovered during construction on the new parcel. Since the project involves no deep excavation, and the ground surface will be raised approximately two feet, it is not expected that many artifacts will be disturbed.

National Register Listing: The Secretary of the Interior's Standards for the Treatment of Historic Properties recommends reconstruction as an appropriate treatment for depicting vanished or non-surviving portions of a property when documentary and physical evidence is available and where such reconstruction is essential to the public understanding of the property. As there is significant documentary evidence for the presence and composition of tenant farms on Philipsburg Manor and such farms tell an essential part of the story as to how the manor operated, HHV believes that the addition of the tenant farm would strengthen the characteristics of Philipsburg Manor that led to its National Historic Landmark designation.

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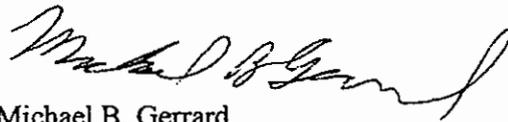
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We request that this letter be included in the Village's record of its consideration of the Lighthouse Landing project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael B. Gerrard".

Michael B. Gerrard