14-12-8 (3/99)-9c

SEQR

State Environmental Quality Review
Notice of Completion of Draft / Final EIS

Project Number _____ **Date:** 12/29/06

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

A ☐Draft or ☒Final (check one) Environmental Impact Statement has been completed and accepted by the Village of Sleepy Hollow as lead agency, for the proposed action described below.

If a Draft EIS: Comments on the Draft EIS are requested and will be accepted by the contact person until _____

Name of Action:

Lighthouse Landing at Sleepy Hollow

Description of Action:

The proposed action is the redevelopment of the former General Motors automotive assembly plant site with a mixed-use waterfront project consisting of approximately 1,250 residential units, approximately 132,000 square feet of retail space, approximately 35,000 square feet of office space, 140-room hotel, associated parking and approximately 39 acres of open space and public use areas. The project is located at the former General Motors automotive assembly plant site, 199 Beekman Avenue, Sleepy Hollow, Westchester County, New York.

The Lead Agency has scheduled a public hearing on the FEIS to be held January 23, 2007 at 8:00 PM at the W. L. Morse School, Pocantico Street, Sleepy Hollow, New York 10591. The public comment period on the FEIS will close at the end of the business day on Friday, February 2, 2007.

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

Former General Motors automotive assembly plant site
199 Beekman Avenue
Sleepy Hollow, Westchester County, New York

Potential Environmental Impacts:

The proposed project may potentially have impacts related to:

Land and Water Resources - The site has had petroleum spills and other releases of contaminants that are an ongoing source of contamination and represent possible exposure concerns during construction and occupancy of the site. The project will also require the importation of 200,000 cubic yards of soil and general grading operations which could possibly result in erosion and sedimentation into adjacent waterbodies, including the Hudson River.

Community Services - The project will introduce approximately 2,514 new residents, including approximately 107 - 211 public school children into Sleepy Hollow. The new residents will create a need for increased staffing, equipment and/or facilities for various municipal departments and community service providers including police, fire, emergency services, public works, recreation and the school district.

Transportation - The proposed project will generate additional traffic on area roadways. The creation of a new train station and commuter parking lot may also result in a shift of existing commuter traffic.

Construction - Construction of the project is anticipated to take approximately 6 years and may potentially create temporary impacts related to noise, dust and traffic during the construction period.

A copy of the ~~Draft~~ / Final EIS may be obtained from:

Contact Person: Dwight Douglas, Village Administrator

Address: Village Hall, 28 Beekman Avenue, Sleepy Hollow, New York 10591

Telephone Number: 914-366-5105

The Final EIS will also be posted at:
www.roselandproperty.com
(under "Coming Soon", "Lighthouse Landing")

A copy of this notice must be sent to:

Department of Environmental Conservation, 625 Broadway, Albany, New York 12233-1750

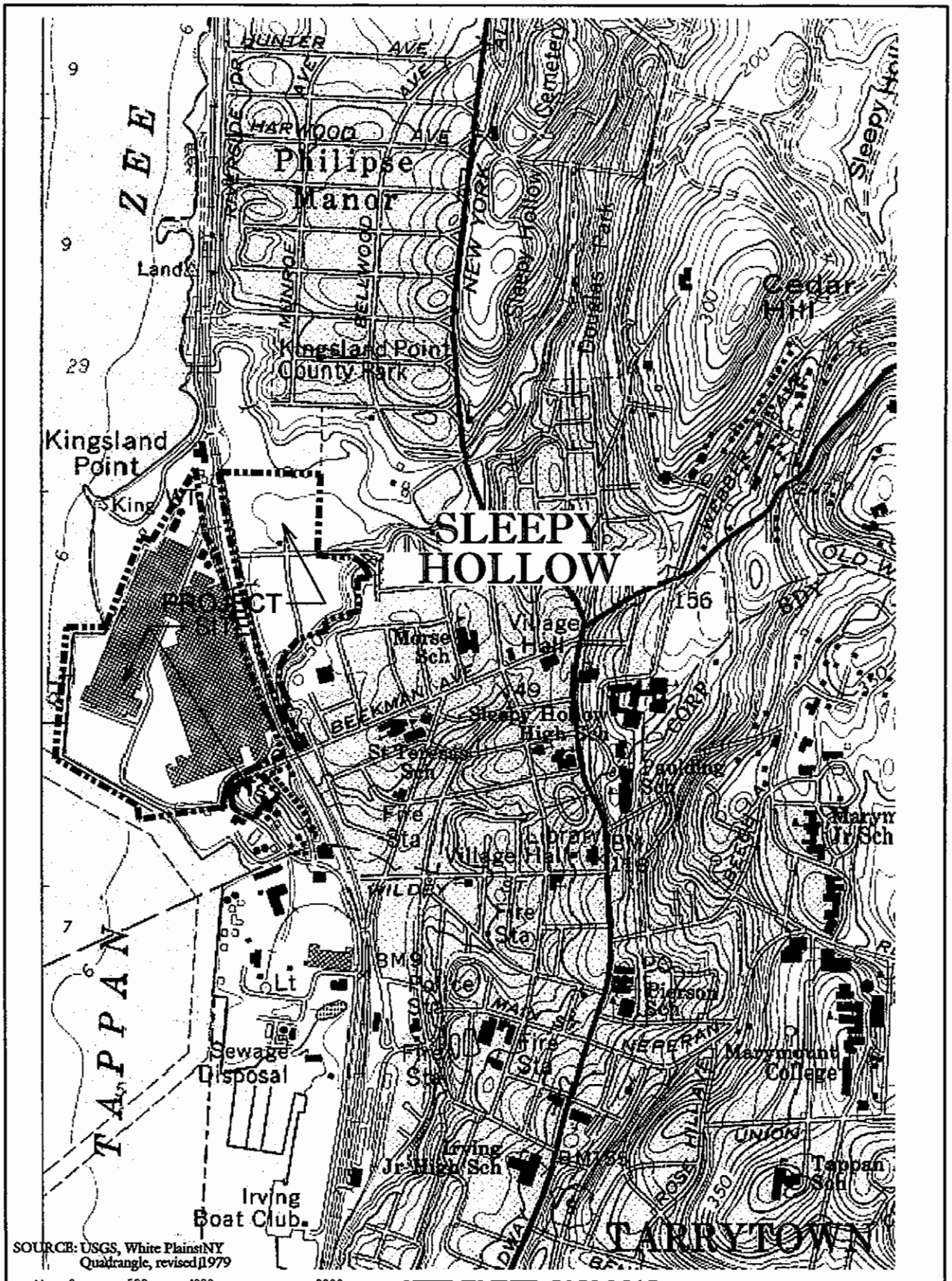
Chief Executive Officer, Town/City/Village of Sleepy Hollow

Any person who has requested a copy of the ~~Draft~~/ Final EIS

Any other involved agencies

Environmental Notice Bulletin, 625 Broadway, Albany, NY 12233-1750

Copies of the Draft/Final EIS must be distributed according to 6NYCRR 617.12(b).



SITE ENVIRONS MAP

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FIGURE NO. I-1

List of Involved and Interested Agencies

Hon. Philip Zegarelli, Mayor
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Angela Everett, Village Clerk
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Mr. Richard Gross
Sleepy Hollow Department of Water
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Mr. Nicholas Robinson
Planning Board Chairman
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Mr. Sean McCarthy
Building Inspector
Village Hall
28 Beekman Avenue
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Dwight Douglas, Administrator
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Mr. David Pysh, Chairman
Board of Architectural Review
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Mr. Richard Weiss, Chairman
Sleepy Hollow Waterfront Advisory Committee
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Sleepy Hollow Tree Commission
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Sleepy Hollow Police Department
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

Fire Chief
Sleepy Hollow Fire Department
Village Hall
28 Beekman Avenue
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Joe DeFeo, Superintendent
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New Rochelle, NY 10801
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Westchester County Soil and Water Conservation District
414 County Office Building
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914-995-4425

Westchester County Environmental Management Council
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Mr. Christopher L. Jacobs
Secretary of State
New York State Department of State
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Albany, NY 12231-0001
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Richard Tomer, Chief
Eastern Permits Section
US Army Corps of Engineers
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Environmental Notice Bulletin
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(**Notice Only - MAIL**)

DIVNEY • TUNG • SCHWALBE

LIGHTHOUSE LANDING

VILLAGE OF SLEEPY HOLLOW
WESTCHESTER COUNTY, NEW YORK

FINAL
ENVIRONMENTAL IMPACT STATEMENT

VOLUME 1: NARRATIVE

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

FINAL
ENVIRONMENTAL IMPACT STATEMENT

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MAYOR AND VILLAGE BOARD OF TRUSTEES
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Sleepy Hollow, New York 10591
Attention: Dwight Douglas,
Village Administrator
(914) 366-5105

SUBMISSION DATES:
October 4, 2005
Revised May 3, 2006
Revised December 1, 2006
Revised December 15, 2006

LEAD AGENCY ACCEPTANCE DATE:
December 19, 2006

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TABLE OF CONTENTS

PAGE

VOLUME 1: NARRATIVE

I. INTRODUCTION I-1
- A. Description of FEIS Format I-1
- B. Draft Environmental Impact Statement I-2
- C. Final Environmental Impact Statement I-4

FEIS Alternative Plan I-5
1. Environmental Analyses I-20
2. Alternatives I-47

II. RESPONSES TO DEIS COMMENTS

I.ES. Executive Summary II.ES-1
- Involved and Interested Agencies II.ES-1
- Alternatives II.ES-1

II.II. Description of Proposed Action II.II-1
- Site Layout and Building Design II.II-1
- Building Height II.II-4
- Street System and Streetscape II.II-6
- Landscaping II.II-12
- Proposed Buildings II.II-13
- Parking II.II-19
- Shuttle Bus II.II-21
- Public Safety Provisions II.II-21
- Beekman Avenue Bridge II.II-22
- Riverfront Open Space Improvements II.II-23
- Relationship to Kingsland Point Park II.II-27
- Relationship to Ichabod's Landing II.II-29
- Involved and Interested Agencies II.II-32
- Energy Efficiency II.II-32
- Affordable Housing II.II-33
- East Parcel Improvements II.II-34
- Restoration of Pocantico River II.II-36
- HHV/Philipsburg Manor Expansion II.II-38
- General – Miscellaneous Issues II.II-42

II.A. Land Use, Zoning and Public Policy II.A-1
- Project Density – Site Plan & Design II.A-1
- Project Density – Population & Housing Growth II.A-3
- Project Density – Various Impact Issues II.A-4
- Zoning Compliance II.A-14
- Water Dependent Uses II.A-16
- Philipsburg Manor Expansion II.A-20
- LWRP – General Consistency Comments II.A-23
- LWRP – Policies 1, 1A, 1F,1G, 1H II.A-31
- LWRP – Policies 2 and 2A II.A-40
- LWRP – Policies 5, 5A & 5B II.A-42

- LWRP – Policies 7A, 7B & 7D II.A-45
- LWRP – Policies 8 and 8A II.A-46
- LWRP – Policies 9 and 10 ..... II.A-47
- LWRP – Policy 11 ..... II.A-47
- LWRP – Policies 13A-B and 14 ..... II.A-48
- LWRP – Policies 17 and 17A II.A-49
- LWRP – Policies 18, and 18A – C II.A-49
- LWRP – Policies 19, 19A-E, 20 ..... II.A-50
- LWRP – Policies 21, 21A-C, 22 and 22A II.A-52
- LWRP – Policies 23 and 23A II.A-55
- LWRP – Policies 25, 25A-B II.A-55
- LWRP – Policies 32A, 33, 37, 39, 41 and 41A II.A-58
- LWRP – Policy 44 ..... II.A-60
- LWRP – Policy Summary II.A-61
- LWRP – Other Comments II.A-64
- General –Miscellaneous Issues II.A-66
- Permits and Approvals II.A-67

II.B. Land, Water and Ecological Resources II.B-1
- Restoration of Pocantico River/Creation of Buffer Adjacent to Kingsland Point Park II.B-1
- Stormwater Management II.B-18
- General – Miscellaneous Issues II.B-35
- Environmental Conditions/Environmental Remediation II.B-38
- Grading Operations II.B-109
- Wetlands II.B-112
- Wildlife II.B-114
- Geotechnical Considerations II.B-116
- Rip Rap Embankment II.B-117

II.C. Socioeconomic Conditions II.C-1
- Tax Impact on Village – Reduction in Number of Residential Units II.C-1
- School District Impacts/Fiscal Analysis II.C-4
- Intrinsic Educational Asset Equalization Levy Comments II.C-17
- Residential Rental to Ownership Ratio II.C-19
- Recreational Services II.C-21
- Total Population Projection/Impact on Village II.C-22
- Fiscal Impact Analysis – General II.C-25
- Fiscal Analysis – Village of Sleepy Hollow II.C-28
- Alternate Uses II.C-30
- Proposed Retail Tenant Mix – Impacts on Inner Village and Tarrytown Commercial Districts II.C-31
- Affordable Housing II.C-49
- PILOT II.C-49
- Revenues From On-street and Commuter Parking Spaces II.C-51
- Technical Assumptions for Fiscal Analysis II.C-51
- Special Taxing District for Waterfront Features II.C-63

- Market Study Support II.C-63
- Proposed Retail Layout II.C-64
- Tax Exempt Property II.C-65
- Public Works Services II.C-66

II.D. Community Facilities and Services II.D-1
- Site Access/Emergency Response II.D-1
- Health Care Facilities II.D-7
- Emergency Medical Service II.D-7
- Recreation II.D-12
- School Children Projection II.D-14
- Fire Protection II.D-21
- Police Protection II.D-23
- Public Work Services II.D-25
- Roadway Ownership II.D-28
- Existing Pedestrian Footbridge II.D-28
- Master Association II.D-29
- Beekman Avenue Bridge II.D-29
- Potential On-site Community Facilities II.D-30
- Devries Park II.D-34

II.E. Historic, Cultural and Archaeological Resources II.E-1
- Density Comparison II.E-1
- Historic Features Analysis II.E-2

II.F. Open Space, Pedestrian Circulation and Visual Resources II.F-1
- Pedestrian Linkage II.F-1
- Buffer Adjacent to Kingsland Point Park II.F-2
- Access to Hudson River II.F-3
- Kingsland Point Park Ownership & Operation II.F-5
- Kingsland Point Park – Potential Improvements II.F-5
- Visual Resources II.F-6
- Lighting II.F-13
- Water Dependent Uses II.F-14
- Trees II.F-15

II.G. Utilities II.G-1
- Water Supply II.G-1
- Sanitary Sewer II.G-5
- Construction Over County Trunk Sewer II.G-7
- Drainage II.G-8
- Natural Gas II.G-9
- Cellular Services II.G-9
- Utilities – General II.G-10

II.H. Mass Transit II.H-1
- Impact of Proposed Station on Existing Stations II.H-1
- Feasibility and Design of Proposed Station II.H-5
- Funding for Proposed Station II.H-12
- Commuter Parking II.H-13

- Payment of Metro-North Costs II.H-17
- Schedule for New Station II.H-18
- Alternative Mass Transit Systems II.H-18
- Proposed Shuttle Bus Service II.H-21
- Bee-Line Bus Service and Taxi Service II.H-24

II.I. Traffic and Parking II.I-1
- Traffic Impact on Area Roads – Reduction in Density II.I-1
- Access Through Kingsland Point Park II.I-12
- Traffic –Miscellaneous Issues II.I-13
- Alternative Mass Transit Systems II.I-20
- Existing Traffic Conditions II.I-22
- Mass Transit Credit II.I-26
- Study Intersections II.I-31
- Elimination of On-Street Parking II.I-42
- Trip Generation and Distribution II.I-48
- Other Area Developments/No Build Traffic Conditions II.I-53
- Beekman Avenue Bridge Repair II.I-54
- Access Through Continental Street Neighborhood II.I-56
- Site Access Design and Alternatives II.I-58
- Truck Traffic II.I-63
- Traffic Operations With and Without Proposed Train Station II.I-66
- Intersection Capacity Analysis/Level of Service II.I-71
- Traffic Mitigation Measures II.I-75
- Proposed Shuttle Bus Operations II.I-85
- Monitoring of Future Traffic Conditions II.I-86
- Traffic Computer Simulation Analysis II.I-87
- Pedestrian Circulation II.I-91
- Construction Traffic II.I-92
- Traffic Analysis of Future Uses on East Parcel II.I-94
- U.S. Route 9/Pocantico Street/Philipsburg Manor Driveway II.I-95
- Gravity Model II.I-96
- Emergency Service Response II.I-99
- Parking in Sleepy Hollow and Tarrytown Business Districts II.I-101
- Accident Data II.I-103

II.J. Air Quality II.J-1
- Air Quality Impacts on Village – Reduction in Density II.J-1
- Air Quality – General II.J-7
- Post-Construction Air Quality Impacts & Mitigation II.J-9
- Construction Air Quality Impacts & Mitigation II.J-10

II.K. Noise II.K-1
- Construction Noise Impacts & Mitigation II.K-1
- Noise – General II.K-4
- Post-Construction Noise Impacts & Mitigation II.K-5
- Train Noise II.K-7

II.L. Construction Impacts II.L-1

- Beekman Avenue Bridge II.L-1
- East Parcel Viaduct II.L-3
- Construction Traffic & Access II.L-4
- Alternative Transport Modes for Construction Materials II.L-11
- Construction Workforce II.L-12
- Construction Sequence Schedule II.L-13
- East Parcel Soil Capacities II.L-15
- Construction Activity Impacts & Mitigation II.L-15
- Design & Geotechnical Considerations II.L-17

II.IV. Alternatives II.IV-1
- General II.IV-1
- Program & Design Alternatives II.IV-3
- Alternative Incorporating A Pier II.IV-9

II.VII. Energy Conservation II.VII-1

VOLUME 2: DEIS COMMENTS

III. DEIS COMMENTS

A. DEIS Comment Letter List
B. DEIS Comment Log
C. DEIS Comment Letters and Public Hearing Transcripts

VOLUME 3: APPENDICES

IV. APPENDICES

1. RELEVANT CORRESPONDENCE
2. LIGHTHOUSE LANDING DESIGN GUIDELINES APPENDIX (Village of Sleepy Hollow Precedent Analysis)
3. ENVIRONMENTAL REPORTS
   A. BROWNFIELD SITE CLEANUP AGREEMENTS
   B. PRELIMINARY DRAFT REMEDIAL INVESTIGATION REPORT
   C. GLOSSARY OF TERMS
   D. PROPOSED INTERIM REMEDIAL MEASURES
   E. ROUX ASSOCIATES MEMORANDUM DATED 12/19/06
4. ECONOMIC REPORTS
   A. FISCAL IMPACTS OF THE LIGHTHOUSE LANDING DEVELOPMENT
   B. RETAIL CHARACTER ASSESSMENT
5. STAGE 1A LITERATURE REVIEW & SENSITIVITY ANALYSIS
6. TRAFFIC
7. VILLAGE CONSULTING PLANNER REPORTS
   A. WATERFRONT USE MASTER PLAN
   B. VILLAGE DEPARTMENT OF PUBLIC WORKS FACILITY
8. METRO-NORTH PARKING DEMAND ANALYSIS
9. TRANSIT UTILIZATION ANALYSIS

LIST OF FIGURES

FIGURE NUMBER		SECTION**
I-1	DEIS Illustrative Plan	I
I-2	FEIS Alternative Plan – Illustrative Plan	I
I-3	FEIS Alternative Plan – Building & Surface Parking Plan	I
I-4	FEIS Alternative Plan – Structured/Garage Parking Plan	I
I-5	Village Waterfront Use Master Plan	I
I-6	FEIS Alternative Plan – Open Space & Public Use Diagram	I
I-7	FEIS Alternative Plan – On-Site Storm Sewer Layout	I
I-8	FEIS Alternative Plan – On-Site Composite Utility Plan	I
I-9	FEIS Alternative Plan – Proposed Construction Sequence Summary	I
I-10	FEIS Architectural Design Guidelines (40 pages)	I
II.II-1	FEIS Alternative Plan – Land Use Plan	II.II
II.II-2	FEIS Alternative Plan – Illustrative Plan	II.II
II.II-3	FEIS Alternative Plan – Site Cross-Section	II.II
II.II-4	FEIS Alternative Plan – Section X-X	II.II
II.II-5	FEIS Alternative Plan – Section Y-Y	II.II
II.II-6	FEIS Alternative Plan – Section Z-Z	II.II
II.II-7	FEIS Alternative Plan – Beekman Avenue and River Street Extensions	II.II
II.II-8	FEIS Alternative Plan – Typical Roadway Cross-Sections	II.II
II.II-9	Existing Aerial Photograph	II.II
II.II-10	New Foundation Plan for Infrastructure & Buildings	II.II
II.II-11	Grade Stabilization Plan	II.II
II.II-12	Historic Hudson Valley Exhibit C – Alternative Conceptual Site Plan	II.II
II.II-13	Historic Hudson Valley Exhibit E – Philipsburg Manor Expansion Site	II.II
II.II-14	Historic Hudson Valley Exhibit F – Illustrative Plan	II.II
II.II.-15	Kingsland Point Park Buffer Area Detail	II.II
II.II.16	Village Green and Ichabod's Landing	II.II
II.II.17	Village of Sleepy Hollow Shepard's Crook Street Light	II.II
II.A-1	Inner-Village Census "Blocks" – Tract 116	II.A
II.B-1	FEIS Alternative Plan – Proposed Drainage Conditions	II.B
II.B-2	Wetlands Mitigation Area	II.B
II.B-3	100 Year Flood Plain – Existing Conditions	II.B
II.B-4	100 Year Flood Plain – Proposed Conditions	II.B
II.B-5	Overlay of Relevant PAOCs	II.B
II.D-1	Continental Bridge Concept Study	II.D

**Figures are located at the end of the applicable FEIS Section.

LIST OF FIGURES

FIGURE NUMBER		SECTION**
II.E-1	Historic Map – 1725	II.E
II.E-2	Historic Map – 1848	II.E
II.E-3	Historic Map – 1881	II.E
II.E-4	Historic Map – 1901	II.E
II.E-5	Historic Map – 1908	II.E
II.E-6	Historic Map – 1911	II.E
II.E-7	Historic Map – 1931	II.E
II.F-1	FEIS Alternative Plan – Views Key Map	II.F
II.F-2	FEIS Alternative Plan – View 1A (from Beekman Avenue) – Proposed Conditions	II.F
II.F-3	FEIS Alternative Plan – View 1B (from Beekman Avenue) – Proposed Conditions	II.F
II.F-4	FEIS Alternative Plan – View 2 (from Barnhart Park) – Proposed Conditions	II.F
II.F-5	FEIS Alternative Plan – View 5 (from Kingsland Point Park)–Proposed Conditions	II.F
II.G-1	FEIS Alternative Plan – Water Supply Layout	II.G
II.G-2	FEIS Alternative Plan – On-Site Water Main Layout	II.G
II.G-3	FEIS Alternative Plan – On-Site Sanitary Sewer Main Layout	II.G
II.G-4	FEIS Alternative Plan – On-Site Utility Layout (E/G/T/C)	II.G
II.L-1	FEIS Alternative Plan – Proposed Construction Sequencing – Year 1	II.L
II.L-2	FEIS Alternative Plan – Proposed Construction Sequencing – Year 2	II.L
II.L-3	FEIS Alternative Plan – Proposed Construction Sequencing – Year 3	II.L
II.L-4	FEIS Alternative Plan – Proposed Construction Sequencing – Year 4	II.L
II.L-5	FEIS Alternative Plan – Proposed Construction Sequencing – Year 5	II.L
II.L-6	FEIS Alternative Plan – Proposed Construction Sequencing – Year 6	II.L
II.IV-1	FEIS Alternative Plan – Land Use Plan	II.IV
II.IV-2	Design Study Alternative	II.IV
II.IV-3	General Motors East Side Master Plan	II.IV
II.IV-4	Alternative Village Green Intersection Design	II.IV

**Figures are located at the end of the applicable FEIS Section.

LIST OF TABLES

TABLE NUMBER		SECTION**
I-1	Comparison of FEIS Alternative Plan With DEIS Plan	I
I-2	Comparison of Proposed Plan with Project Alternatives	I
II.A-1	Density Analysis – Inner Village	II.A
II.A-2	Zoning Compliance - FEIS Alternative Plan	II.A
II.C-1	Projected Enrollment-1 and Current Capacity	II.C
II.C-2	Projected Enrollment -2 and Current Capacity	II.C
II.C-3	Non-Property-Tax Revenue Generated by Lighthouse Landing Townhouses To the Village of Sleepy Hollow (DEIS)	II.C
II.C-4	Non-Property-Tax Revenue Generated by Lighthouse Landing Townhouses To Westchester County (DEIS)	II.C
II.E-1	Density Analysis – Inner Village	II.E
II.G-1	FEIS Alternative Plan, Average Daily Wastewater and Water Demands	II.G
II.H-1	Analysis of Shuttle Service to Tarrytown Station – AM Peak Southbound On Boardings	II.H
II.L-1	Comparison of Transportation Costs for Fill Material	II.L
II.IV-1	Comparison of FEIS Alternative Plans with DEIS Plan and Other Project Alternatives	II.IV

**Tables are located at the end of the applicable FEIS Section.

LIST OF FULL-SIZE DRAWINGS

Drawing No.	Drawing Title	Scale	By Whom	Issue Date
	Cover Sheet		Divney Tung Schwalbe, LLP	12/19/06
SP-1.0	Master Site Plan	1" = 100'	Divney Tung Schwalbe, LLP	12/19/06
SP-1.1 – SP-1.4	Site Geometry Plan	1" = 50'	Divney Tung Schwalbe, LLP	12/19/06
SP-2.1 – SP-2.4	Grading & Utility Plan	1" = 50'	Divney Tung Schwalbe, LLP	12/19/06
SP-3.1 – SP-3.4	Conceptual Landscape Plan	1" = 50'	Divney Tung Schwalbe, LLP	12/19/06
SP-4.0	Conceptual Erosion & Sediment Control Plan	1" = 100'	Divney Tung Schwalbe, LLP	12/19/06
EX-1.0	Existing Conditions	1" = 100'	Divney Tung Schwalbe, LLP	12/19/06

I. INTRODUCTION

This Final Environmental Impact Statement ("FEIS") is submitted in compliance with Article 8 of the New York State Environmental Conservation Law governing State Environmental Quality Review ("SEQR"), Part 617 of Title 6 of the Rules and Regulations of the New York State Department of Environmental Conservation ("NYSDEC"), and a DEIS Scope adopted on August 12, 2003 by the Village of Sleepy Hollow Mayor and Village Board of Trustees acting as SEQR Lead Agency ("Lead Agency") for the proposed action. The FEIS supports the required land use approvals being sought by Roseland/Sleepy Hollow, LLC and General Motors Corporation (together, the "Applicant") from the Village of Sleepy Hollow for the proposed Lighthouse Landing project (the "Project"), including a Riverfront Development Concept Plan Approval, a zoning amendment, a Local Waterfront Revitalization Program Consistency Determination, a Special Permit for a Riverfront Development Project and Site Plan Approvals for a Riverfront Development Project, as well as other agency approvals for the Project.

A. DESCRIPTION OF FEIS FORMAT

This FEIS is comprised of the following sections:

Section I is the Introduction which contains this description of the FEIS format, a discussion of the Draft Environmental Impact Statement ("DEIS") and comments received during and following the DEIS public hearings, and a description of an alternative plan proposed by the Applicant after consideration of the DEIS comments. Where the characteristics of this alternative plan would result in changes to the potential impacts or potential mitigation measures associated with the Project, additional discussions of those environmental conditions, potential impacts or potential mitigation measures are provided.

Section II contains the Responses to the DEIS Comments listed in Section III. The responses to the comments are organized by DEIS Section Heading. Where applicable, sections have been further broken down into sub-headings that correspond to the content of the comments. Comments that are similar in content have been grouped together to allow for coordinated

responses. The comments appear in a small, bold type with the corresponding comment number(s) identified in the left margin of the page. The responses appear in standard type.

Section III consists of the DEIS Comment Letter List, the DEIS Comment Log (which provides a listing of the individual comments), and copies of the transcripts of the DEIS Public Hearings and written comments received by the Lead Agency. Each speaker and comment letter or transcript has been assigned an "Item Number" and each comment by a particular speaker or author has been sequentially numbered. The Comment Log identifies the date of the comment letter or the public hearing comment; the name of the author or speaker; the assigned comment number; and the subsection of FEIS Section II in which the comment has been addressed. The copies of the hearing transcripts and comment letters have been labeled with Item Numbers corresponding to the DEIS Comment Log.

Section IV contains the Appendices to the FEIS. Relevant correspondence is also included in this section of the document.

B. DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Draft Environmental Impact Statement for Lighthouse Landing, which was accepted as complete by the Lead Agency on January 11, 2005, and was the subject of public meetings and hearings on February 8, February 15, February 19, and February 22, 2005, is hereby incorporated into and made part of this Final Environmental Impact Statement by reference.

The proposal for Lighthouse Landing presented in the DEIS consisted of a mixed-used waterfront development with approximately 1,562 residential units, approximately 180,000 square feet of retail space, approximately 50,200 square feet of office space, an approximately 147-room inn, an on-site train station (subject to Metro-North approvals and the availability of sufficient public funding), and associated parking, with 26 to 33 acres, or approximately 30% of the site, planned as publicly accessible open space (the "Proposed Action" or "DEIS Plan"). See FEIS Figure No. I-1, DEIS Illustrative Plan. The project site ("Site") consists of three

parcels totaling 94.5 acres that are separated by the Metro-North railroad tracks and Beekman Avenue and contain remnants of the building slabs and parking areas associated with the former General Motors automotive assembly plant. The Site is located within the RF (Riverfront Development) District, which was created in 1997 by the Sleepy Hollow Village Board in anticipation of the redevelopment of the General Motors site and other former industrial properties in the area.

The 64.5-acre West Parcel of the Site was proposed to contain a new street system linking to Beekman Avenue and River Street. Within this parcel were located all the residential units, nearly all of the retail space, the office space, the hotel/inn, and over eleven acres of publicly accessible open space. The riverfront open space areas were shown to provide a variety of opportunities for public enjoyment of the Hudson River, including pathways, bikeways, plazas, a fishing pier, and access to the water's edge, while also providing direct pedestrian linkages to public parklands to the north and south. The buildings generally varied between three and five stories tall, with the predominant height being four stories. The proposed residential mix was anticipated to include 922 apartments, 216 condominiums, 224 town homes, and 200 senior apartments, of which 100 were to be affordable units in accordance with Village of Sleepy Hollow and Westchester County guidelines. Retail and office uses were located along Beekman Place, Lighthouse Landing's "main street" that physically and visually connected Beekman Avenue with the historic lighthouse along the Hudson River shore.

Approximately 24.5 acres of the 28.3-acre East Parcel of the Site was proposed to be donated by the Applicant to the Village. The Village had indicated that it intended to use the donated land for the expansion of Devries Park (approximately 7.6 acres), a new Village Department of Public Works facility (approximately 7.4 acres), and for other municipal uses (approximately 7.6 acres), including possibly for an expansion of the adjacent Philipsburg Manor Restoration. The remaining 1.9 acres to be donated to the Village lies under the elevated viaduct that provides access to these uses from Beekman Avenue. Approximately 3.8 acres of the East Parcel was to be retained by the Applicant for the construction of a commuter parking area for

the proposed new train station, which would be open to public use but owned by the Applicant.

Across Beekman Avenue from the West Parcel, the 1.7-acre South Parcel of the Site was proposed to house a small cinema/retail building.

The DEIS included discussions of potential impacts associated with the Proposed Action, such as those related to land and water resources, traffic, mass transit, socioeconomics, community services, and construction, as well as measures the Applicant proposed to minimize or avoid such impacts. Further, the DEIS considered alternative proposals for the Site, including developments of lesser or greater density, alternative program mixes or layouts, alternative building heights and parking concepts, and an alternative project without a new railroad station.

All the comments made during the DEIS public hearings and in correspondence received by the Lead Agency are included in Section III of the FEIS. The comments addressed issues such as site layout and building design; riverfront open space improvements and relationship to adjoining properties; project density; remediation of existing environmental conditions; fiscal analysis of projected taxes compared with provision of community and educational services; traffic associated with the development Project, with and without a train station; and consistency of the Project with the Sleepy Hollow RF District regulations and Local Waterfront Revitalization Program.

C. FINAL ENVIRONMENTAL IMPACT STATEMENT

In response to comments made during the DEIS public hearings, correspondence received during the DEIS comment period, and subsequent discussions with the Lead Agency, its consultants and other parties, the Applicant is proposing modifications to the Project, including a proposed zoning text amendment to allow for additional building height in a selected area of the West Parcel closest to the Metro-North railroad lines. The modifications include reducing

the number of residential units and the size of the retail, office and hotel uses; increasing the ratio of ownership to rental residential units; increasing the open space to be provided along the riverfront and within the interior of the Site, creating of a buffer area between Kingsland Point Park and the Project; expanding the scope of the water-dependent uses to be provided along the riverfront; and increasing the extent of infrastructure improvements to be made as part of the Project. In all instances, the modifications have been proposed to reduce potential impacts related to the Project. The revised plan for the Project that reflects these modifications will be referred to in this FEIS as the "FEIS Alternative Plan," which is illustrated in FEIS Figure No. I-2. There are also a series of alternative options being considered by the Lead Agency as part of this FEIS. The Lead Agency is not rendering a decision on these alternatives at this point in the process, but has required them to expand the level of detail and review.

The full-sized drawings submitted with the DEIS have been revised to conform to the FEIS Alternative Plan and are included as part of this FEIS. In addition, new FEIS figures have been prepared to graphically present the proposed modifications. The specific components of the FEIS Alternative Plan that differ from the original plan presented in the DEIS are described below and in the comment responses in Section III. The original plan presented in the DEIS is referred to in this FEIS as the "DEIS Plan."

FEIS Alternative Plan

PROPOSED PROGRAM

The proposed DEIS Plan was well within the density parameters of the RF District zoning established by the Village of Sleepy Hollow for the Site. Nonetheless, in response to numerous DEIS comments, the density of the residential component of the Project has been reduced by 20 percent and the non-residential component of the Project has been reduced by approximately 30 percent.

The total number of residential units shown in the FEIS Alternative Plan is 1,250, 312 units fewer (20%) than the DEIS Plan. Under the DEIS Plan, approximately 72 percent of the residential units (1,122 units) were proposed to be rentals; under the FEIS Alternative Plan, 621 units will be ownership units and 629 will be rental units. This shift to an approximate balance of ownership and rental units has also been made in response to comments received during the DEIS review. The final ratio of ownership and rental apartments, however, will be subject to change based on future market conditions.

The 621 ownership units will be made up of 373 condominium apartments in multi-family buildings and 248 attached townhomes. The 629 rental apartments will all be located in multi-family buildings, including two "live-work" loft buildings along Road Four adjoining the railroad tracks. See FEIS Figure No. I-3, Building and Above-Grade Parking Plan, for the proposed locations of the different residential unit types. The Applicant will provide 61 affordable rental units consisting of 21 Village workforce rental apartments available to municipal employees and volunteers and 40 affordable senior rental units in conformance with Westchester County affordability guidelines at 80 percent of the County's median income. The affordable units will be distributed throughout the rental buildings. The proposed bedroom options and net floor area ranges of the various residential units remain generally the same as presented in the DEIS and are listed below, along with the approximate number of units of each bedroom option.

Unit Type		No. of Units	Net Floor Area (SF)
Rental Apartments	1 BR	314	725-750
	2 BR	254	1,050-1,150
	2 BR w/Den	61	1,250-1,300
Subtotal		629	
Condominiums	1 BR	22	850-900
	2 BR	313	1,150-1,300
	2 BR w/Den	38	1,300-1,500
Subtotal		373	
Townhomes	3 BR	248	2,250-3,350
Subtotal		248	
Total		1,250	

The retail and commercial uses in the FEIS Alternative Plan remain primarily along Beekman Place, the "main street" of the new community connecting Beekman Avenue to the historic lighthouse. The total proposed retail area has been reduced to 132,000 square feet, including a 25,000 square foot market at the corner of Beekman Avenue and Beekman Place, an 18,000 square foot three screen fine arts cinema across Beekman Avenue from the market, 84,000 square feet of shops and restaurants along Beekman Place in Buildings G, H, L and M, and a 5,000 square foot restaurant within the hotel at the base of Beekman Place. See FEIS Figure No. I-3, Building and Above-Grade Parking Plan. The hotel, which is located between Beekman Place, Road Two and the riverfront open space, has been reduced to 140 rooms and will have dining and gathering rooms but will not contain conference center facilities. The office use has been reduced to 35,000 square feet in size and is located on the second and third floors of the market building at Beekman Place and Beekman Avenue.

The open space and public use areas within Lighthouse Landing have been expanded and further developed in the FEIS Alternative Plan in coordination with the Village Board of Trustees, Village Consulting Planners[1], and other Village representatives. The Applicant proposes to donate approximately 39 acres, or 41 percent of the 94.5-acre Site, for these uses, and to construct the 10.6-acre riverfront open space and water-dependent and water-related features as described below.

SITE PLAN

In response to DEIS comments and in coordination with the Village Open Space Consultants, the Applicant has revised the proposed street pattern for the FEIS Alternative Plan to better relate to adjoining properties and to introduce additional open space into the interior of the West Parcel. Most significantly, Road One, along the Site's western frontage,

[1] The Village of Sleepy Hollow's "Consulting Planners", as referenced in this FEIS, include Beyer Blinder Belle, Architects & Planners LLP (also Village's "Open Space Consultants"); Saccardi & Schiff, Inc.; and Richard Alan Daley, Architects.

has been curved and set further back to expand the riverfront open space and provide a landscaped buffer area between the proposed townhomes and Kingsland Point Park. The on-street parking and sidewalk formerly proposed along the west side of Road One opposite Kingsland Point Park have been eliminated, thus allowing the landscaped buffer to be widened by approximately 10 to 15 feet. The intersections of Beekman Place and Beekman Avenue and River Road and Road A have been adjusted to create a "village green" over which views to the Hudson will remain available along the center line of Beekman Avenue. As part of this realignment, the Applicant is proposing to pull a section of River Street away from the adjoining Ichabod's Landing in this area into the South Parcel, in order to ease the street grades and alignment at that residential development's entry drive. See FEIS Figure No. I-2, Illustrative Plan. A new linear "central park" with a water feature at its western end has been extended from the riverfront and Road One 1100 feet into the development to Road Four along the north side of Road C. A mews has been provided along the north side of "central park" adjacent to Blocks E, J and F to enhance pedestrian circulation. Additional water-dependent uses have been proposed within the riverfront open space, including a floating dock for transient ("dock and dine") use along the southwest shoreline near the hotel, a third belvedere extending over the existing rip rap opposite the hotel a pier with floating dock off the northwest shoreline for non-motorized small craft, and a widened beach area near Kingsland Point Park suitable for walking canoes or kayaks into the river. See "Open Space and Public Use Areas" below. Other adjustments to the plan provide for a more visible and formal drop-off area at the proposed train station southbound platform (Block D), a more gracious entry circle for Kingsland Point Park at the intersection of Roads One and Four, and more interior open space for the Lighthouse Landing residents within Blocks J and O and between Buildings N and I. Additional driveway connections have been added in Blocks P and Q, which will improve vehicle access to the rear of the townhome units.

Parking for the West Parcel uses will be provided in the FEIS Alternative Plan in locations similar to those shown in the DEIS Plan. Resident parking for the ownership and rental

apartments will be located in below-grade parking levels (Buildings A, E, F/G, H, K/L and M) and in surface lots behind the buildings (Buildings I, N, H and M). See FEIS Figure Nos. I-3, Building and Above-Grade Parking Plan and I-4, Below-Grade Parking Plan. Two parking spaces will be provided in garages within each townhome, and tandem parking spaces will be provided in the majority of the townhomes. Parking for the retail uses will be provided in surface lots behind Buildings G and L[2], with mid-block pedestrian "vias" connecting the lots to Beekman Place, and in surface lots behind the market[3] (Building B) and the cinema (Building C). Parking for the office and hotel uses will be provided in below-grade levels adjacent to or beneath those buildings. Approximately 455 parallel on-street parking spaces distributed throughout the West Parcel will also be available for general public use by retail and restaurant patrons, people enjoying the waterfront open space, and residential visitors. As shown in the table below and in FEIS Figure Nos. I-3 and I-4, approximately 4,000 parking spaces are proposed within the FEIS Alternative Plan to accommodate the various public and private uses on the Site.

	Surface Spaces	Structure/Garage Spaces	On-street Spaces	Subtotal
West Parcel	800	2,050	455	3,305
South Parcel	75			75
East Parcel	615			615
Total Parking Spaces	1,490	2,050	455	3,995

Across Beekman Avenue in the South Parcel, the FEIS Alternative Plan shows the proposed cinema building with the parking lot behind accessed from the east end of its adjusted River Street frontage. See FEIS Figure No. I-2, Illustrative Plan. At the corner of Beekman Avenue and Hudson Street, in response to DEIS comments related to the provision of

[2] While the lots behind Buildings G and Lare described here as "surface" lots, as they will be at generally the same elevation as Beekman Place, they will actually be built as structured levels above the below-grade parking for Buildings F/G and K/L.

[3] Similarly, while the market parking lot will be at the same elevation as its entrance and is described here as "surface," it will actually be built as a structured level above the office parking below.

emergency services, the Applicant has provided a site for the construction of a building[4] that could house fire and/or ambulance facilities to serve Lighthouse Landing and the adjoining downtown area. In response to other DEIS comments, and to facilitate the construction of the Project and the overall movement of vehicles within the downtown, the Applicant is incorporating the replacement of the superstructure of the Beekman Avenue bridge[5] passing over the Metro-North railroad tracks into the FEIS Alternative Plan.

As part of the FEIS Alternative Plan, the Applicant also proposes to repair the northern span of the existing viaduct[6] that provides access to the East Parcel from Beekman Avenue and to repair its concrete deck and guide rails. Within the East Parcel, at the request of the Village, the FEIS Alternative Plan shows the potential for an expanded 550-space commuter/resident parking lot and dropoff area adjacent to the proposed new train station northbound platform. This parking lot would be constructed and retained by the Applicant, and would be available for use by commuters on weekdays and by Lighthouse Landing residents and others during non-commuting times, i.e., weeknights and weekends. A supplemental on-grade water tank is shown to the north of the commuter/resident lot that would be constructed by the Applicant, connected to the municipal water system and dedicated to the Village in the event that the Village's current efforts to expand its water supply system to meet the NYS Department of Health requirements are not successful.

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[4] The Fire/Ambulance building shown on the FEIS Alternative Plan is based on a preliminary design prepared by one of the Village's Consulting Planners, RAD Architects.

[5] As described in the structural analysis included in DEIS Appendix 4, the existing bridge has a posted load limit of 12 tons. The Applicant proposes to replace the bridge superstructure with a new structural system that would increase the load carrying capacity of the bridge to the AASHTO HS25 truck loading (45 ton vehicle), as currently required by the New York State Department of Transportation. The Applicant anticipates seeking public funding for the bridge replacement work. See also responses to construction-related comments in FEIS II-L.

[6] As also described in the structural analysis included in DEIS Appendix 4, the northernmost span (#16) requires repair to restore the original H15 design loading of all the viaduct's spans. The Applicant anticipates seeking public funding for the viaduct repair work.

To the east of the commuter/resident lot, the FEIS Alternative Plan shows the location and layout for a Village Department of Public Works (DPW) yard containing a DPW garage and offices, salt storage building, composting area, DPW parking areas, and bus service building. See FEIS Appendix 7B for a description of the proposed new DPW facility prepared by the Village Consulting Planners. To the north of the commuter/resident lot and DPW yard are located two soccer fields, three tennis courts and associated parking that would expand the adjacent Devries Park recreational facilities, as well as an area for other not yet determined Village uses.

PROPOSED ARCHITECTURE

Section II of the Lighthouse Landing DEIS presented architectural guidelines for the mixed-use buildings proposed along Beekman Place, as well as representative examples of how these guidelines could be applied to the Beekman Place buildings. As explained in the DEIS, specific architectural designs for each of the buildings would be prepared and submitted to the Village during the site plan approval stage of the Project. As these guidelines and illustrations were generally found helpful by DEIS commenters as a means of showing how the buildings were proposed to meet the objectives of the RF District to achieve the character and spirit of an old Hudson River waterfront community, the Applicant's architects, in coordination with the Village Consulting Planners, have expanded these guidelines to encompass all of the areas and building types proposed within Lighthouse Landing.

The FEIS Alternative Plan "Design Guidelines" are included at the end of this section of the Introduction. See FEIS Figure No. I-10. This document describes the key elements of the master plan for Lighthouse Landing, then divides the Site into "districts" (i.e., the Beekman Place District, the Waterfront District, the Central Park District, and the Townhome District) and discusses the streetscape and architectural design principles and elements associated with each. The Design Guidelines present and draw from a "precedent analysis"

of residential and other buildings within traditional village settings (see FEIS Appendix 2) prepared by the Village Consulting Planners that expands upon the Hudson River village examples provided in Section II of the DEIS. Based on these contextual references, it proposes design standards for buildings, open space, and streetscape elements that would be followed in the designs for individual buildings and open spaces to be prepared during the site plan approval stage of the Project.

OPEN SPACE AND PUBLIC USE AREAS

In response to DEIS comments and in coordination with the Mayor and Village Board of Trustees, Village Consulting Planners, and other Village representatives, the Applicant has expanded both the waterfront and interior open space areas available for public and resident use in the FEIS Alternative Plan. The Village Consulting Planners have updated the Village Waterfront Use Master Plan (see FEIS Figure No. I-5) to show a range of riverfront open space areas and activities both within and beyond the Site, extending from Horan's Landing on the south to Kingsland Point Park on the north. Within this Village framework of open space uses and elements, the Lighthouse Landing FEIS Alternative Plan (see FEIS Figure No. I-2, Illustrative Plan) includes:

- Approximately 10.6 acres of riverfront open space extending from the boundary of Ichabod's Landing to the south, along 2100 linear feet of Hudson River frontage to the newly proposed curvilinear landscaped buffer adjoining Kingsland Point Park to the north, with pedestrian paths, bikeways, lawns, landscaped areas and a multi-use plaza at the southwest corner of the shoreline opposite the hotel;
- An L-shaped fishing pier near the extended line of Beekman Avenue as it meets the Hudson River;
- Viewing platforms or belvederes overhanging the existing riprap at the terminus points of Roads Three and Two at the river and at the turning point of the site opposite the hotel;
- A floating dock extending west of the Road Two belvedere near the hotel that would provide temporary tie-up space for transient boaters, who may "dock and dine" at

Lighthouse Landing;

- A proposed location for an approximately 3,000 square-foot interpretive center to be built by the Applicant and operated by the Village or its designee, near the historic lighthouse and small craft launch dock;
- A T-shaped pier/floating dock for non-motorized small craft (i.e., kayaks or canoes) launching along the northern shoreline opposite Kingsland Point Park;
- A widened and lengthened curved beach area at the juncture between the Site and Kingsland Point Park, which will also provide an alternative location to walk a kayak or canoe into the water, close by the small craft launch dock; and
- A newly proposed landscaped buffer area between Kingsland Point Park and the Project, generally ranging from 75 to 175 feet in width, and extending over 1,000 feet from the expanded beach area to the proposed Kingsland Point Park parking area.

As part of the FEIS Alternative Plan, the Applicant proposes to donate the land for and construct all the riverfront open space improvements described above, and anticipates seeing public funding to assist in this construction. All piers and shoreline improvements will be subject to required agency reviews and permits, and such approvals will determine the final location and design of these improvements.

The Village has indicated that after the completion of remediation and landscaping, a portion of the expanded buffer area from the cove/beach area north to the proposed Kingsland Point Park parking area may be reserved for future transfer to a conservancy or other not-for-profit entity. Such entity would potentially participate with other interested groups in studying the potential for the creation of an estuary potentially linking the Pocantico River to the Hudson River and serving as a second outlet channel. This conservancy or other not-for-profit entity would be responsible for coordinating the securing of funding, obtaining of any necessary approvals and permits, constructing the estuary and meeting the conditions for the use of donated land described above. The conservancy or other entity would also need to demonstrate to Applicant and other relevant

reviewing and approving agencies that it has sufficient funding to meet those conditions, conduct any required remediation and construct the estuary. Some of the types of studies that need to be conducted to determine the feasibility of this estuary are discussed in the Response to Comments suggesting the proposed relocation of the Pocantico River, and include engineering, hydrological, costs and ecological analyses.

In the Applicant's opinion as reflected in the DEIS, the creation of this estuary (which is similar in many respects to proposals to relocate the Pocantico River) is not an alternative to the Lighthouse Landing Project, as it is not a measure necessary to mitigate any adverse impacts of the project. Nevertheless, the Applicant recognizes that if construction of the estuary is found to be feasible, the necessary approvals obtained and funding secured, the new watercourse would provide several benefits for the Village. The estuary could be used for small boat launching and possibly other water-dependent recreational activities, which would augment the expansion and widening of the cove area that will be undertaken as part of the FEIS Alternative Plan. It would add an additional aesthetically-pleasing element to the waterfront, enhancing the waterfront esplanade and related improvements associated with Lighthouse Landing and substituting a water rather than land buffer between the development and Kingsland Point Park. It could provide ecological benefits providing additional habitat for aquatic and terrestrial species and thus increasing biological diversity. It would also offer additional interpretive educational opportunities.

The FEIS Alternative Plan also includes approximately 4.3 acres of additional public open space within the interior of the West Parcel to be donated and constructed by the Applicant, and donated to the Village, including the "village green" at the intersection of Beekman Avenue and Beekman Place, a broad landscaped median and plaza that can be closed off for special events at the base of Beekman Place, and a 2.9-acre linear "central park" with a water feature at its west end that extends over 1,000 feet from the riverfront open space to Road Four. See FEIS Figures No. I-2, Illustrative Plan, and I-6, Open Space & Public Use Area Diagram. Resident open spaces and courtyards shown within Blocks A, E, J, and O and

between Buildings I and N provide another 3.3 acres of open space within the West Parcel. As requested by the Village and in coordination with the Waterfront Use Master Plan, the Applicant will construct a surface parking lot containing approximately 105 spaces and a new entrance to Kingsland Point Park at the north end of the West Parcel.

Within the East Parcel, the FEIS Alternative Plan shows approximately 10.3 acres of land to be donated by the Applicant for the contemplated construction of soccer fields and tennis courts and for other Village open space uses, including possible expansion of the Philipsburg Manor Restoration to the east. See FEIS Figure No. I-6. Another 12.7 acres in the East Parcel has been designated in the FEIS Alterative Plan for public use areas, including the Village DPW yard, parking adjacent to the recreational facilities, and the land under the viaduct to Beekman Avenue. Combining the East and West Parcels, the public open space shown under the FEIS Alternative Plan total approximately 25 acres and, the public use areas total approximately 13.8 acres, for a sum total of 38.9 acres of land proposed to be donated by the Applicant to the Village[7].

DRAINAGE AND STORMWATER MANAGEMENT

The objectives of the stormwater management system for the FEIS Alternative Plan are the same as previously proposed for the DEIS Plan – to improve the water quality of the stormwater leaving the Site (East, West and South Parcels). This goal has been attained through a reduction in the amount of impervious area, the addition of landscaped and grassed surfaces (including vegetated water quality swales), and the collection of sediments and other contaminants through construction of a stormwater collection and conveyance system consisting of storm sewer piping, catch basins with sumps and hydrodynamic

[7] Due to the Applicant's continuing obligations under the Brownfield Cleanup Program, future uses on the Site must be consistent with the use identified in the Brownfield Cleanup Agreement for the Site and with the environmental easement that will be filed and will apply to the Site under the Brownfield Cleanup Program. The uses that are expected to be referred to in the BCA and environmental easement are restricted residential (which includes parkland).

separators for stormwater filtering purposes.

Under the proposed FEIS Alternative Plan, there will also be a further reduction in impervious area and peak rate of runoff when compared with both the existing Site and the DEIS Plan. Similar to the DEIS Plan and former site operations, no stormwater detention is required because of the Site's adjacency to both the Hudson River (South and West Parcels) and the base of the Pocantico River (East Parcel).

Stormwater runoff from the West and South Parcels will be collected in the new stormwater piping system (see FEIS Figure No. I-7, On-Site Storm Sewer Layout) and will discharge to the Hudson River through three (3) existing stormwater outfalls. Stormwater runoff from the East Parcel drains to the Pocantico River, except for some off-site upland areas located at the south of the parcel near the existing viaduct. This area drains through an existing culvert beneath the Metro-North railroad tracks. Figure No. II.B-1, Proposed Drainage Conditions shows the proposed new drainage patterns of the Site.

For purposes of flood control, grading of the East Parcel has been designed so as to maintain the existing flood storage capacity of the parcel relative to the Pocantico River. The existing drainage ditches within the East Parcel will be relocated and replaced by vegetated water quality swales that will collect and treat the stormwater runoff from the commuter parking area, Village DPW yard, and Village athletic facilities. Specific water quality protection measures have also been incorporated into the design of the DPW yard and facilities, including collection and containment systems for the salt storage building and fuel service areas. See Appendix 7B for Village Design Consultant's DPW report.

Further, through the implementation of the proposed stormwater management plan, it is estimated that stormwater pollutant loadings will be reduced in conformance with the NYSDEC SPDES General Permit For Stormwater Discharges From Construction Activity (Permit No. GP-02-01).

UTILITIES

The utility system proposed under the FEIS Alternative Plan is generally similar to that shown for the DEIS Plan, with several improvements related to the water and sanitary systems. The proposed water, sanitary, gas, electric and telephone routings have been revised per the FEIS Alternative Plan and are illustrated in FEIS Figure No. I-8, On-Site Composite Utility Plan.

The Village of Sleepy Hollow is currently completing a Final Environmental Impact Statement for the Village's Water Supply Improvement Program and exploring options to meet the New York State Department of Health/Westchester County Department of Health public water storage requirements. The Applicant will be responsible for satisfying the water storage requirement for the anticipated Lighthouse Landing domestic water demand either by paying a pro rata share of the costs of construction of the proposed Village of Sleepy Hollow water storage facility, or by providing such storage on the site. If provided on-site, the Applicant would at its expense construct a 600,000-gallon water storage tank on the East Parcel that would provide one-day domestic reserve for the project, as well as hold a portion of the required fire storage amount with the balance of the fire storage supplied from the existing Village system. If provided on-site, the water storage tank would be connected to the Village water distribution network via an 18" water main that runs within Continental Street. Both the tank and pumping facilities would be elevated above the 100-year flood elevation of EL. 7.0 (1988 NAD) to protect the facilities during a 100-year storm event. After construction, the tank would be offered for dedication to the Village. Lighthouse Landing is projected to generate significant tax revenues to the Village on an annual basis. These revenues in combination with water usage fees from the project are expected to be sufficient to cover the Village's operation and maintenance costs for the on-site storage facility, or the Applicant's share, in common with all Village residents, of the operation and maintenance costs for the Village's proposed off-site facility.

Sanitary sewage from the Project will be directed to the on-site Westchester County Saw Mill Valley Trunk Sewer – Tarrytown Extension 30" sewer main which traverses the West and East Parcels. The West Parcel will be serviced by two new connections to this 30" sewer main. One connection will be made adjacent to the property line in the southeast corner of the West Parcel behind proposed Building I, while the second connection will be made at the south end of the parcel near the bend in River Street. Under the FEIS Alternative Plan, the buildings in this area have been redesigned and set back from the trunk sewer, which will remain under landscaped or paved areas. Additionally, the on-site sanitary sewer pump station facility previously shown in the DEIS Plan has been eliminated, as the Applicant currently proposes a gravity-fed system as shown in FEIS Figure No. I-8. The East Parcel will also be serviced by the County trunk sewer via a connection to an existing 24" sanitary sewer owned by the Village and which traverses the Parcel. Development of the Village's new DPW Yard will require the relocation of approximately 270 feet of the existing 24" sanitary sewer. All new sanitary sewer mains will be dedicated to the Village of Sleepy Hollow in accordance with Westchester County Department of Health regulations.

Gas and electric service to the Site will, as under the DEIS Plan, be supplied by Con Edison. Gas service will be supplied from either an existing 8" high pressure gas main located in Continental Street or from an existing medium-pressure 12" gas main located in Beekman Avenue. Both mains are reported to have adequate capacity to service the Lighthouse Landing project as proposed under the DEIS Plan. Similarly, Con Edison has reported it has adequate capacity to provide electric service to the Project from its existing electric feeders located within Beekman Avenue. Project utility demands are expected to decrease by approximately 20% from the demands of the DEIS Plan given the reduced development program proposed under the FEIS Alternative Plan.

CONSTRUCTION

The overall construction sequence and schedule for the FEIS Alternative Plan would be similar to the DEIS Plan, with all construction completed in 2012. The Applicant has

proposed minor adjustments in the phasing of construction under the FEIS Alternative Plan, which will be addressed further as part of the SEQR Findings Statement. The minor adjustments in phasing have no material effect on environmental impacts. The FEIS Alternative Plan is expected to result in a reduction in on-site pile driving operations in comparison to the DEIS Plan. Revised phasing diagrams have been prepared to show the demolition and construction sequence associated with the FEIS Alternative Plan as proposed by the Applicant. See FEIS Figure No. I-9.

Similar to the DEIS Plan, the FEIS Alternative Plan requires demolition of the former GM Plant concrete slabs, foundation walls and asphalt pavements located on the West Parcel. The demolition material will be processed on-site for reuse. Piles below the existing slabs will generally be left in place and where structurally suitable will be reused to support new Lighthouse Landing buildings. New piles will also be driven and foundations poured to provide support for new structures. Piles which must be shortened to accommodate either the new, lower floor elevations of the below grade parking garages or new utility infrastructure systems will have their pile caps replaced. Similar to the DEIS Plan, all Townhomes will be constructed on piles. Surcharging of areas on the East Parcel beneath the proposed DPW buildings and water tank will permit construction of structures above conventional spread footing foundations. Structures to be built on the South Parcel can be accomplished with conventional spread footings without any surcharge. Refer also to Figure II-10, New Foundation Plan of this FEIS.

The structural components of the buildings to be constructed above the foundations were previously described in the Project DEIS and have generally not changed. Refer to DEIS pages II-71 through II-72.

Areas of the Site which contain organic soil deposits may require surcharging in order to adequately construct the new utility and roadway infrastructure. Surcharging is to be done by placing heavy temporary loads (for approximately 12-months) above the surcharge area

to pre-consolidate the underlying soils. In total, it is estimated that approximately 16.5 acres of the Site may require surcharging. However, like the DEIS Plan, no additional fill import is required to complete construction. The reuse of the surcharge material as on-site fill and its movement around the Site will be coordinated with the Project's construction phasing plans so that there will be no export of the surcharge material at the completion of the Project.

Construction access to the West Parcel will be from River Street in the early phase of construction and moved onto the West Parcel in the latter phases of construction. Construction access to the East Parcel will be via Continental Street. Construction access to the South Parcel will be off of River Street. All material storage, construction staging and employee parking will be provided for at the Site.

1. Environmental Analyses

Aspects of the FEIS Alternative Plan that result in changes to the "Existing Environmental Conditions, Potential Impacts and Potential Mitigation Measures" section of the DEIS (Section III) are described below. A comparison between the quantitative characteristics of the DEIS Plan and the FEIS Alternative Plan is provided in FEIS Table I-1. Additional discussion related to these issues is be presented in the applicable subsections of FEIS Section II, Responses to DEIS Comments.

LAND USE, ZONING AND PUBLIC POLICY

Conformance With RF District Zoning

As described in DEIS Section III.A, "with the exception of the building height in the portion of the Site between the west side of the Metro-North tracks and 300 feet to the west, [the Lighthouse Landing DEIS Plan] has been designed to be fully compliant with all dimensional requirements of the RF District." The DEIS Plan showed two buildings along

Road Four (which ran parallel to the railroad tracks) that the Applicant proposed would exceed the 42-foot limitation within this 300-foot deep zone on the Site, and the DEIS noted that the "Applicant may seek a variance for the portions of Buildings 12N and 16... that are within the area limited to 42 feet in height."

Like the DEIS Plan, the FEIS Alternative Plan complies with the requirements of the RF District except with respect to the height of the buildings within the 42-foot zone west of the railroad tracks. As expressed by the Sleepy Hollow Village Board of Trustees in DEIS Comment 4306,

"The application of the RF zoning district height regulation results in a situation where buildings with lower heights are located near the railroad tracks. We understand that this provision was created to allow for views from development on the east side of the tracks. Now that circumstances have changed (i.e., no development proposed on the east side) it seems that having shorter buildings near the tracks does not make as much sense. The Village, along with the Applicant, needs to reconsider the appropriateness of the height regulations for this part of the site. The buildings along the tracks could be of a different configuration/use such that they could be used for business incubator type uses, live/work lofts and the like."

The Applicant agrees with the comments of the Village Board, and has proposed under the FEIS Alternative Plan that two live/work loft apartment buildings (Building I and N), as well as portions of two other multi-family residential buildings (A and E), be built within this zone at up to 5-story heights that would exceed the 42-foot limitation. As described herein, the Applicant proposes to petition the Village Board to amend the RF District zoning to permit the same maximum height (65 feet) within this 300-foot zone that is permitted on either side of the zone[8]. Based on the permitted 65-foot height to either side

[8] Should the Village Board opt not to consider the Applicant's petition, the four buildings described could be lowered in height to comply with the existing RF District requirements and an additional building could be

of the zone, and the lack of any proposed buildings on the East Parcel with the exception of the Village DPW facility, it is the Applicant's opinion there would be no significant impact in changing the maximum height within the zone to 65 feet to match that of the surrounding areas on the Site. Aside from the proposed hotel, no buildings taller than 4 stories are located within 250 feet of the shoreline.

Consistency with Sleepy Hollow Local Waterfront Revitalization Program

In the Applicant's opinion, the Project is consistent with the LWRP recommendations as noted in the DEIS. Village and Public comments on the DEIS identified areas in the DEIS Plan where certain changes could be made to increase the Project's consistency with the LWRP. The FEIS Alternative Plan continues to strengthen the existing residential and commercial areas of the Village by reusing a former industrial site located within close proximity of the Village's downtown and adjacent to a proposed train station, providing complementary retail, office and entertainment uses to the downtown, and providing additional office and residential market for the downtown commercial businesses. The FEIS Alternative Plan, as planned, provides for orderly growth near the center of the Village (rather than in outlying areas) by including a variety of land uses, public and private open space, proposed transit alternatives, and proposed infrastructure improvements in order to mitigate potential impacts.

The FEIS Alternative Plan includes increased water-dependent and water-related public recreational uses, and waterfront-related public education and entertainment. Additional water-dependent uses, including a small craft launch dock, a widened and lengthened beach area, a fishing pier and a "dock and dine" dock have been included in the FEIS Alternative Plan in coordination with the overall Village Waterfront Use Master Plan prepared by the Village's Consulting Planners, and increases the Project's consistency with the Village's

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located within the area of the Lighthouse Landing residents' tennis courts between Buildings I and N or in other locations on the Site. Buildings currently proposed within the interior of the West Parcel could alternatively be made taller within the permitted 65-foot height to accommodate additional residential units.

LWRP. These additional water-dependent uses will provide the opportunity for Village residents and visitors to the Site to access the waterfront both visually and physically. Visual access to the waterfront will be enhanced by additional open space, plaza and pathways. Physical access will be enhanced with a fishing pier, small craft launch dock and beach and a dock for boats. The riprap along the Site's Hudson River shoreline will be maintained and repaired.

The FEIS Alternative Plan also includes a reduction in the retail component from 180,000 SF to 132,000 SF. The determination of specific tenants for the commercial uses (and thus, characterizing the uses as "water-dependent commercial") is premature. The commercial space along Beekman Place would be available for various tenants, including water-dependent tenants. The proximity of the commercial space to the waterfront may encourage tenants that would benefit from waterfront access.

The FEIS Alternative Plan includes 10.6 acres of riverfront open space with a network of paths and bikeways creating a continuous pedestrian connection between Kingsland Point Park on the north and the Ichabod's Landing riverfront pathway and Horan's Landing on the south. The project design creates new roadways providing public access to the waterfront. The FEIS Alternative Plan preserves and enhances the Beekman Avenue vista to the Hudson River. In the FEIS Alternative Plan, Road One, along the site's western frontage, has been curved and set further back to expand the riverfront open space and provide a vegetated buffer adjacent to Kingsland Point Park ranging from approximately 75 feet to 175 feet in width. A location for an interpretive center related to the history of the lighthouse and the Hudson River has been identified on the FEIS Alternative Plan.

The FEIS Alternative Plan will also provide significant publicly accessible open space areas on both the East and West Parcels in addition to the 10.6 acres of riverfront open space. Two soccer fields, three tennis courts and adjacent parking, all to be constructed by the

Village, are shown on the East Parcel, directly south of the Devries Park baseball fields.[9] The grading for the East Parcel Village improvements (soccer fields, tennis courts, DPW yard) and parking facilities will be undertaken so there is no change to the floodplain capacity of the Site with regard to the Pocantico River.

LAND, WATER AND ECOLOGICAL RESOURCES

Environmental Remediation

GM and Roseland have transitioned from the Voluntary Cleanup Program ("VCP") to the Brownfield Cleanup Program ("BCP"). The parties have signed two Brownfield Cleanup Agreements ("BCAs") with the NYSDEC – one for the West and South Parcels and the other for the East Parcel. GM and Roseland have completed the investigation of the Site under the VCP/BCP, and the Responses to Comments on this subject (FEIS Section II.B)

[9] Any use of such donated property by the Village or its successors would be limited to those uses identified and approved in the SEQR process, compatible with the proposed Lighthouse Landing mixed-use community, permitted under the environmental easement required pursuant to the Brownfield Cleanup Program, and consented to by the Applicant. Except for utility-related work, landscaping-related activities, emergency work, and excavation required to construct comfort stations, security booths, the DPW facility on the East Parcel and/or bleachers or similar structures for spectators on the East Parcel (all of which must be undertaken in accordance with a Health and Safety Plan approved by the NYSDEC), no uses or activities may penetrate the demarcation barrier that will be placed below the two-foot clean soil cap or impervious surfaces, and no enclosed buildings -- other than the proposed Village DPW, comfort stations, security booths, bleachesrs or similar structures and the interpretative center/boathouse -- (including single-family dwellings, public or private elementary or secondary schools or free-standing day care centers) would be permitted without Applicant consent. As a condition of obtaining Applicant consent, the Village and any subsequent owner of the donated property would need to provide the Applicant with an acceptable release from liability and indemnification for claims arising from such uses and Site conditions (the approval of which will not be unreasonably withheld by Applicant), and environmental and other appropriate insurance. A typical protocol to be followed if the Village sought a change in use would be a written request to the Applicant describing the proposed use or activity, its consistency or lack thereof with the environmental easement and the above criteria, the need for the proposed use or activity, and its effect, if any, on the Site Management Plan and/or engineering and/or institutional controls placed on the Site pursuant to the environmental easement.

summarize the results of these investigations. The data derived from the investigations conducted by the parties prior to and under these programs is contained in Appendix 3 to this FEIS. The VCP is an administrative program of the NYSDEC, and the BCP is a legislative program, each of which is designed to encourage the redevelopment of contaminated sites. The cleanup required under the programs must assure protection of public health and the environment consistent with the contemplated uses of the site. The basic process under the BCP, which is conducted under the auspices of NYSDEC, is: an investigation of the site; a report setting forth the results of the investigation; the development of remedial activities pursuant to one or more Work Plans and/or Scopes or Work; and the implementation of cleanup measures pursuant to such documents. After the physical aspects of the remediation are completed (e.g., excavation of contaminated soil), a Site Management Plan ("SMP") that contains provisions governing construction and project operation, including operation, monitoring and maintenance ("OM&M") activities and engineering and/or institutional controls, is approved by NYSDEC. The SMP is incorporated into an environmental easement that runs with the land and is enforceable by the Village and NYSDEC.

Based on the results of these investigations, GM and Roseland have proposed two basic types of remediation: a Site-wide approach and location-specific remediation for certain potential areas of concern (PAOCs). The proposed Site-wide remediation will consist of a series of institutional and engineering controls that will include: a demarcation barrier consisting of a geotextile fabric over soil or fill (at least in areas of the Site not capped by impervious surface such as asphalt) that does not meet NYSDEC's guidance contained in Technical Administrative Guidance Memorandum (TAGM) #4046, which sets forth generic recommended soil cleanup objectives (RSCOs)[10]; a 2-foot thick surface of clean fill as soil cover that meets RSCOs for open space or landscaped areas; pavement or concrete

[10] The TAGM #4046 RSCOs are used in this FEIS. It is likely that the BCP soil cleanup objectives applicable to the Site (restricted residential or parkland) in the recently adopted BCP regulations will apply to the Site remediation, and thus those criteria will supercede the TAGM #4046 values.

(or similar impervious surfaces) over non-open space or landscaped areas; the development of permanent structures; and an environmental easement that will apply to all future owners and which references a Site Management Plan. The SMP will govern future disturbance below the demarcation barrier or the impervious cap; provide for any measures necessary to address the potential for vapor intrusion into enclosed buildings; and provide for conducting periodic slab and cap inspections, any necessary repair of engineering control systems and periodic engineering certifications describing measures taken to implement the Plan and confirming that all Plan requirements are satisfied. The SMP will also include an OM&M plan that would include provisions for installing monitoring wells (if required), implementing a periodic groundwater monitoring program to confirm that remedial objectives are being achieved, and conducting necessary air quality monitoring during remediation and construction.

Location-specific remediation will include the following: the removal and off-site disposal/treatment of approximately 5,100 cubic yards of petroleum-contaminated soils from the area adjacent to the former Chassis Plant (where the former 10,000-gallon underground storage tank was removed), followed by the injection of chemical oxidants through injection wells (or well points) to treat a wider area that was impacted by the petroleum but does not contain highly contaminated soil; the removal and off-site disposal of approximately 5,340 cubic yards of soils in areas exhibiting atypically elevated levels of lead over 5,000 parts per million above the water table and over 10,000 parts per million at practicable depths below the water table (PAOC-29 and the combined PAOC-7/Fill Areas H, F and G); the removal and off-site disposal of approximately 3,600 cubic yards of soil contaminated with chromium and trichloroethene (TCE) in PAOC-47; and the remediation of TCE in groundwater by the addition of chemical oxidants through injection wells in the TCE-impacted saturated zone (groundwater) to address the potential for TCE-contaminated soil vapors from the water table. In addition, asphalt in the eastern parking area will be scarified to release methane that has built up due primarily to the historic use of a portion of this area as a Village landfill.

The location-specific remediation addressing the area of the former 10,000-gallon UST, the PAOCs with elevated levels of lead, and PAOC-47 will be undertaken by Roseland and GM as interim remedial measures pursuant to an Interim Remedial Measures Scope of Work under the BCP and are planned to be implemented early next year, prior to site plan approval; like other remediation under the BCP, these measures will be approved by NYSDEC. The remainder of the remediation will be taken subsequently under a NYSDEC-approved Remedial Work Plan.

Grading and Earthwork

Under the FEIS Alternative Plan, grading proposed for the West and South Parcels has been designed similar to the DEIS Plan. Both parcels slope from west to east to permit both on-site and off-site drainage to flow towards the Hudson River. Grading on the West Parcel has further been designed to permit building first floor elevations to be set at a minimum of 6.5 feet above the 100-year flood elevation (EL. 7.0, 1988, NAD) at approximate EL. 13.5 to protect the structures. Existing grades along the Metro-North railroad tracks have also been maintained. Grading proposed for the East Parcel generally drains from south to north to permit both on-site and off-site drainage to flow to the Pocantico as presently occurs. Cut and fill calculations for the Site (including West, South, and East Parcels) is similar to the DEIS Plan and estimates some 200,000 CY of import fill material will be needed to complete construction. Cut and fill on the East Parcel is designed as a cut and fill balance. This maintains the flood storage capacity of the East Parcel so as to have no impact on flooding of either Lower Pocantico River or points upstream of the Philipsburg Manor dam.

Stormwater Management

While the stormwater management strategy proposed for the FEIS Alternative Plan is generally the same as the plan proposed for the DEIS Plan, the proposed 5-acre reduction in Project impervious area (from approximately 65 acres under the DEIS Plan to approximately 60 acres under the FEIS Alternative Plan) is expected to result in an

approximate 10% reduction in pollutant loadings as compared to the DEIS Plan. The DEIS Plan was previously determined to improve the quality of stormwater runoff from the former industrial use of the property, which in its existing condition has approximately 91 acres of impervious surfaces. Reduction in pollutant loadings are expected for Total Suspended Sediment, Total Phosphorus, Total Nitrogen and Bacteria, as described in the Stormwater Management Report found in Section X, Appendices, Appendix 5 of the DEIS. Although no detention facilities are proposed under either the DEIS Plan or the FEIS Alternative Plan due to the Site's adjacency to the receiving waters of the Hudson and Pocantico Rivers, the addition of landscaped areas under the FEIS Alternative Plan will also result in minor reductions in the peak rate of runoff from the Site.

The East Parcel has been designed to maintain its existing capacity to temporarily accommodate flooding from the Pocantico River through a balance of cut and fills above and below the 100-Year Flood Elevation (EL. 7.0, 1988 NAD) so, in the Applicant's opinion, as to have no significant impacts on adjoining properties or lands upstream. As shown on FEIS Figure Nos. II.B-3 (100 Year Flood Plain – Existing Conditions) and II.B-4 (100 Year Flood Plain – Proposed Conditions), this has been accomplished by the grading of the proposed Village soccer fields, a portion of the commuter/resident parking lot, open space area in the northwest corner of the Parcel, and a portion of the parking area within the DPW Yard to provide the same floodplain capacity as is provided by the existing East Parcel pavement areas.

Erosion and sediment control during construction will be managed in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP), which will be prepared for and reviewed and approved by NYSDEC before construction is allowed to commence. Thus, upon implementation of the SWPPP there should be no sedimentation impacts on any receiving water body as a result of construction

Wetlands Mitigation

Both the DEIS Plan and the FEIS Alternative Plans propose to eliminate the existing drainage ditches within the East Parcel pavement areas that constitute 0.23 acres of federal jurisdictional wetlands. As described in DEIS II.C, these wetlands are of low ecological function and quality. Their small size coupled with their configuration (i.e., linear, narrow, and discontinuous) result in limited potential for the wetlands to perform typical wetland functions (e.g., flood storage, water quality improvement, groundwater recharge, wildlife habitat, etc.). In addition, the elevations of the pipes connecting the ditches restrict the free exchange of water between the ditches and the Pocantico River. These physical characteristics, along with the dominance of exotic/weedy plants and existing impacts due to stormwater discharges into the ditches, limit the ability of the wetlands to perform these functions.

The DEIS Plan proposed to mitigate the removal of the ditches through the creation of a wetland mitigation area at the northeast corner of the East Parcel (see DEIS Figure No. III.B-8). Under the FEIS Alternative Plan, the Applicant proposes to more closely replace the function of the ditches through the creation of interconnected water quality swales that would collect and treat stormwater from the proposed parking areas, roadways and soccer fields on the East Parcel. See FEIS Site Grading & Utility Plan SP-2.4 and FEIS Figure No. IIB-2. Through the planting of native plant species, new higher quality wetlands would be created in the relocated swales.

The wetland creation area would be planted with a variety of native herbaceous and woody species. Herbaceous plants tolerant of tidal inundation by fresh water, such as pickerelweed (*Pontederia cordata*), arrowleaf (*Peltandra virginica*), arrowhead (*Saggitaria latifolia*), bulrush (*Scirpus* americanus), yellow iris (*Iris pseudacorus*), and rose mallow (*Hibiscus moscheutus*), would be planted within the interior of the wetland creation area. Sapling trees and shrubs, which are less tolerant of tidal inundation, such as red maple (*Acer rubrum*), black willow (*Salix nigra*), green ash (*Fraxinus pensylvanica*), American sycamore (*Platanus occidentalis*),

alder (*Alnus serrulata*), silky dogwood (*Cornus amomum*), and graystem dogwood (*Cornus racemosa*), would be planted along the perimeter of the wetland creation area.

SOCIOECONOMIC CONDITIONS

a. Fiscal Conditions

Under the FEIS Alternative Plan, it is estimated that the Project will generate approximately $ 5.38 million and $5.62 million annually in public revenues to the Village of Sleepy Hollow and the Tarrytown Union Free School District, respectively. With consideration of public service costs, it is anticipated that the Project will result in an annual net fiscal surplus of approximately $0.63 million to the Village of Sleepy Hollow; $1.5 million to the Tarrytown Union Free School District (TUFSD); $0.96 million to Westchester County; and $0.03 million to the Town of Mount Pleasant. As shown in the following table, it is important to note that the annual net fiscal surpluses would be over and above the estimated public service costs. For example, the annual $0.63 million net surplus for the Village of Sleepy Hollow will be over and above the estimated Village public service cost of $4.75 million annually for the Project, since the FEIS Alternative Plan is projected to generate approximately $5.38 million in annual public revenues to the Village.

FEIS ALTERNATIVE PLAN NET ANNUAL FISCAL IMPACT AT BUILDOUT
(in $ Millions)

Jurisdiction	Public Service Costs	Public Revenues	Net Fiscal Impact
Village of Sleepy Hollow	$4.75	$5.38	$0.63
Town of Mount Pleasant	$0.05	$0.08	$0.03
Tarrytown Union Free School District	$4.12	$5.62	$1.50
Westchester County	$0.84	$1.80	$0.96

By contrast, the higher density DEIS Plan was estimated to generate annual net fiscal surpluses of approximately $1.09 million to the Village of Sleepy Hollow; $2.26 million to the TUFSD; $0.97 million to Westchester County and be fiscally neutral to the Town of Mount Pleasant.

As with the DEIS Plan, the FEIS Alternative Plan will offer significant employment opportunities during the Project's six -year construction schedule, and will result in secondary economic benefits as construction workers patronize existing retail and service establishments within the community. DEIS Section III.C.3.a. discusses the anticipated economic effects during the proposed project's construction phase as evaluated in the Fiscal Impact Analysis presented in DEIS Appendix 7A. Over the DEIS Plan's construction period, the national economic impacts per year were estimated to be 1,291 jobs; $67 million in income; $96 million GDP; and $10 million in state and local taxes. New York State would be the beneficiary of a large share of the aforementioned national effects. Westchester County and the Sleepy Hollow/Tarrytown area would also garner a portion of the national effects associated with the project's construction phase. Over the FEIS Alternative Plan's construction period, the national economic impacts per year are estimated to be approximately 1,100 jobs; $60 million in income; $85 million in GDP; and $9 million in state and local taxes.

b. Demographic Conditions

At full build out, the commercial components of the FEIS Alternative Plan (i.e., retail, restaurants, cinema, office and hotel) are anticipated to generate approximately 584 jobs, as compared to the 675 jobs estimated for the DEIS Plan.

The FEIS Alternative Plan is projected to generate up to 211 public school children (Grades K through 12) at full build out based on the student multipliers contained in the

demographic study for the Tarrytown School District DEIS. By comparison, the DEIS Plan was projected to generate up to 217 public students using the aforementioned student multipliers. As discussed in Section II.C of this document, with the 2005 TUFSD bond referendum improvements to the Tarrytown schools, the school district will have sufficient educational capacity to accommodate future enrollments from Lighthouse Landing and the other planned area developments.

COMMUNITY FACILITIES AND SERVICES

The overall planned reduction in density under the FEIS Alternative Plan is expected to help moderate additional service demands on the Village as the Project's resident population will be reduced by approximately 16.2% from 2,999 to 2,514 persons, and the number of workers employed by the Project's commercial components will be reduced by approximately 13.5% from 675 to 584 persons. The Applicant proposes to donate land on the South Parcel at the corner of Beekman Avenue and Hudson Street and contribute $1.5 million to the Village for the Village to construct a new Fire/Ambulance station to serve the western portion of the inner village and Lighthouse Landing as shown on the FEIS Alternative Plan (see Figure No. I-2). The new ambulance station will replace the existing Sleepy Hollow Ambulance Corps (SHAC) building on Andrews Place, and provide the SHAC and the Sleepy Hollow Fire Department with a larger, more modern facility to meet their existing and future operational needs.

Discussions with the Village administration indicate that the Village anticipates the need to establish a fourth police post coverage area to patrol the residential and commercial portions of the Project, thus requiring six additional police officers. Police Department operations for the fourth post would be handled from the existing police headquarters building at 28 Beekman Avenue. Lighthouse Landing will contract with a private security service to monitor activity at the Project and will report any incidents to the Village Police Department. As discussed in Section II.C of this document, under the FEIS Alternative

Plan, the Project is expected to result in a net fiscal surplus to the Village (i.e., the difference between project-generated public services and project-contributed public revenues) of approximately $0.63 million annually, which is expected to be more than sufficient to cover emergency service expenditures associated with this Project.

OPEN SPACE, PEDESTRIAN CIRCULATION AND VISUAL RESOURCES

Addition of Kingsland Point Park Buffer

Under the FEIS Alternative Plan, the Applicant proposes to create a landscaped buffer area between Kingsland Point Park and the Project, generally ranging from 75 to 175 feet in width. This buffer will provide for the physical and visual extension of Kingsland Point Park into the Site, augmenting the treed and grassed southeastern edge of the park and creating a more curvilinear transition open space between the activity areas within the park and the Project's Road One. The buffer, which would be planted with native trees similar to those in Kingsland Point Park and lawn, would also expand the open space area adjoining the beach area to be widened at the juncture of the Park and the Site along the Hudson River. As the existing chain link fence between Kingsland Point Park and the Site is proposed to be removed under the FEIS Alternative Plan, the creation of the landscaped buffer is expected to be a positive benefit for Park and Site visitors by providing a more extensive connection between the Park and the Lighthouse Landing waterfront open space.

Addition of Water-Dependent Uses

The FEIS Alternative Plan provides for additional water-dependent uses on the Site. The expanded uses will complement and enhance the Village's Waterfront Master Plan for the Hudson River shoreline from Kingsland Point Park on the north to Horan's Landing on the south.

The water-dependent uses for the Project will include, from north to south: the removal of riprap along approximately 100 feet of shoreline to widen and lengthen a beach to increase

access to the river; an interpretative center to be constructed and operated by the Village relating to the historic lighthouse and Hudson River; a small craft launch pier and floating dock; a "dock and dine" dock; and a fishing pier. There will also be three belvederes, or viewing platforms, set out over the riprap at the ends of Roads Two and Three and opposite the hotel along the southern shoreline of the Site. There are no significant negative environmental impacts associated with these proposed improvements.

Generally, floating piers are preferred over fixed piers for boating purposes in areas of significant tidal changes because floating piers accommodate the variance in the height of the tidal water line so that boaters can disembark more safely without the necessity of using fixed ladders to climb from a fixed pier or bulkhead. Boat access to a fixed bulkhead or floating pier is very difficult in this reach of the Hudson River. There are daily tidal changes of 4 to 4.5 feet, with extreme swings of up to ten feet. Because various boats have different gunwale heights or freeboards, access from a boat to a bulkhead requires a transition ramp or wall ladder. This does not comfortably – or always safely – accommodate boaters. (It also may not comply with the Americans with Disabilities Act.) That is why the various water dependent uses utilize floating docks, rather than fixed structures, except where necessary to withstand waves and ice floes.

Approximately 100 linear feet of riprap on the northern shoreline, at the juncture of the Site and Kingsland Point Park, will be removed and replaced with beach sand to facilitate access to the water and small boat launching (primarily by kayakers and canoeists). There would be a minimal loss of benthic habitat from the loss of riprap, which would not be significant given the riprap along the remainder of the approximately 2,200 foot Site shoreline. Further, the upland portion of the newly-created beach will be planted with upland plants to provide habitat for waterbirds and other species.

The interpretive center will be a small building located approximately 70 feet from the

shoreline with a floor area of approximately 3,000 square feet. The impacts of this small building will be negligible. The interpretative center will be connected by a paved path to a combination fixed pier and floating dock.

The pier will be T-shaped, and approximately 40 feet in length, extending perpendicular to the shoreline in a northerly direction. The "T" will run roughly east west for a length of 40 feet, and be a combination of permanent pier on the west and floating dock on the east. The floating dock will be connected by a ramp to the eastern side of the "T" of the pier. Both structures will be eight feet in width. The pier would extend approximately 15 feet over the existing riprap. The depth of the River in this area is approximately five feet at low tide and ten feet at high tide. The pier will be constructed with support piles, which will be placed roughly 8 to10 feet apart on both sides of the structure. The floating dock will have two to three anchor piles.

The pier will provide access to the water, providing views to the north, and the floating dock will accommodate non-motorized small craft (e.g., kayaks and canoes). The T-shaped design is a necessary structural accommodation to resist the forces applied by waves due to wind and ice floes coming downstream in the winter. The floating dock will be removed during winter.

The primary impact of the pier/floating dock that will result from the coverage of surface waters is shading, which could affect benthic habitat. The pier portion of this structure will be approximately four feet above high tide, in order to minimize potential shading effect. The area of coverage, moreover, is very limited as compared to the benthic habitat available along the shoreline of the Site.

Further, NYSDEC assumes that meaningful shading does not occur 15 feet from the waterward sides of a dock or pier, as sunlight penetrates sufficiently to avoid the potential

for shading impacts. Applying that general rule to the pier, there will no significant impact from shading, as the narrow (eight-foot) width of the pier assures that there will be light under the pier/floating dock. Although the dock, unlike the raised pier, would float directly on the River surface, its narrow width should obviate any potentially significant impacts from shading. (Moreover, the floating dock would remain in place for only approximately eight months per year, thus further reducing its shading impact). The coverage of approximately 120 square feet of the riprap would have no significant effects, as the sunlight would penetrate under the entirety of the area under the pier.

The other potential impact would result from the installation of piles. The piles will be composite, plastic, or timber piles, rather than creosote or CCA (Chromated copper arsenate) or ACZA(ammoniacal copper zinc arsenate)-treated piles, to avoid potential contamination over time arising from the use of toxic chemicals. Alternate piles include composites, plastic and untreated timber piles where the timber specified is greenheart or other dense hardwoods, resistant to marine bore attack due to their density and cellular structure. This area of the Hudson River is of low saline concentrations and the advance of borers into this region is limited to drought conditions, when the salt line can migrate upstream, and to untreated and less dense softwoods. The installation of piles does not, as a general matter, generate material amounts of suspended sediment and any effect will be localized. Moreover, the installation will be done in a manner that minimizes any potential increase in suspended sediment, such as requiring the contractor to vibrate the piles into place (rather than driving them) to reduce the potential to generate suspended sediment. Water quality changes associated with increases in suspended sediment and re-suspension of contaminated sediments from construction will dissipate shortly after the structures are installed. Thus, the installation of piles would not generate significant siltation in the water column. Finally, the noise associated with in-water construction activities, and most particularly pile driving, will be localized.

The impacts from these temporary activities to fish and benthic macroinvertebrates are not expected to be significant. Fish and other macroinvertebrates have developed behavioral and physiological mechanisms for dealing with variable concentrations of suspended sediment, and thus are fairly tolerant of elevated suspended sediment concentrations. Fish are mobile and generally avoid unsuitable conditions such as increases in suspended sediment and noise, and also have the ability to expel materials that may clog their gills when they return to cleaner, less sediment-laden waters. Most shellfish are adapted to naturally turbid estuarine conditions and can tolerate short-term exposures by closing valves or reducing pumping activity. Accordingly, the short-term activities associated with the construction of the pier will not cause significant impacts to the aquatic environment.

A floating dock (again, to be removed in winter) is proposed for the southern shoreline of the Site, parallel to the Riverfront open space west of Road Two, at a location that will provide the opportunity for small craft to access to the hotel and retail areas of the project - hence the term "dock and dine." This dock would be approximately 180 feet in length and eight feet in width. The dock will be connected to the shoreline west of the belvedere proposed to be constructed at the termination of Road Two. There will be anchor piles along the inland side of the dock located at approximately every 30 feet. The depth of the River in this area is five feet at low tide and ten feet at high tide.

The impacts of this dock on the River as a result of shadowing or the installation of piles will not be significant, for the same reasons as for the dock described in conjunction with the pier.

The fishing pier discussed in the DEIS (Section IV.B.2.d) has been proposed for the Riverfront Open Space near the extended line of Beekman Avenue as it meets the Hudson River, between Road Three and Ichabod's Landing. This would be an L-shaped pier; the top of the "L" would extend out perpendicular to the shore for approximately 30 feet, and

the bottom of the "L" would run in an easterly direction, parallel to the shoreline, for approximately 50 feet. Both elements of this structure will be eight feet in width. The fishing pier would extend approximately 20 feet over the existing riprap. The depth of the River in this area is eight feet at low tide and thirteen feet at high tide.

This design avoids potential conflicts with the Federal Navigation Channel, which is located approximately 130 feet offshore from this portion of the Site. The configuration also maximizes the number of fisherman who can safely fish off of the pier, and the L-shaped design minimizes exposure to ice floes.

In the Applicant's opinion, the impact of the fishing pier on the River as a result of shadowing will not be significant for the same reasons as set forth above with respect to the other proposed pier. The fishing pier will be elevated and narrow, and the installation of piles will not cause significant aquatic impacts.

The belvederes or viewing platforms proposed to be constructed in the DEIS remain a part of the waterfront plan. However, rather than being rounded, the belvederes will be rectangular, allowing for greater waterfront exposure.

Proposed Views to the Site

Existing and proposed views to and over the Project from ten vantage points adjoining and near the Site were presented in DEIS III.F, with accompanying discussions of the Sleepy Hollow LWRP policies and Linkage Study recommendations related to visual resources in the Project area. To reflect the revised street layout, open space and architecture proposed for the FEIS Alternative Plan, four of the proposed views have been updated as shown on the Views Key Map, FEIS Figure No. II.F-1, (see also FEIS Figure No. I-2, Illustrative Plan) and described below.

Beekman Avenue: FEIS Figure No. II.F-2 is a view down Beekman Place at its intersection with Beekman Avenue. A portion of the expanded "village green" at Beekman Place's eastern end is shown in the left foreground. On the left side of the image, Building H's tower element continues to mark the gateway into the new community. The historic lighthouse is visible at the end of Beekman Place, framed by the Hudson River and its western shore. The scale and façade treatments of the three to five story buildings along Beekman Place extend the character of the Village downtown to the riverfront. Street trees and decorative light fixtures and sidewalk paving enhance the pedestrian experience along the street.

FEIS Figure No. II.F-3 is a view down the existing center line of Beekman Avenue over the expanded "village green," which slopes down to the Hudson River at the center of the image. On the left side of the view, Hudson's Restaurant still occupies the corner of Beekman Avenue and Hudson Street. Beyond Hudson's, the view to the river and west shore is framed by a potential Village fire station and the proposed fine arts cinema (Building C) on the left and the proposed market and office building (Building B) and other Beekman Place buildings (Building H) on the right. Building H's tower element is visible above the rooftop of Building B. The proposed architectural styles and pedestrian scale details extend the character of Beekman Avenue to the riverfront.

Barnhart Park: FEIS Figure No. II.F-4 shows the view to the West Parcel from Barnhart Park over the Metro-North railroad tracks. The proposed train station platforms are visible in the middle ground of the image, with the pedestrian overpass shifted northward under the FEIS Alternative Plan. Building A is shown at the left side of the view, with Buildings I and N shown at the center (over the pedestrian overpass) and the right. Although these buildings along the west side of the railroad tracks are proposed to be five stories, the view beyond to the Tappan Zee Bridge and Hudson River and west shore is similar to that shown in the DEIS (see DEIS Figure II.F-15) because of the four to five-story buildings

visible beyond within the interior of the Site.

Kingsland Point Park: FEIS Figure No. II.F-5, the proposed townhomes along Road One are shown beyond the landscaped buffer between Kingsland Point Park and the Project that is proposed under the FEIS Alternative Plan. The buffer in this location is between 100 and 150 wide, and the townhomes are approximately 200 to 350 feet away (from left to right in the image) from this vantage point. The existing chainlink fence between the Park and the Site has been removed to connect the Park with the new landscaped buffer, which will serve to reduce the visibility of the new buildings from within the Park.

UTILITIES

Water Supply System

The Village of Sleepy Hollow is currently completing a Final Environmental Impact Statement for the Village's Water Supply Improvement Program and exploring options to meet the New York State Department of Health/Westchester County Department of Health public water storage requirements. The Applicant will be responsible for satisfying the water storage requirement for the anticipated Lighthouse Landing domestic water storage demand either by paying a pro rata share of the costs of the construction of the proposed Village of Sleepy Hollow water storage facility, or by providing for such storage on-site. If provided on-site, the Applicant would at its expense construct a 600,000-gallon water storage tank on the East Parcel that would provide one-day domestic reserve for the project, as well as holding a portion of the required fire storage amount with the balance of the fire storage supplied from the existing Village system, which includes the Village's existing 800,000-gallon water storage tank located on the Rockefeller Preserve.

Sanitary Sewer System

Under the FEIS Alternative Plan, there will be no construction directly over the existing Westchester County Saw Mill Valley Trunk Sewer. This was accomplished by the setback

and redesign of the buildings located at the corner of Beekman Avenue and Beekman Place. Also, under the FEIS Alternative Plan, there will be no relocation of any portion of the existing Westchester County Saw Mill Valley Trunk Sewer. Approximately 270 feet of a Village owned 24-inch sanitary sewer which traverses the East Parcel will require relocation to permit construction of Village DPW Yard under the FEIS Alternative Plan.

Electric, Gas, Telephone, and Cable

Given the approximate 20% reduction in program density under the FEIS Alternative Plan as compared to the DEIS Plan there are no new utility system impacts expected or mitigation measures required.

TRAFFIC AND PARKING

As discussed above for the FEIS Alternative Plan, the density of the residential components of the Project have been reduced by approximately 20 percent and the non-residential components of the Project have been reduced by approximately 30 percent. The traffic projected to be generated by the residential and commercial components of the FEIS Alternative Plan (exclusive of the traffic projected to be generated as a result of the commuter train parking lot, the soccer fields contemplated for construction on the East Parcel, and the fire/ambulance station contemplated for construction on the South Parcel) was compared to the traffic projected to be generated by these elements under the DEIS Plan. Traffic generated by the reduced density residential and commercial components of the FEIS Alternative Plan would be approximately 17.2, 18.0 and 14.8 percent less than the DEIS Plan during the Weekday AM, Weekday PM, and Saturday Peak Hours, respectively.[11] The FEIS Traffic Study (see FEIS Appendix 6) demonstrates that with the

[11] The Traffic Study for the DEIS did not include traffic that would be generated by the soccer fields on the East Parcel and the fire/ambulance station on the South Parcel, as those uses were not firmly established by the Village at that time. If the traffic associated with those uses were included in the traffic generated by the DEIS Plan, the reductions in traffic associated with the changes in the FEIS Alternative Plan would be slightly

reduction in Project density, but without the increase in the size of the commuter parking lot requested by the Village, the FEIS Alternative Plan will have improved or at a minimum, the same levels of service at the studied intersections as the DEIS Plan. However, when the impact of the additional traffic associated with the increase in commuter lot size from 400 to 550 spaces is considered, as well as the other East Parcel uses, the reductions in total traffic projected to be generated by the FEIS Alternative Plan are effectively offset. The trip generation during the Weekday AM and PM Peak Hours would actually increase slightly, to approximately 0.4 and 1.4 percent, respectively, while the Saturday Peak Hour would be reduced by 5.8 percent, as compared to the DEIS Plan. The 550-parking space commuter lot accounts for 35 percent of the trip generation in the Peak AM Hour, 32 percent of the trip generation in the Peak PM Hour, and 6 percent of the trip generation in the Peak Saturday Hour.

The DEIS includes analysis of 25 locations, exclusive of Site driveways. Thirteen of these locations are in the Village of Tarrytown. All of these locations are also studied in the FEIS. Improvements are recommended at 10 of the 25 intersections including signal timing modifications at select locations. Of the thirteen intersections studied in Tarrytown, improvements have been suggested at seven of the intersections, the majority of which have been suggested due to existing or No-Build conditions. Many of these improvements, including the elimination of on-street parking spaces to create turning lanes, were already recommended in the Central Business District Traffic and Parking Study prepared by Adler Consulting for the Village of Tarrytown in 1998. In addition, twelve other intersections are studied as part of this FEIS, including nine that are in the Village of Tarrytown. The Applicant is amenable to working with the Village of Sleepy Hollow to evaluate potential off-street parking locations to replace on-street spaces proposed for removal to improve existing traffic conditions. The Applicant has proposed to construct the off-street replacement surface parking spaces at a 1:1 ratio, proximate to the Beekman Avenue inner village if an acceptable location(s) is identified by the Village. In addition, if a new train

less.

station is not built on-site, the Applicant is committed to providing shuttle service to transport Lighthouse Landing residents to and from the existing Metro-North Tarrytown and/or Philipse Manor train stations during peak commuting hours. There will be a deed restriction assuring the operation of the shuttle as long as service is needed. Based on projected train ridership levels amount Lighthouse Landing residents, three shuttle buses will be provided, each with a seating capacity for 20 to 25 passengers[12]. The shuttles will run approximately every 25 to 30 minutes during the Metro-North morning peak period from approximately 5:00 AM to 9:00 AM. Shuttle service will also be provided during the afternoon peak period to pickup project residents returning from work.

Synchro analysis has been performed for the Route 9 corridor as part of the FEIS Traffic Study presented in Appendix 6. The Synchro analysis supports the findings of the Highway Capacity Analysis that the recommended improvements outlined in the FEIS Traffic Study will provide an overall benefit to traffic operating conditions along the Route 9 corridor.

To enhance vehicular and pedestrian circulation connections between the Site and the Village, the Applicant is supportive of efforts under consideration by the Village administration to study transportation issues within the broader area, including the balance of Sleepy Hollow, Tarrytown and neighboring communities. Such efforts may include the creation of a rubber-tired trolley loop connecting the two Village downtowns and the Route 9 corridor, and the establishment of an intra-municipal or inter-municipal transit district to help reduce individual automobile trips on the area roadways. The Applicant would be amenable to assist the Village in this important transportation planning initiative.

[12] Assuming approximately 35 percent of the project's resident workforce commutes by rail using the proposed shuttle service to the existing Tarrytown and/or Philipse Manor train stations, the average daily weekday boarding during peak periods would be approximately 330 residents.

AIR QUALITY AND NOISE

a. Air Quality

In terms of potential air impacts, the DEIS determined that the Project would not result in any significant impacts on air quality in Sleepy Hollow. The FEIS Alternative Plan reduces the overall density of the Project and increases public open space and landscaped areas in comparison to the DEIS Plan. In addition, peak hour traffic generation from the residential and commercial components of the FEIS Alternative Plan will be lower than the DEIS Plan as previously discussed herein. For these reasons, the FEIS Alternative Plan will serve to further reduce the Project's already minimal air quality impacts. As with the DEIS Plan, there would be no violations of national ambient air quality standards (NAAQS) for any pollutants under the FEIS Alternative Plan.

b. Noise

Noise analysis performed for the DEIS Plan concluded that increases in future noise levels during peak traffic periods with the Project would not result in any significant adverse noise impacts. Noise level increases associated with the FEIS Alternative Plan will remain essentially the same, or be slightly less than the DEIS Plan. Similarly, analysis of construction noise performed for the DEIS Plan determined that noise levels associated with the Project's construction activities (except pile driving) would be within acceptable levels. The construction staging and duration for the reduced density FEIS Alternative Plan are expected to be similar to the DEIS Plan. Pile driving activities are anticipated to be reduced under the FEIS Alternative Plan given the reduction in the number of residential units and the size of the commercial floor areas. The Applicant proposes to minimize potential impacts associated with pile driving by limiting this activity to the hours stipulated in the Village of Sleepy Hollow's noise ordinance.

CONSTRUCTION IMPACTS

Similar to the DEIS Plan, construction of the FEIS Alternative Plan will result in a number of temporary adverse environmental impacts. These include construction related noise from the operation of heavy equipment and the required foundation pile driving operations; construction traffic relating to employee arrival/departure and material delivery routes on the adjoining roadway network; increase soil erosion from on-going earthwork operations; and the degradation of air quality from fugitive dust and emissions from operating power equipment. The Applicant anticipates that all of these impacts can be mitigated through management of the timing and methodologies of the construction process in cooperation with the Village of Sleepy Hollow.

To improve construction vehicle access to the Site, the Beekman Avenue Bridge will be upgraded to current highway design loading. Reconstruction of the bridge is expected to commence during the early phase of the overall project schedule to permit construction vehicle access from Beekman Avenue.

Similar to the DEIS Plan, construction activities associated with the Project are anticipated to be phased over an approximate 6-year period. During this period there will be on-going earthwork and construction activities which will result in some short-term noise related impacts, which will terminate upon completion of construction.

During the construction period the number of employee vehicles expected to arrive at the site daily is expected to vary in correlation with the construction sequence and number of construction employees anticipated on-site. Given an approximate 15 percent reduction in building square footage under the FEIS Alternative Plan, construction employee vehicles and construction truck traffic estimates are expected to be lower than under the DEIS Plan. Conservatively estimating one vehicle per employee, employee vehicles are expected to gradually increase during the course of construction from an approximate 20 employee

vehicles daily at the project's onset to an estimated 600 employee vehicles daily at its peak. Similar to the estimate prepared for the DEIS Plan, this estimate is conservative, as carpooling of construction workers is typical, and is expected to further reduce construction employee traffic demands on the local street network by as much as 25 percent.

Similarly, truck traffic is expected to be lower for construction of the FEIS Alternative Plan with an average of approximately 70 round-trips per day over the construction period, with fewer truck trips expected during the earliest and latest stages of construction. At its peak, truck traffic is expected to be similar to the DEIS Plan with an average of approximately 160 round-trips per day over a 3-month period. These average daily totals may occasionally be exceeded as a result of overlapping, truck intensive, construction activity such as concrete work and the import of off-site borrow material. The Village is investigating a potential spud barge alternative for delivery of bulk material to the project site to help reduce the required volume of heavy truck traffic. The Applicant's representatives have also evaluated the potential for a spud barge operation at Lighthouse Landing as discussed in the response to Comments 7005 and 4337 through 5203 in Section II.L of this document.

The FEIS Alternative Plan requires the import of approximately 200,000 CY of fill material to complete construction and raise the Site to the grades shown on the plans. This equals the fill estimate for the proposed DEIS Plan. The surcharge area of the Project has been expanded to approximately 33 acres from the 18 acres proposed in the DEIS. However, the expanded surcharge program is expected to result in a reduction in on-site pile driving operations. Refer to Figure II. -10, New Foundation Plan and II. -11, Surcharge Plan. In addition, the amount of required surcharge material remains unchanged from that required for the DEIS Plan, at approximately 150,000 CY of fill material. Thus, it is expected that all of the surcharge material can be reused on-site to offset the project's 200,000 CY import fill requirement. A compressible layer of sediment exists through the center of the site, running north-south. Roadway areas requiring the placing of additional fill on the site will be surcharged by placing a volume of soil, in excess of the weight which would be generated by

the fill, and allowing this mass of soil to compress the underlying material. This method of ground modification has been used successfully in many waterfront projects. Although the exact height of the surcharge pile can not be determined until final soil tests are performed, generally the surcharge pile heights are on the order of 10 to 15 feet of fill above the finished grade elevation.

2. Alternatives

Each of the potential impact issues discussed in the DEIS for the DEIS Plan and alternatives (DEIS Section IV) has been also discussed for the FEIS Alternative Plan in the Environmental Conditions section above. The "Comparison of Proposed Plan with Project Alternatives" table included in DEIS Section IV has been updated to add the FEIS Alternative Plan as presented in FEIS Table No. I-2.

FEIS TABLE NO. I-1

LIGHTHOUSE LANDING
SLEEPY HOLLOW, NEW YORK

COMPARISON OF FEIS ALTERNATIVE PLAN WITH DEIS PLAN

Characteristic	DEIS Plan (FEIS Figure No. I-1)	FEIS Alternative Plan (FEIS Figure No. I-2)	Difference (FEIS Alternative Plan vs. DEIS Plan)
Site Area (Acres)[1]	94.5	94.5	No Change
Residential Units			
Rental Apartments (Flats)	1,022 (incl. 100 Senior units)	568[3]	-454
Condo Apartments (Flats)	216 [2]	373	+157
Affordable Rental Apartments (Flats)			
- For Seniors	100	40	-60
- For Village Workforce	0	21	21
Townhomes	224	248	+24
Total	1,562	1,250	-312 (-20%)
Residential Rental to Ownership Ratio			
Total Rental Units	1122 (72%)	629 (51%)	-493
Total Ownership Units	440 (28%)	621	181
Total	1,562 (100%)	1,250 (100%)	-312
Overall Residential Density (DU/acre) (RF District - 1 DU/2200 sf site area = 19.8 DU/acre	16.5	13.2	-3.3 (-20%)
Commercial Uses			
Office (sf)	50,200	35,000	-15,200 (-30.3%)
Retail (sf)	180,000	132,000	-48,000 (-26.7%)
Hotel (rooms)	147	140	-7 (-4.8%)
Building Coverage			
SF	803,000* (740,000)	830,000	+27,000 SF (+3.4%)
Percent of Site	20%	20.2%	
FAR	± 0.67	0.60	-0.07
Building Height			
Stories	5	5	No Change
Feet	<65'	<65'	No Change
Impervious Coverage			
Acres	65* (64)	60	-5 acres (-7.7%)
Percent of Site	69%* (68%)	63%	
Publicly Accessible Open Space			
Acres	26.5 - 33.5	25.0	
Percent of Site	28 - 35%	26%	

FEIS TABLE NO. I-1

LIGHTHOUSE LANDING
SLEEPY HOLLOW, NEW YORK

COMPARISON OF FEIS ALTERNATIVE PLAN WITH DEIS PLAN

Characteristic	DEIS Plan (FEIS Figure No. I-1)	FEIS Alternative Plan (FEIS Figure No. I-2)	Difference (FEIS Alternative Plan vs. DEIS Plan)
Public Use Areas			
Acres	Inc. in Open Space	13.8	
Percent of Site	Inc. in Open Space	15%	
Total Public Areas			
Acres	33.5	38.8	+5.3 acres
Percent of Site	35%	41%	
Traffic Net Increase [4]			
AM Peak Hour	739	612	-127 (-17.2%)
PM Peak Hour	866	710	- 156 (-18.0%)
Saturday Midday Peak Hour	1,113	948	-165 (-14.8%)
Residents	2,999	2,514	-485 (-16.2%)
Workers (Retail, Office & Hotel)	675	584	-91 (-13.5%)
Public School Children [5]	217	211	-6 (-2.8%)
Net Annual Fiscal Surplus (in $ Millions) [6]			
Village of Sleepy Hollow	$1.09	$0.63	-$0.46 (-42.2%)
Town of Mt. Pleasant	$0.00	$0.03	$0.03
School District [5]	$2.26	$1.50	-$0.76 (-33.6%)
Westchester County	$0.97	$0.96	-$0.01 (-1.0%)
Water Demand (gpd)	397,075	350,000	-47,075 (-11.9%)
Sanitary Flow (gpd)	360,977	315,000	-45,977 (-12.7%)

* Figure adjusted; original DEIS figure shown (in parentheses)

[1] Dry land area within 96.2-acre total site area.

[2] Twenty one condominium units were to be offered with pricing incentives to local public employees and volunteers in the DEIS Plan.

[3] Includes 216 Loft (Live-Work) Units.

[4] Traffic from Project's residential and commercial components, based on Institute of Transportation Engineers publication entitled "Trip Generation", 6th Edition for the DEIS Plan and 7th Edition for the FEIS Alternative Plan.

[5] These projections are, in the Applicant's opinion, conservatively based on the Tarrytown Union Free School District public school student generation multipliers.

[6] The net annual fiscal surplus represents the difference between project-generated public services and project-contributed public revenues.

FEIS TABLE NO. I-2

LIGHTHOUSE LANDING
SLEEPY HOLLOW, NEW YORK

COMPARISON OF PROPOSED PLAN WITH PROJECT ALTERNATIVES

Characteristic	DEIS Site Plan (FEIS Figure No. I-1)	PROJECT ALTERNATIVES						
		No Action	Alternative Project Density			Alternative Program Mix or Layout - w/Light Industrial / Flex Office (DEIS Figure IV-4)	Alternative Project Without Railroad Station (DEIS Figure IV-4)	FEIS Alternative (FEIS Figure I-2) ***
			Higher Density (DEIS Figure IV-2)	Lower Density @ 1462 dus (DEIS Figure IV-3)	Lower Density @ 1362 dus			
1	2	3	4	5	6	7	8	
Description of Alternative Site Plan		See existing aerial photo	100 additional units; add fifth floor to selected buildings; similar site plan as Proposed Action	100 fewer units; remove fourth floor from selected buildings; similar site plan as Proposed Action	200 fewer units; remove floor(s) from selected buildings; similar site plan as Proposed Action	Add Flex Office in area of East Parcel commuter parking	Remove station platforms, drop-off areas, commuter parking	
Site Area (Acres)*	94.5	94.5	94.5	94.5	94.5	94.5	94.5	94.5
Residential Units								
Rental Apartments (Flats)	922		1009	856	790	922	922	589
Condo Apartments (Flats)	216		229	196	176	216	216	3734
Senior Apartments (Flats)	200		200	186	172	200	200	40
Townhomes	224		224	224	224	224	224	248
Total	1562	0	1662	1462	1362	1562	1562	1250
Overall Residential Density (DU/acre) (RF District - 1 DU/2200 sf site area = 19.8 DU/acre	16.5		17.6	15.5	14.4	16.5	16.5	13.2
Studio / 1-Bedroom	603		648	560	517	603	603	336
2-Bedroom	735		790	678	621	735	735	666
3-Bedroom	224		224	224	224	224	224	248
Total	1562	0	1662	1462	1362	1562	1562	248
Non-Residential Uses								
Office (sf)	50200		50200	50200	50200	50200	50200	35000
Retail (sf)	180000		180000	180000	180000	180000	180000	132000
Hotel (rooms)	147		147	147	147	147	147	140
Resident Clubhouse	14100		14100	14100	14100	14100	14100	12000
DPW Facility	TBD	Open Storage	TBD	TBD	TBD	TBD		TBD
Light Industrial / Flex Office (sf)	0					50000		0
Building Coverage								
SF ****	803,000 (740,000)	0	803,000 (740,000)	803,000 (740,000)	803,000 (740,000)	843,000 (780,000)	843,000 (780,000)	830,000
Percent of Site ****	20% (18%)	0%	20% (18%)	20% (18%)	20% (18%)	20% (19%)	20% (19%)	20.2%
FAR	± 0.67		± 0.70	± 0.63	± 0.60	± 0.68	± 0.68	0.60
Building Height								
Stories	5		5	5	5	5	5	5
Feet	<65'		<65'	<65'	<65'	<65'	<65'	<65'
Impervious Coverage								
Acres	64	93	64	64	64	64	64	60
Percent of Site	68%	96%	68%	68%	68%	68%	68%	63%
Open Space								
Acres	26.5 - 33.5		26.5 - 33.5	26.5 - 33.5	26.5 - 33.5	26.5 - 33.5	26.5 - 33.5	25 + 13.8 ac Public Use Areas
Percent of Site	28 - 35%		28 - 35%	28 - 35%	28 - 35%	28 - 35%	28 - 35%	41%
Water Demand (gpd)	397,075	0	417,535	376,615	356,155	401,475	397,075	350,000
Sanitary Flow (gpd)	360,977	0	379,577	342,377	323,777	364,977	360,977	315,000
Public School Children **	217	0	229	207	196	217	217	211
Net Annual Fiscal Surplus (in $ Millions)								
Village of Sleepy Hollow	$1.09	0	$1.06	$1.10	$1.11	$1.11	$1.09	$0.63
Town of Mt. Pleasant	$0.00	0	$0.00	$0.00	$0.00	$0.00	$0.00	$0.03
School District**	$2.26	0	$2.35	$2.14	$2.02	$2.33	$2.26	$1.50
Westchester County	$0.97	0	$0.98	$0.96	$0.96	$0.98	$0.97	$0.96
Traffic Net Increase (vph)								
AM Peak Hour	739	0	768	715	691	817	739	612
PM Peak Hour	866	0	897	839	811	940	866	710
Saturday Midday Peak Hour	1,113	0	1,151	1,076	1,038	1,128	1,113	948

* Dry land area within 96.2-acre total site area.
* *These projections are, in the Sponsor's opinion, conservatively based on the Tarrytown Union Free School District public school student generation multipliers. For example, under the two other public school student generation calculations described in Section III.C, the number of students projected for the Proposed Action is 109 (using the "regional multiplier") and 154 (using the "County multiplier"). See additional discussion, Section III.C
*** See FEIS Table No. I-1 for direct comparison of FEIS Alternative Plan with DEIS Plan.

PHILIPSBURG MANOR RESTORATION
KENDALL AVENUE
ELM STREET
CONTINENTAL STREET
BARNHART PARK
EXISTING VIADUCT
BARNHART AVENUE
STAIRS TO TRAIN PLATFORM
BEEKMAN AVENUE
HUDSON STREET
RIVER STREET
SOUTH PARCEL
HORAN'S LANDING PARK
ICHABOD'S LANDING
AREA FOR VILLAGE DPW YARD
STATION PLATFORMS
Northbound Platform
Southbound Platform
COMMUTER PARKING
EAST PARCEL
AREA FOR OTHER VILLAGE USES
POCANTICO RIVER
METRO-NORTH RAILROAD TRACKS
AREA FOR DEVRIES PARK EXPANSION
RIVERFRONT OPEN SPACE
WEST PARCEL
PROPERTY LINE, TYP.
PARK PARKING
DEVRIES PARK
NEW ENTRY TO KINGSLAND POINT PARK
EXPANDED KINGSLAND POINT PARK PARKING
BRIDGEVIEW BOULEVARD EAST (ROAD TWO)
BRIDGEVIEW BOULEVARD WEST (ROAD TWO)
HUDSON RIVER
APPROXIMATE LOCATION OF FEDERAL NAVIGATION CHANNEL
KINGSLAND POINT PARK
LIGHTHOUSE
RIVERFRONT OPEN SPACE
ROAD ONE
ROAD THREE
ROAD FOUR
ROAD A
ROAD B
ROAD C
ROAD D
ROAD E
ROAD F
ROAD G
BEEKMAN PLACE (ROAD B)
RIVER STREET EXTENSION
CARDINAL AVE. EXTENSION

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DEIS ILLUSTRATIVE PLAN

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

PFEIS FIGURE NO. I-1

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N

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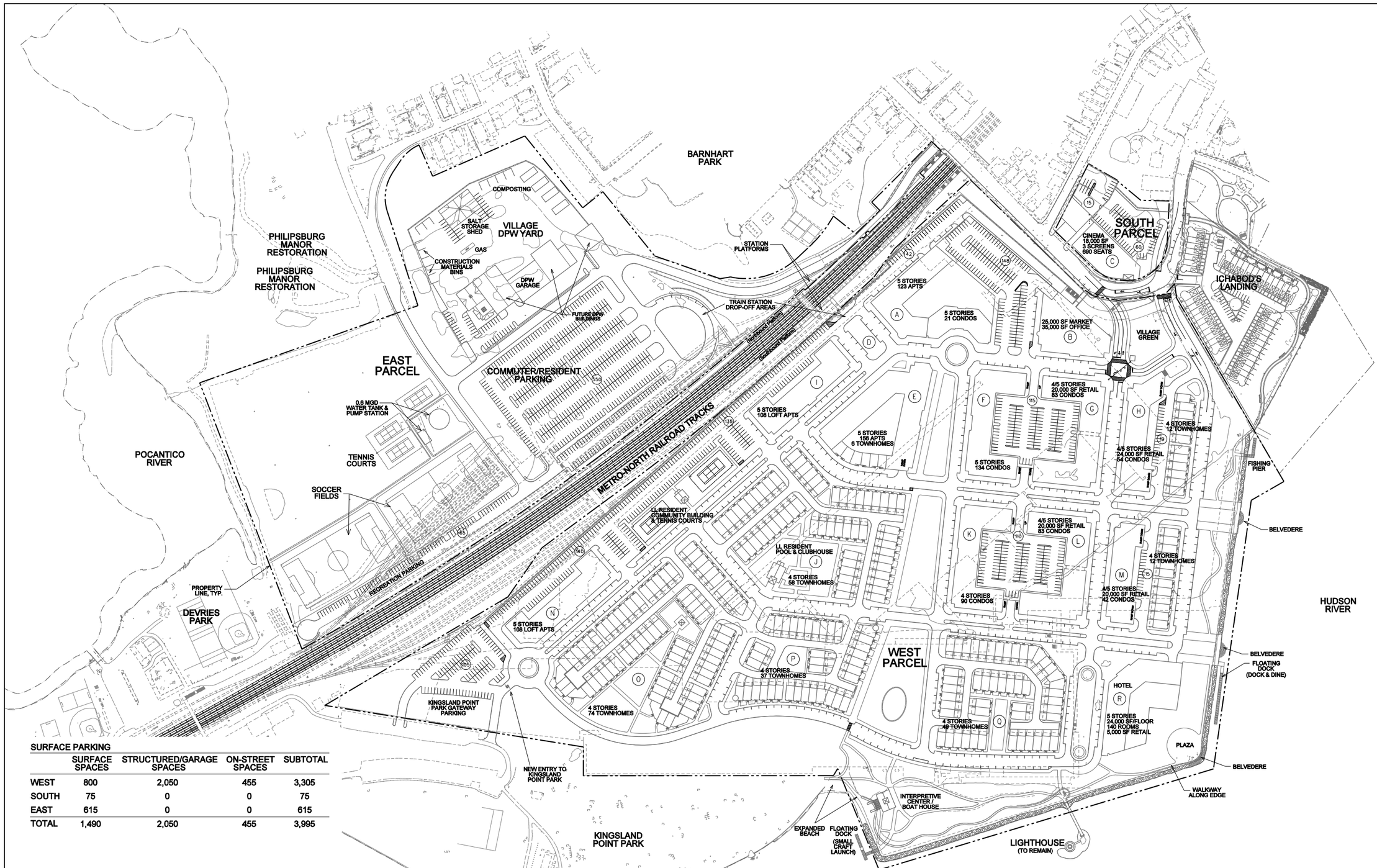
FEIS ALTERNATIVE PLAN - ILLUSTRATIVE PLAN

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FEIS FIGURE NO. I-2



SURFACE PARKING

	SURFACE SPACES	STRUCTURED/GARAGE SPACES	ON-STREET SPACES	SUBTOTAL
WEST	800	2,050	455	3,305
SOUTH	75	0	0	75
EAST	615	0	0	615
TOTAL	1,490	2,050	455	3,995

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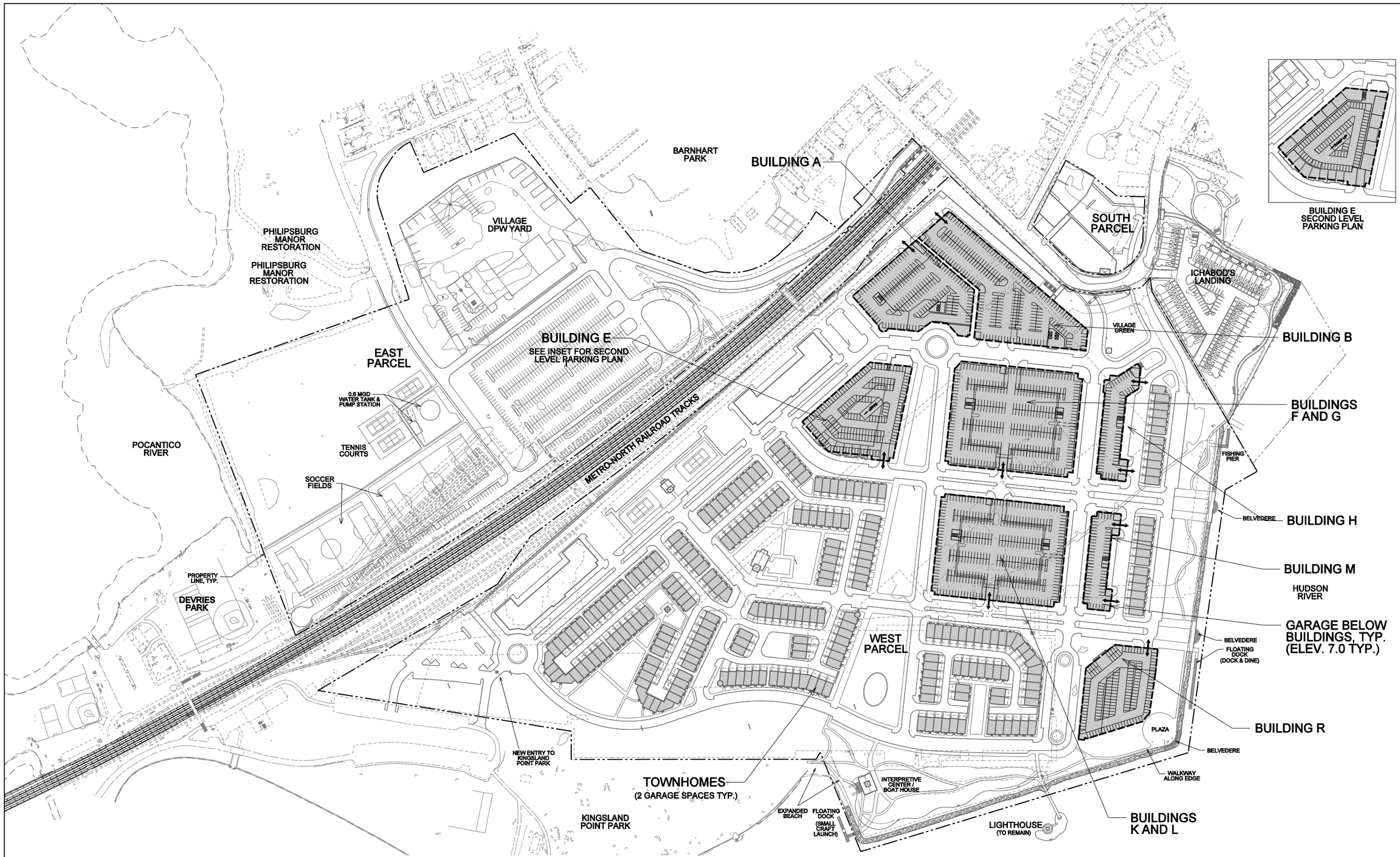
FEIS ALTERNATIVE PLAN- BUILDING & SURFACE PARKING PLAN

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FEIS FIGURE NO. I-3



BUILDING E SECOND LEVEL PARKING PLAN

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FEIS ALTERNATIVE PLAN- STRUCTURED/GARAGE PARKING PLAN

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FEIS FIGURE NO. I-4

SOURCE: Beyer Blinder & Belle

N

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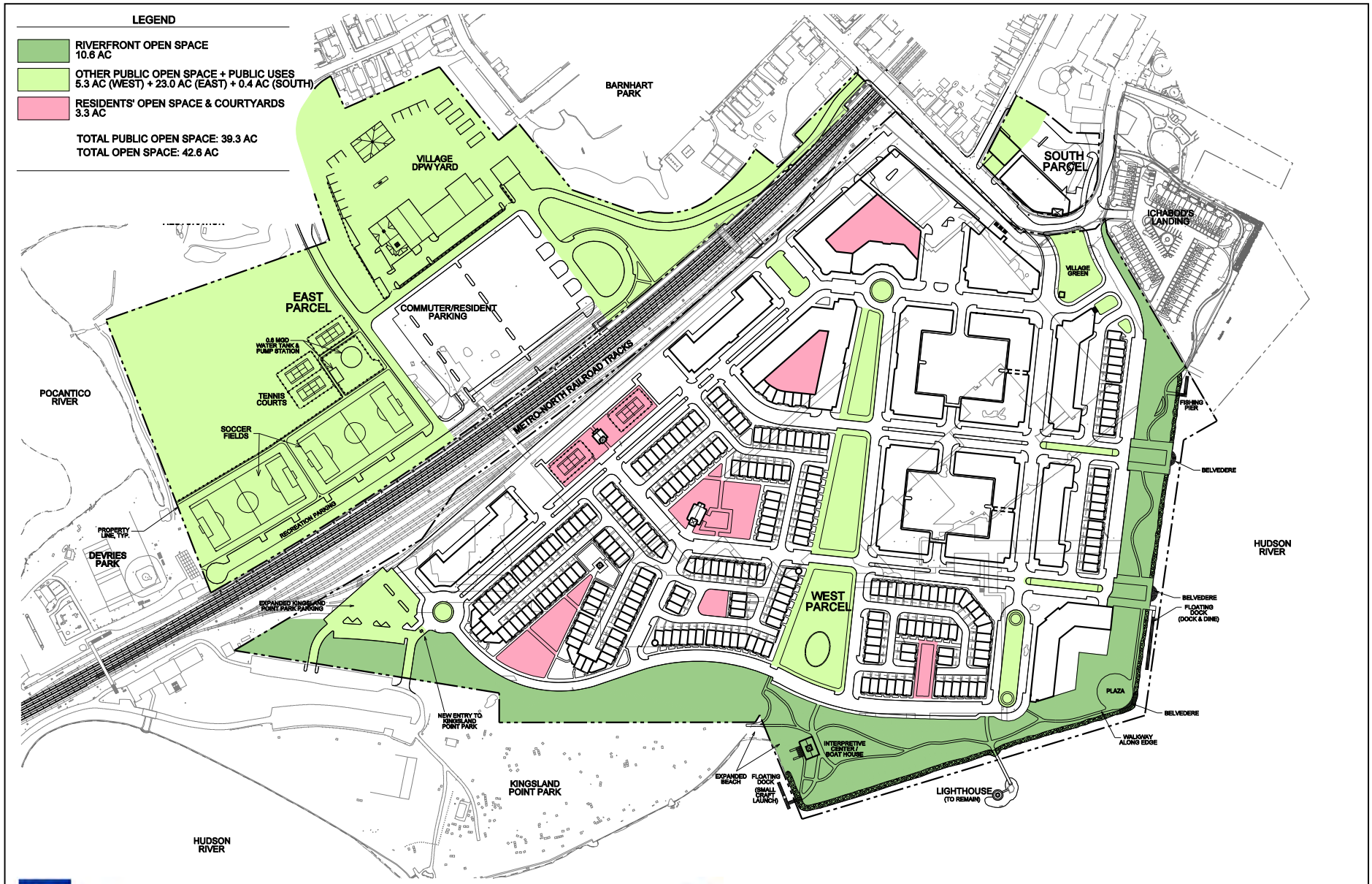
FEIS ALTERNATIVE PLAN -
VILLAGE WATERFRONT USE MASTER PLAN
LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

PFEIS FIGURE NO. I-5



FEIS ALTERNATIVE PLAN - OPEN SPACE & PUBLIC USE AREA DIAGRAM

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FEIS FIGURE NO. I-6

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FEIS ALTERNATIVE PLAN - ON-SITE STORM SEWER LAYOUT

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FEIS FIGURE NO. I-7

EAST PARCEL SCHEMATIC UTILITY LAYOUTS SHOWN TO DPW FACILITY & VILLAGE USES

KENDALL AVE. EXT.
ANDREWS LN.
BARNHART AVE.
BEEKMAN AVE.
CONTINENTAL ST.
RIVER ST.
SALT STORAGE SHED
VILLAGE DPW YARD
DPW GARAGE
EAST PARCEL
0.6 MGD WATER TANK & PUMP STATION
METRO NORTH RAILROAD
(Future) Ichabod Landing
POCANTICO RIVER
KINGSLAND PARK
HUDSON RIVER
HUDSON RIVER
LIGHTHOUSE

LEGEND

- Property Line
- Existing Water Main
- Existing Sanitary Sewer
- Existing Electric Line
- Existing Gas Main
- Existing Telephone Line
- New Water Main
- New Sanitary Manhole
- New Sanitary Sewer
- New Electric, Gas, Telephone, Cable
- New Electric Line
- New Gas Main
- New Utility Manhole
- New Building Identification (Typ.)

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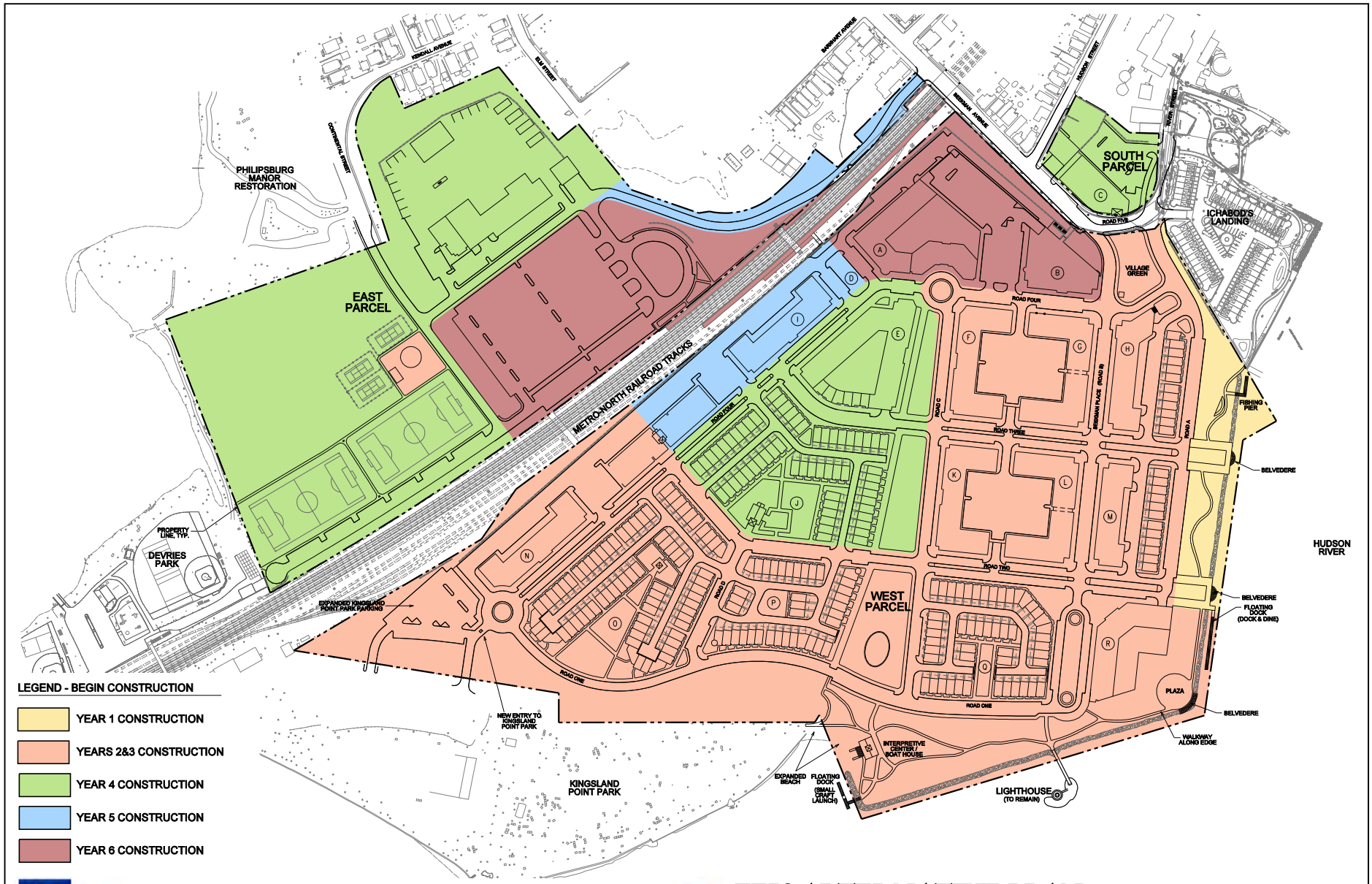
FEIS ALTERNATIVE PLAN - ON-SITE COMPOSITE UTILITY PLAN

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FEIS FIGURE NO. I-8



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FEIS ALTERNATIVE PLAN -
PROPOSED CONSTRUCTION SEQUENCE SUMMARY

LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

FEIS FIGURE NO. I-9

DESIGN GUIDELINES

FEIS Figure No. I-10
11-30-2006 DRAFT

Contents

I. Introduction.....3

1. Introduction.....4
2. Key Elements of the Master Plan.....5

II. Design Principles for Urban District and Public Realm 6

1. Introduction.....7
2. Beekman Place District.....8
3. Waterfront 17
4. Central Park District.....19
5. Town home District 21
6. Loft District.....23
7. Hotel Waterfront Plaza.....25

III. Design Guidelines.....27

1. Overview.....28
2. Street Design.....30

2.1 Street Typologies.....31

2.2 Street Design Guidelines.....38

3. Architectural Design.....43

3.1 Building Material.....44

3.1 Building Relationship to street.....46

3.2 Building Massing and language.....47

4. Open Space Design.....49

4.1 Design Intent.....49

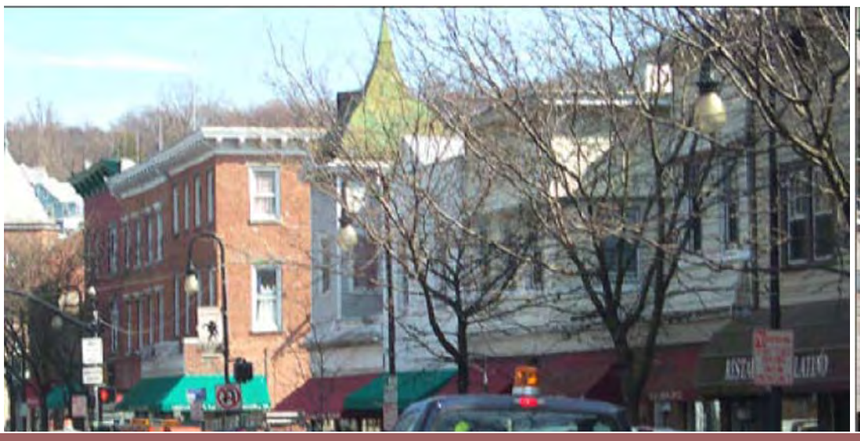
4.2 Open Space Typologies.....50

4.3 Open space design guidelines.....52

IV. Appendices.....53

1. Waterfront-related uses.....54
2. Precedent Analyses.....55
3. East Parcel.....56
4. Streetworks Design Priniciples.....57

1



Introduction

I Introduction

Lighthouse Landing

The goal of the Lighthouse Landing development is to create a model for “Smart Growth” community development. Such developments are designed to create an efficient, transit oriented, multi-use environment that mixes employment, shopping and housing. At the core of the smart growth development strategy for Lighthouse Landing is the recognition that sharing resources is often smarter than duplicating resources. The evolution of a more integrative and efficient community-based planning strategy opens up significant opportunities for maximizing the resources of the community as a whole. The efficiency that is created where all of its assets are integrated has an impact on the community’s physical, cultural, social, economic, organizational and educational resources.

The smart growth development format yields a connected, safe, pedestrian-friendly environment designed for walking instead of driving, facilitating community interaction and neighborliness. The goal is not total elimination of car use, but rather, the use of the car for every daily trip. As a result, a connected community development of this type has lower levels of automobile utilization, can employ shared parking arrangements and traffic management programs such as shuttle buses for short local trips to work or connections to commuter rail stations.

This approach to community development encourages owners and occupants to continually reinvest economically and emotionally in their community. It is this reinvestment that will make Lighthouse Landing a sustainable development, harmonious with its neighbors and compatible with smart growth policy goals of the village.

The guidelines illustrated here are designed to encourage the development of the Lighthouse Landing as a viable mixed-use community with a range of land uses including retail, housing and office The key to sustaining a mix of uses of this type is employ design control over the scale and urban form of each building regardless of use and a flexible gridded development framework that can accommodate a range of building types. Unlike the typical suburban development pattern where a separate ‘stand alone’ building form is the norm, in the Lighthouse Landing, the objective is to create an environment with visual continuity and a user-friendly public realm.

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FEIS ALTERNATIVE PLAN - ILLUSTRATIVE PLAN
LIGHTHOUSE LANDING AT SLEEPY HOLLOW
SLEEPY HOLLOW, NEW YORK

1.1

Key Elements of the Master Plan

- Re-connecting the site to the Village of Sleepy Hollow downtown
- Strengthening and creating additional linkages from the Village to the waterfront
- Creating a Pedestrian-Friendly Multi-Faceted Community
- Offering convenience by combining housing, shopping, and employment
- Designing all buildings at an accessible scale
- Reducing traffic by creating a Commuter-Friendly environment
- Developing centers of activity that are accessible to transportation
- Creating a critical mass to support neighborhood services and amenities
- Creating a comprehensive open space network that links to the water and Kingsland Point Park

Development Program

Retail	132,000 SF
Office	35,000 SF
Residential	1250 units
Hotel	140 rooms

2

Design Principle for Urban District and Public Realm

2.1 Introduction

What makes a great community?

Great communities have variety : a variety of people, a variety of buildings types, a variety of activities, and a variety of places and spaces. It is this variety that helps communities be sustainable and provides for a richness of experience.

Lighthouse Landing at Sleepy Hollow will provide residents and visitors alike with a rich variety of spaces, activities, and architecture.

The masterplan is organized around a distinct series of Districts and Public Realms which each have a unique character but which are knitted together through a pedestrian friendly street network. The diverse character of these Districts and Public Realms work together to create the community of Lighthouse Landing at Sleepy Hollow.

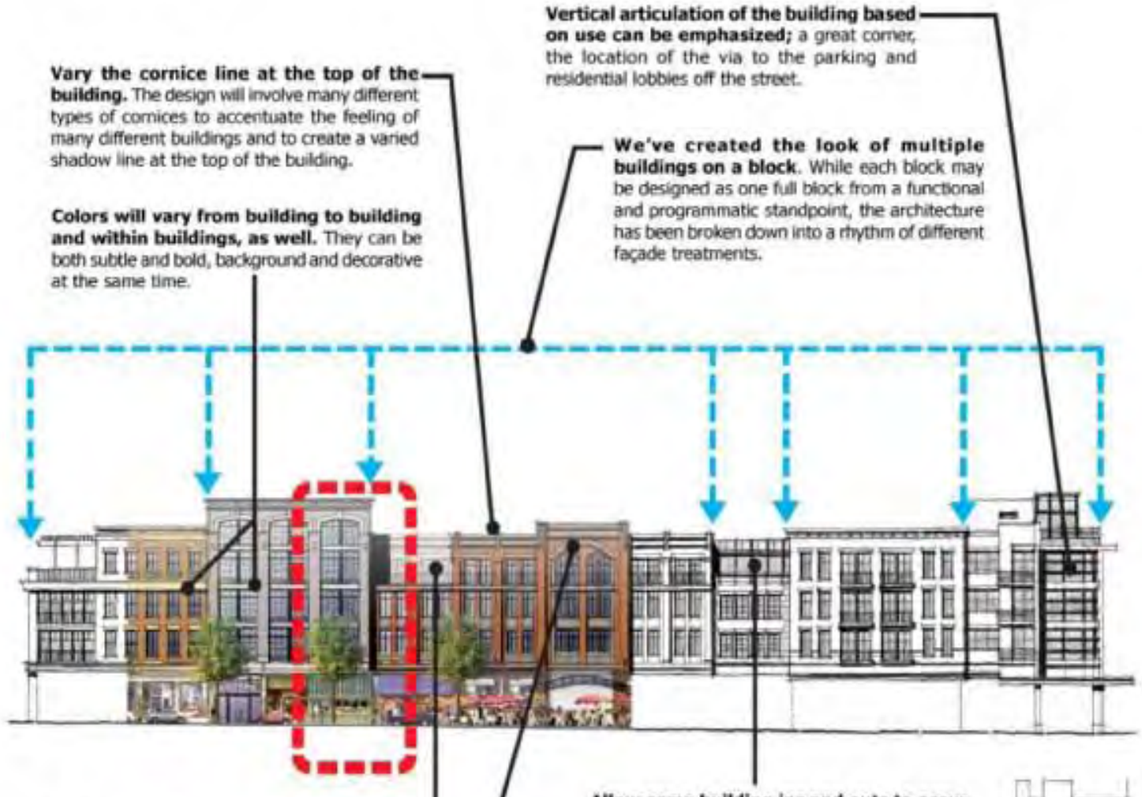
The major Districts and Public Realm elements of Lighthouse Landing are:

- The Beekman Place District
- The Waterfront District and Integration of Kingsland Point Park
- The Central Park District
- The Townhome District
- The Loft District
- The Hotel Waterfront Plaza District

Architectural Design Guidelines

Beekman Place District 2.2

The following **Architectural Design Guidelines** seek to advance our original "Design Principles" (see Appendix which were developed as a result of our visits to a number of different Hudson River Villages. These guidelines elevate the principles to a more definitive level by translating general ideas and concepts into a specific approach to the architectural design of Beekman Place. With this in mind, the Design Team proposes the following guidelines, as they relate to the entire mixed use district, but described below, in reference to Building 2 on Beekman Place.



Vertical articulation of the building based on use can be emphasized; a great corner, the location of the via to the parking and residential lobbies off the street.

Vary the cornice line at the top of the building. The design will involve many different types of cornices to accentuate the feeling of many different buildings and to create a varied shadow line at the top of the building.

We've created the look of multiple buildings on a block. While each block may be designed as one full block from a functional and programmatic standpoint, the architecture has been broken down into a rhythm of different façade treatments.

Colors will vary from building to building and within buildings, as well. They can be both subtle and bold, background and decorative at the same time.

Allow some building ins and outs to occur. All Buildings do not align with each other along the street. There are always some special conditions and circumstances that allow this to happen.

The design of the residential on the upper floors will be modified from apartment to apartment. This flexibility will allow us to manipulate the massing with setbacks.

There's diversity in architecture and diversity in residential living opportunities:

- The corner landmark
- The renovated warehouse
- Mercantile buildings into loft living
- The Walk-up
- The apartment building.

Window arches vary the tops of some, French doors vary the bottoms of others, so all windows do not align. This will emphasize different parts of the building along a long block.

All buildings are to include a base, middle and top. Generally, this will be created through the use of cornices, exterior architectural moldings and trim, roofs and materials.

The buildings are predominately masonry, real masonry, real details. But used in many different varied ways; corbels, rowlocks, soldier courses, etc.

Building projections are subtle; french balconies, railings, lintels and sills, cornices and piers. Create the effect of a thick masonry wall.

There are generally 4 simple types of windows: an individual window, a ganged window, a window wall and a french door.

There's also a vertical articulation to the architecture; brick piers, pilasters and openings such as windows and doors.

Vary a lower or intermediate cornice to allow the ground floor to "step". Additionally, the intermediate cornice allows the design to emphasis the ground floor's retail orientation.

Achieve as high a floor to floor height to accentuate verticality as much as possible. We must balance both design and affordability to achieve this.

The retail identity IS the entire first floor. A minimum of residential columns and identity should come down to the street.

Streetscape Guidlines

While overall design quality is expected within the tenant space, the connection of the store to the street is equally important, and will be key to the overall quality of the project. The storefront is responsible for contributing to the environment 24 hours a day, and the streetscape, landscape, lighting, etc. are an integral part of that formula.

That is why in considering great urban places, there is nothing more important than understanding the sidewalk. Whether considering a town square, village green, urban plaza or other public place, great urban places usually start with successful sidewalks, because the sidewalk is the basic molecule of great streets and urban places. It is the primary social and spatial connection that ties all other uses, including retail, together.

To fully understand successful sidewalks, it is important to first recognize that there are four distinct zones of experience in a typical commercial sidewalk system. Each zone has its own requirements and peculiar circumstances, but all four zones work in concert to create a great street. Clearly, the omission of just one of these zones will make for a less successful sidewalk experience.

The S.H.O.P. Model

S Storefront Zone
H Hallway Zone
O Outside Zone
P Parking/Pedestrian Zone

Some of the key considerations for each of these zones:

Storefront Zone: There are two primary considerations for the Storefront Zone:

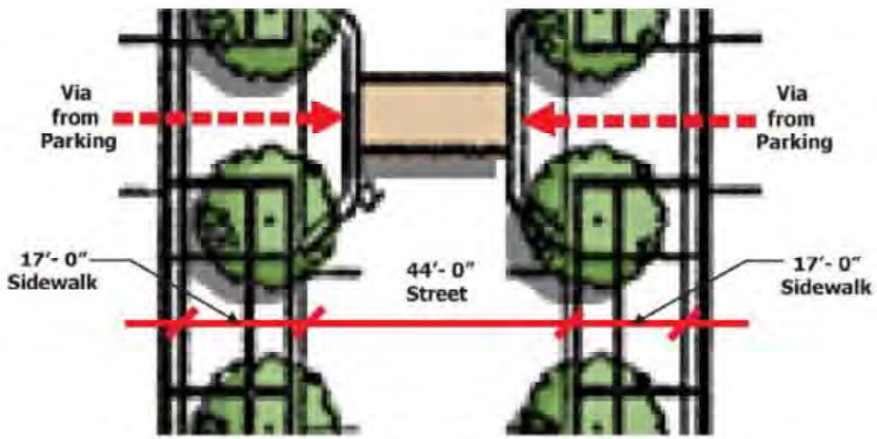
1). Maximize the exposure to the merchandise perpendicular to the flow of pedestrian traffic. This is accomplished through the use of bay windows, blade signs and merchandise devices on the sidewalk.
2). Create 'friction' (interest) along the storefront by extending the merchandise experience beyond the storefront. It takes from six to twenty feet for people to adjust their perceptions inside a store and begin noticing the merchandise. Most stores can't afford to lose their first six feet.

Hallway Zone: The "walking" portion of the sidewalk is known as the hallway zone. This area acts like a hallway down the middle of the merchandise. Cafes or property line issues shouldn't force the circulation anywhere but next to the storefront. Also, by making the pedestrian width slightly smaller than required will make the area seem busier. This zone should not be more than eight feet to achieve this effect.

Outside Zone: This is the area between the walkway and the street curb, and should be considered as an 'outdoor' room. This 'room' should feature urban amenities such as cafes, kiosks, bicycle racks, benches, planters and fountains. Great trees, however, are the most important element required here to provide a sense of enclosure, and make the space feel like a room.

Parking/Pedestrian Zone: The two key experiences offered in the Parking/Pedestrian Zone (parked cars) are:

1). A safe barrier between moving traffic and the meandering pedestrian, and ...
2). A safe barrier from which to allow a common shopping maneuver, jaywalking. With this in mind, always incorporate parallel parking at the curb side. It is important to remember that curb side parking is a key ingredient to a great sidewalk.

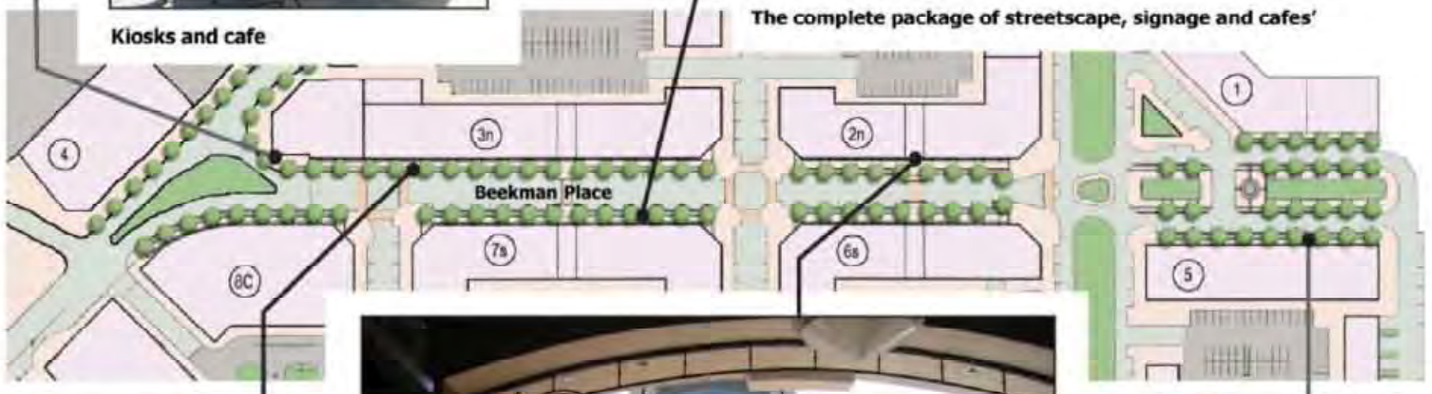


Beekman Place Street Plan
NTS

Signage/Streetcapes/Vias

Kiosks and cafe

The complete package of streetscape, signage and cafes'



Typical small shop tenant signage

Via connection from parking

Distinct tenant identity

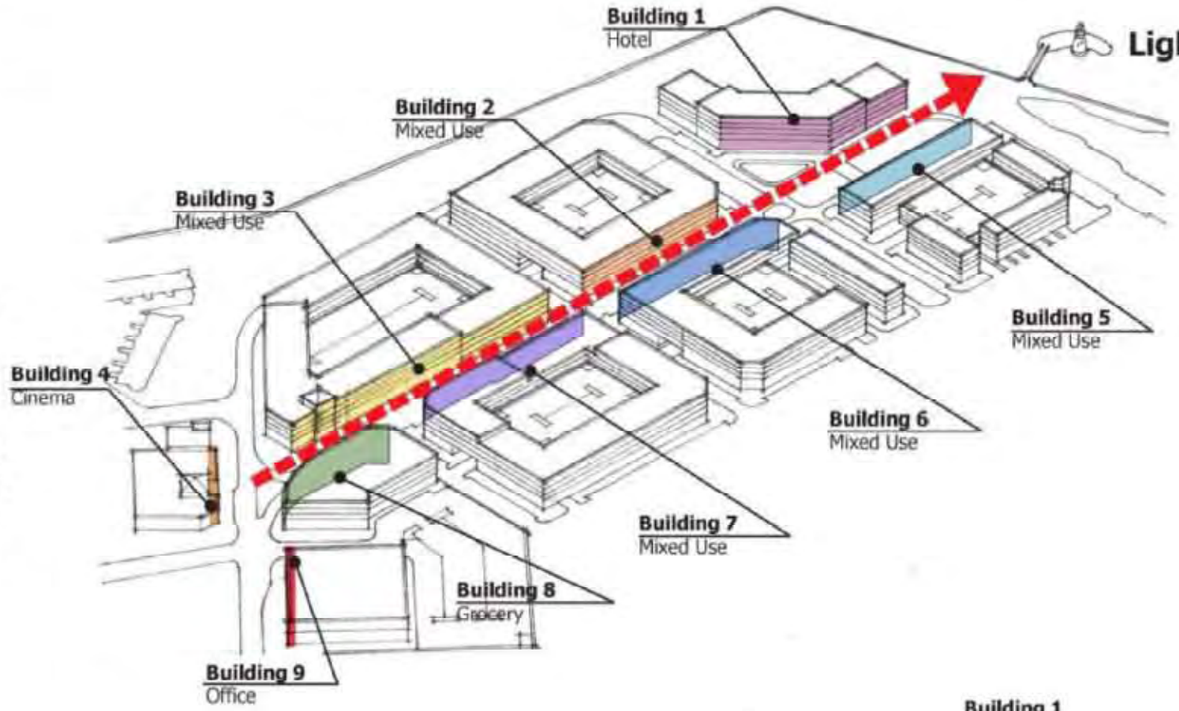
Via elevation with streetscape elements

Understanding Beekman Place

The preceding Exterior Design Principles were used to advance the Team's initial observations of what makes a Hudson River Village so unique. The result is a proposed design for each of the buildings located along Beekman Place. There are, therefore, (9) different architectural elevations contained in this submission. They are identified as follows:

- **Building 1:** The proposed Hotel/Inn
- **Building 2:** Mixed Use Building
- **Building 3:** Mixed Use Building
- **Building 4:** The proposed Movie Cinema
- **Building 5:** Mixed Use Building
- **Building 6:** Mixed Use Building
- **Building 7:** Mixed Use Building
- **Building 8:** The proposed Grocer/Market
- **Building 9:** The proposed Office Building

The proposed architectural building elevations are enclosed in this submission.



Building Elevations

Key Plan

Building 1 - Hotel/Inn

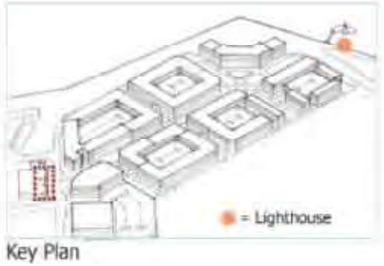
Key Plan

Building 2 - Mixed Use

Building Elevations

Key Plan

Building 3 - Mixed Use



Key Plan

Building 4 - Cinema

Building Elevations

Key Plan

Building 5 - Mixed Use

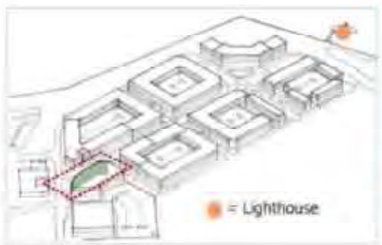
Key Plan

Building 6 - Mixed Use

Building Elevations

Key Plan

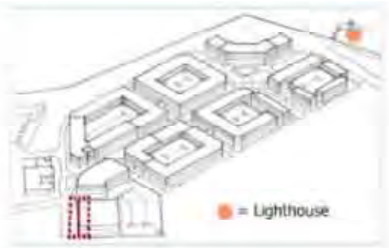
Building 7 - Mixed Use



Key Plan

Building 8 - Grocery/Market

Building Elevations



Key Plan

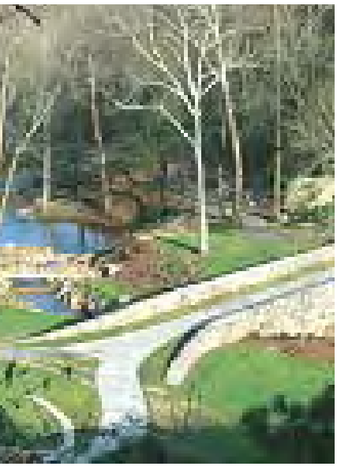
Building 9 - Office Building

Waterfront 2.3

Design Principles

The Hudson River Waterfront and connection to Kingsland Point Park are critical elements to Lighthouse Landing at Sleepy Hollow. High Quality Landscaping and a comprehensive open space design will make this area a great amenity to both the residents of Lighthouse Landing and all residents of the Village of Sleepy Hollow

Design Elements



The Waterfront District

Streetscape

The streetscape along the waterfront will be consistent with streetscape standard throughout Lighthouse Landing: with emphasis placed on creating a pedestrian friendly environment with appropriate site lighting, sidewalk treatments, and street trees.

Parking

On-Street parking is provided on the streets adjacent to the Waterfront. And additional surface parking lot is provided at the end of Road Four, adjacent to Kingsland Point Park.

Building relationship to Street.

Street wall presence will be maintained along Road A, Facing the Waterfront. The blocks along Road One will have more flexibility to allow for park and water view corridors.

The Waterfront Hotel may have an expressive, civic design

Interpretative Center/ Boathouse Building Example

Building Use

Buildings surrounding the Waterfront will be primarily residential. The area along the waterfront near the lighthouse will support additional hotel and retail uses.

Building Language and Massing

In general, design each building to complement the architectural character of its immediate neighbors and to be sensitive to their material, color, and scale. The massing of buildings surrounding the Waterfront will be primarily lower scale 3-4 floors townhomes. The Waterfront hotel may incorporate larger 5 floors elements appropriate to its civic location on the urban plaza terminating Beekman Place.

Building Materials

High quality building materials that can withstand waterfront exposure will be used on buildings fronting the waterfront.

Parks and Plazas

The waterfront will maintain a large landscaped waterfront park system and will integrate with the adjacent Kingsland Point Park via a pedestrian trail system.

Civic/ Public Buildings

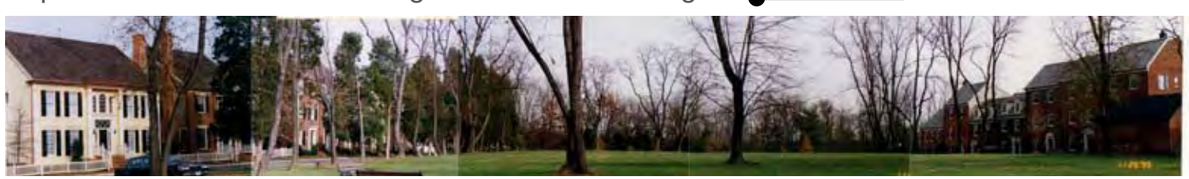
The waterfront can accommodate a waterfront interpretative center.

Central Park District 2.4

• Larger scaled buildings create a Gateway at the Southern end of the Park District

• High Quality Urban Streetscape helps unite the District

• Lower scaled townhomes frame the Central Park space as it opens out to the Northern Kingsland Point Park edge.



Architectural Elements draw from Hudson Village examples

The Central Park District

Design Principles

The Central Park District is organized around the Central Park, which runs 3 blocks from Road Four to Road One. The central park creates a great open space that extends the river front open space into the heart of the Lighthouse Landing community.

Design Elements

Streetscape
The Streetscape along the Central Park district will be urban in character; with an emphasis on side walks, street lights, and street trees to create a walkable environment.

Parking
In general, parking will be hidden within the blocks of the Central Park District; in parking courts, parking garages, or individual town home garages. On-street parallel parking will be provided along Roads C,4,3,2, and 1.

Building relationship to Street.
Building will strive to maintain a continuous street frontage, with minimal breaks to provide for interior block access and service.

The Central Park can function as a Special Events/ Festival Space

Mews treatment along one edge of Central Park

• Bays and Cornice treatment helps to articulate special corners and gateways in the Central Park District

Building Use
The Central Park District will be residential in use.

Building Language and Massing
In general, design each building to complement the architectural character of its immediate neighbors and to be sensitive to their material, color, and scale. Buildings in the Central Park District will be of a variety of building scales. In general, the massing of buildings in the Central Park District will get lower as they approach the waterfront towards Kingsland Point Park. Building heights will range from 5 floors at the tallest end of the District, to 3-4 floors at the lowest end of the District.

Building Materials
High quality building materials as described in the Development Standards will be used on Buildings fronting the Central Park.

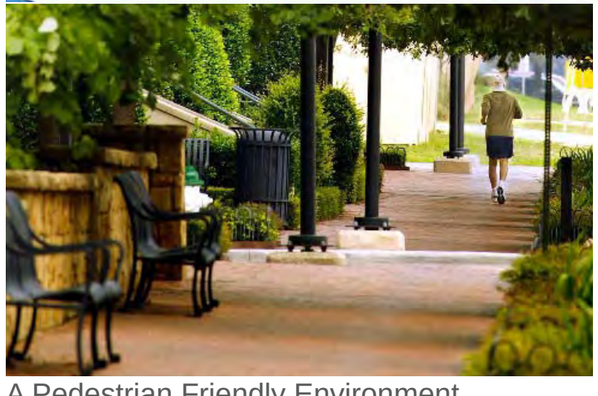
Parks and Plazas
The Central Park is the primary and focal park feature of the Central Park District.

Civic/ Public Buildings
The primary function of the central park will be to provide civic open space; it could accommodate a small, enclosed pavilion structure.

Corner Elements

Bays and Balconies used to articulate facade

The Townhome District



A Pedestrian Friendly Environment

Modulated Roof Forms

Townhome District 2.5

Design Principles

The Townhome District provides additional housing choices for the Lighthouse Landings community. The district will accommodate a variety of town home types. The Townhome District strives to create variety and choice in a Village setting.

Design Elements

Streetscape

The Streetscape along the Central Park district will be neighbourhood oriented in character; with an emphasis on stoops, porches, small front yard areas, side walks, street lights, and street trees to create a walkable neighborhood environment.

Parking

In general, parking will be hidden within the blocks of the Townhome District; The District will employ an alley system to provide access to townhome garages and service areas.

Building relationship to Street.

By using a rear-loaded alley arrangement, the Townhome District will maintain street frontage unobstructed by garage doors. At special locations at the waterfront, the townhome blocks may open up to proved views to the water from the interior of the block.

Building Language and Massing

In general, design each building to complement the architectural character of its immediate neighbors and to be sensitive to their material, color, and scale. In general, the massing of buildings in the Townhome District range from 3-4 floors. Flat roofs and Roof decks are acceptable in the Townhome District.

Landscape Treatment of a Townhome Pocket Park

Landscape Treatment of a Townhome Pocket Park

Appropriate Treatments of Townhome District Alleys

Building Materials

High quality building materials will be used on Buildings fronting the Central Park

Parks and Plazas

In addition to bordering the Central Park, and The Waterfront, the Townhome District also include several smaller Pocket Parks that provide variety to the landscape experience.

Civic/ Public Buildings

The Townhome District can accommodate a Lighthouse Landing resident Clubhouse/ Fitness Center.

Neighborhood Parks

Intimate landscaped spaces within the townhome blocks provide variety in the urban fabric.

Modulated Roof Forms and a more Industrial Character help to articulate the Loft District

Loft District 2.6

Design Principles

Located adjacent to the rail lines The Loft District provides Lighthouse Landing with an additional type of housing that has a more industrial and loft-style character These buildings may feature a more open-plan arrangement to allow for greater flexibility in living arrangements that could support live-work lifestyles.

Design Elements

Streetscape

The Streetscape in the Loft District will be consistent with the character of the Townhome District and Central Park District, with an emphasis on sidewalks, street lights, and street trees to create a walkable neighborhood environment.

Parking

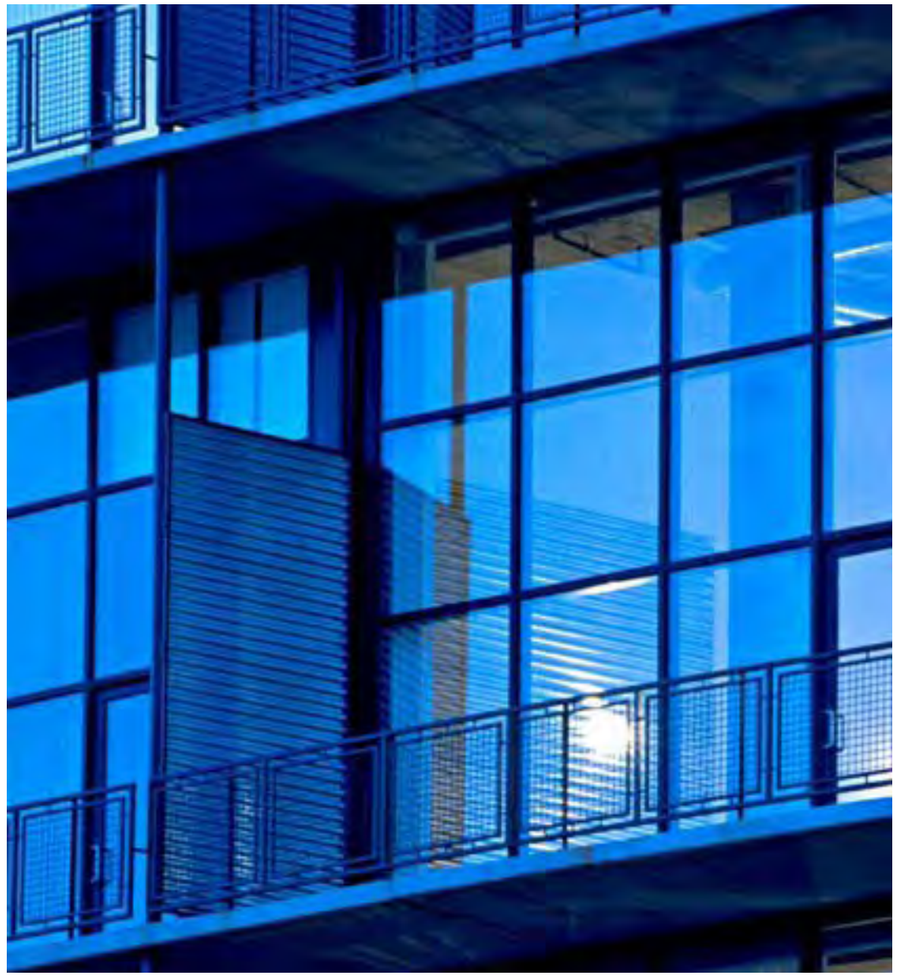
In general, parking will be located behind the buildings of the Loft District in parking courts adjacent to the rail.

Building relationship to Street.

The Loft District will maintain a strong street frontage along Road Four with minimum setbacks from the street.

Building Use

Buildings in the Loft District will be primarily residential in use, but will provide the opportunity for live/work lifestyles.



Building Language and Massing

In general, design each building to complement the architectural character of its immediate neighbors and to be sensitive to their material, color, and scale. The massing of the Loft district buildings will be 5 floors. Flat roofs and Roof decks are acceptable in the Loft District. Loft District buildings may have a more warehouse or loft style appearance- with larger and more regular window treatments.

Building Materials

High quality building materials that reflect a more industrial character will be used on Buildings in the Loft District.

Parks and Plazas

The Loft District contains a shared Pocket Park and recreation area.

Civic/ Public Buildings

The Loft District can accommodate a Lighthouse Landing resident Clubhouse/ Fitness Center building.

The Hotel Waterfront Plaza can accommodate a variety of Special Activities

The Hotel Waterfront Plaza

Hotel Waterfront Plaza 2.7

Design Principles

Located at the terminus of Beekman Place and on axis with the Lighthouse- the Hotel Waterfront Plaza provides a civic event space that is designed to be suitable for a variety both everyday activities and festival uses.

Design Elements

Streetscape

The Streetscape in the Hotel Waterfront Plaza is of a very high quality, denoting the Hotel Waterfront Plaza as a significant civic space. In addition to the entourage of street trees and high quality landscaping featured throughout Lighthouse Landings, the Hotel Waterfront Plaza will feature additional street furniture and be designed to accommodate special events.

Parking

On-Street parking is provided on the streets adjacent to the Hotel Waterfront Plaza.

Building relationship to Street.

Buildings fronting the Hotel Waterfront Plaza will be of high quality and use the plaza as a primary address.

Building Use

Buildings surrounding the Hotel Waterfront Plaza will contain a variety of uses including: hotel, retail, and residential.

The Plaza could incorporate special design elements at a variety of scales

Building Language and Massing

In general, design each building to complement the architectural character of its immediate neighbors and to be sensitive to their material, color, and scale. The massing of buildings surrounding the Hotel Waterfront Plaza may range from 3 to 5 floors.

Building Materials

High quality building materials that reflect a more industrial character will be used on Buildings in the Hotel Waterfront Plaza District. Refer to Beekman Place Design Guidelines for detailed material palette guidelines

Parks and Plazas

The Hotel Waterfront Plaza will be a mixture of hard and softscape; Landscaped areas will be used to counterbalance larger areas of hardscape that can accommodate special events. A water feature may be deemed appropriate to be located within the urban plaza.

Civic/ Public Buildings

The Hotel Waterfront Plaza will be primarily a civic open space, without any major structures that would block the axial view of the lighthouse from Beekman Place. The Hotel that frames one side of the Plaza would have an architectural character that is more civic and exuberant in character.

3

Design Guidelines

Overview 3.1

Development Standards

Lighthouse Landing has the opportunity to reinforce and refine the qualities for developing healthy communities for the Village of Sleepy Hollow. In order to achieve this positive sense of place, design standards will ensure that basic urban design principles are followed.

The guidelines begin with urban design standards which create an organized and unified community. The fundamental elements of the development regulated by these guidelines include **Street Design, Architectural Design and Open Space Design.`** Historically, design guidelines have focused on cosmetic issues, such as landscape improvements and architectural treatments. These issues become more effective when implemented with the appropriate comprehensive urban design principles. The Design Standards will address a range of subjects from the macro issues of the village design to the micro concerns of architectural detailing, all being important contributing factors in creating cohesive, sustainable community development.

Macro Issues

Fundamental to the design principles governing the Master Plan of Lighthouse Landing is the placement and relationship of key project elements including buildings, parking and roadways. The organization of architecture, streets and parking facilities determines what will become open space and public realm. A sense of place is fostered not by the buildings themselves, but by their ability to define public spaces. Equally important is the scale of these elements, which relates to their ability to welcome and engage the pedestrian realm. The following principles address critical village design issues guiding the development of Lighthouse Landing.

Buildings located close to streets and roadways give definition to the street as a public realm, and create a comfortable sense of place for pedestrians. **Building Heights and Massing** shall vary yet respect the height and scale set by neighboring buildings. While emphasis should be made on the transparency of the street facade, consideration, where appropriate, should also be paid to any elevation visible from public areas and circulation routes. Buildings will be placed adjacent to roadways with minimal setbacks from the curb. The **front elevations** and building entrances will face major roads. Within the community, buildings should exhibit a commitment to quality design in their approach to color, materials and massing. Architectural inspiration should draw upon local and regional styles and offer a variety of typologies distributed throughout the development contributing to a sense of diversity.

Streets will link in an informal grid network and be part of and contribute to the pedestrian system of walkways and open space amenities. Careful design treatment of streets and sidewalks is critical to creating the desired pedestrian friendly community. The **streetscape and landscaping** of public spaces will visually organize Lighthouse Landing, linking common areas and important architectural features. Landscaping the public realm is a unique site investment that improves with age and therefore becomes an important component in ensuring long term community success.

Lighthouse Landing will implement a street system designed to incorporate numerous **traffic calming** elements. These traffic calming measures intend to slow traffic speed to a level compatible with bicycle and pedestrian traffic while maintaining safe, easy passage for emergency response vehicles.

Mixed use development within land bays and, where appropriate within buildings, adds a sense of vitality and interest to the larger community. The development provides an opportunity to mix uses both horizontally within the site and vertically within buildings. Within the core the intent of mixing uses provides extended hours of activity, a sense of community, and reduces dependency on the automobile.

Lot sizes and geometry are designed to encourage an efficient use of land, define public greens and maintain a strong street edge. Building front, side and rear yard setback dimensions will be reduced from typical standards to increase the sense of spatial definition and urban community. Setback dimensions will provide adequate room for sidewalks, streetscape improvements and, where appropriate, private landscape improvements between building and sidewalk. Minimal and varying setbacks contribute to the village character of the development.

Street Design 3.2

Design Intent

The design approach will shift the emphasis from accommodating vehicular traffic to encouraging pedestrian movement. The automobile, with appropriate traffic calming initiatives (narrower streets, on-street parking, clearly defined sidewalks and special paving at critical locations), can be compatible with, and contribute to, a pedestrian friendly environment. Streets will be interconnected to distribute traffic evenly throughout the community. The street framework will support a wide range of land uses, and create a public infrastructure that encourages pedestrian activity, street life, and a sense of community and place.

Street Standards

Curb Radii

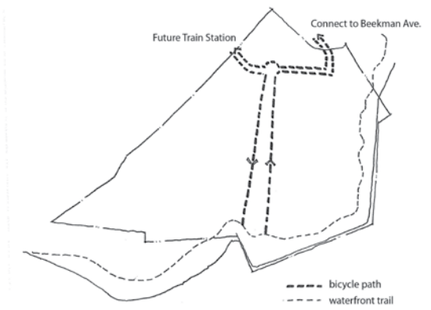
Intersection and entrance drive radii dimensions associated with the public and private streets will be kept to minimum sizes to reduce traffic speed and make pedestrian crossings less daunting. Typical Curb Radii shall be 5'-15' to reduce pedestrian crossing distances and reduce car speed at intersections. Typical alley curb Radii shall be 5'. In limited instances larger curb radii may be used to accommodate loading, service, or over-sized vehicle requirements.

Alleys

Will occur primarily within residential blocks providing alternatives to driveway interruptions and garage doors facing the street creating a suburban edge. Alleys minimize the hazards of vehicles moving across sidewalks.

Curb Cuts

Are the entrances and driveways that interrupt the street curb line. The Lighthouse Landing Master Plan minimizes curb cuts through the use of shared entrances and alleys that separate driveway traffic from street traffic. Fewer curb cuts also improve traffic safety. Numerous curb cuts on streets facing public spaces are discouraged.



On-Street Parking

Throughout the community, on-street parking will help reduce parking lot and garage sizes and have a calming effect on roadway traffic. On-street parking also enhances the sidewalk environment for pedestrians by providing a buffer between pedestrians and moving cars.

Two-way Traffic

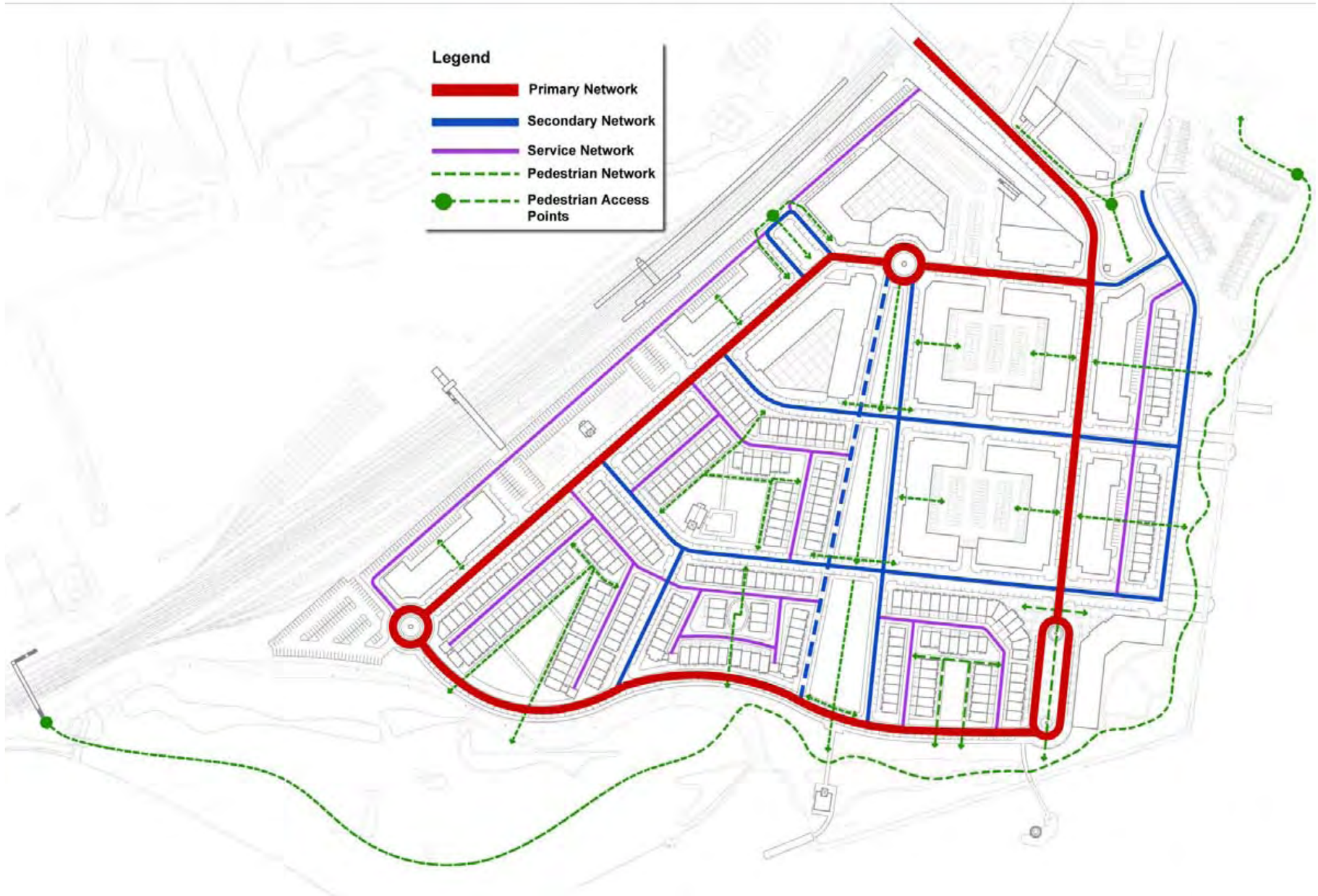
All streets will accommodate two-way traffic with the exception of the one-way split around the Village Green, the Plaza and train station drop off area.

Bicyclists

In order to best accommodate both cyclists and pedestrians, the Master Plan for Lighthouse Landing emphasizes street design that alters its orientation from an auto-only to pedestrian friendly, multi-modal environment that stimulates community, personal interaction as well as safe travel. Successful neighborhood streets are those that encourage people to walk and ride bikes to access local destinations. This will be accomplished in Lighthouse Landing through narrower roadways and travel lanes, shorter blocks, terminating vistas, a grid network of streets with multiple connections and ample streetscape amenities. These design elements calm motorized traffic which is key to providing a safe environment for pedestrian oriented street activity including biking. A bicycle network consisting of on-street and off-street paths should be provided.

Fire Access

Building layouts should provide full emergency access to at least one long side of each structure. Adjacent emergency lanes, which occur within the street system and parking lots, are within 20' of the building. Hydrants have been located to provide for minimum hose runs to each building.



Street Typologies

Primary Street Network

Primary Network provides the main access into the site from the Southern end off Beekman Avenue forming a loop with Beekman place, Road One and Road Four. This road network connects various Urban Districts with each other and carries majority of the traffic flow.

Secondary Street Network

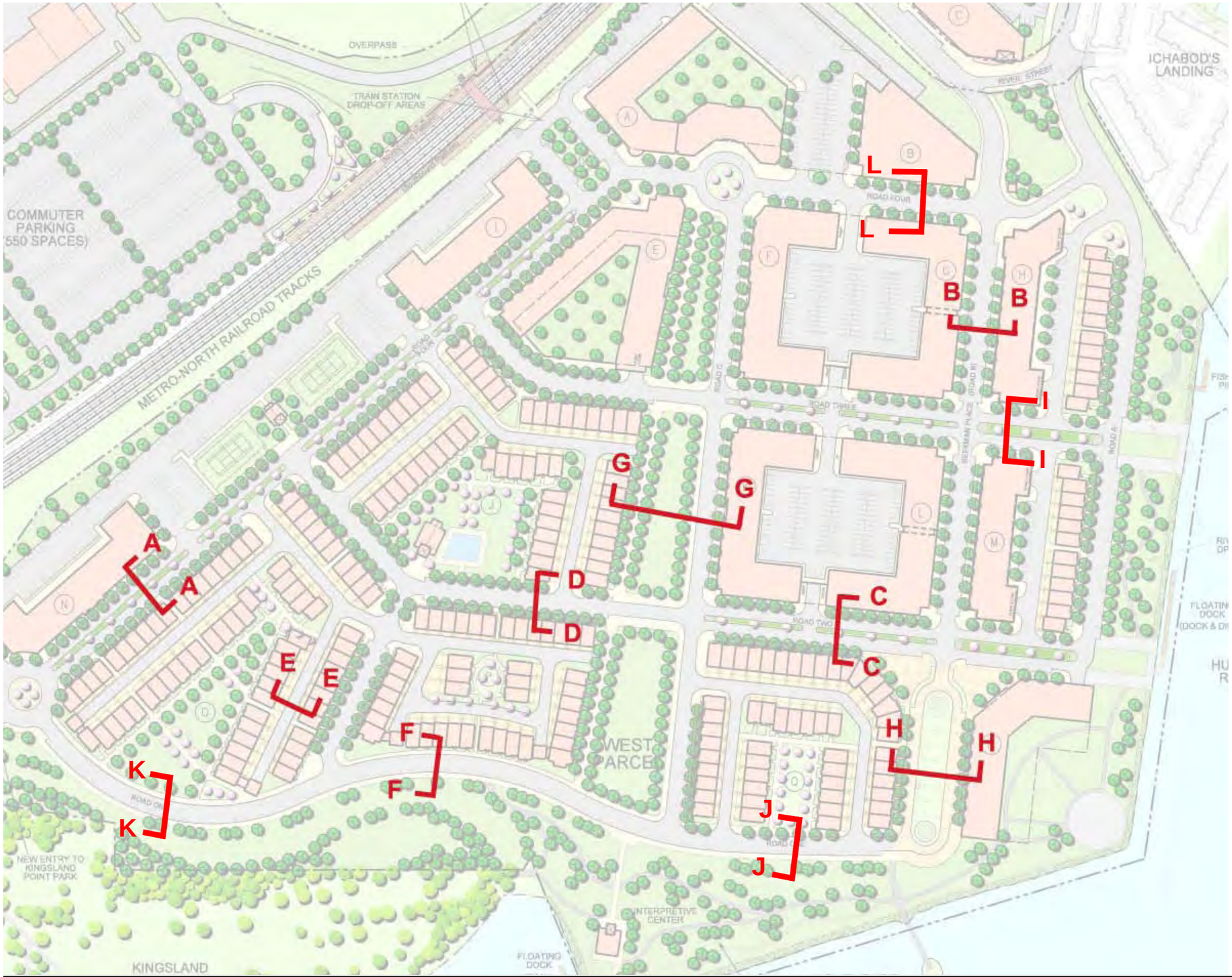
Secondary Network provides an alternate access into the site from River Road onto Road A. This network feeds into the Primary Street Network and gives access to the interiors of the various Urban Districts.

Service Network

It consists of a network of alleyways that provide access to the parking, loading-unloading areas and in effect provides a rear end service to all the different uses. This takes a significant amount of load of the service vehicles away from the primary and secondary street network and helps in creating a friendly pedestrian atmosphere.

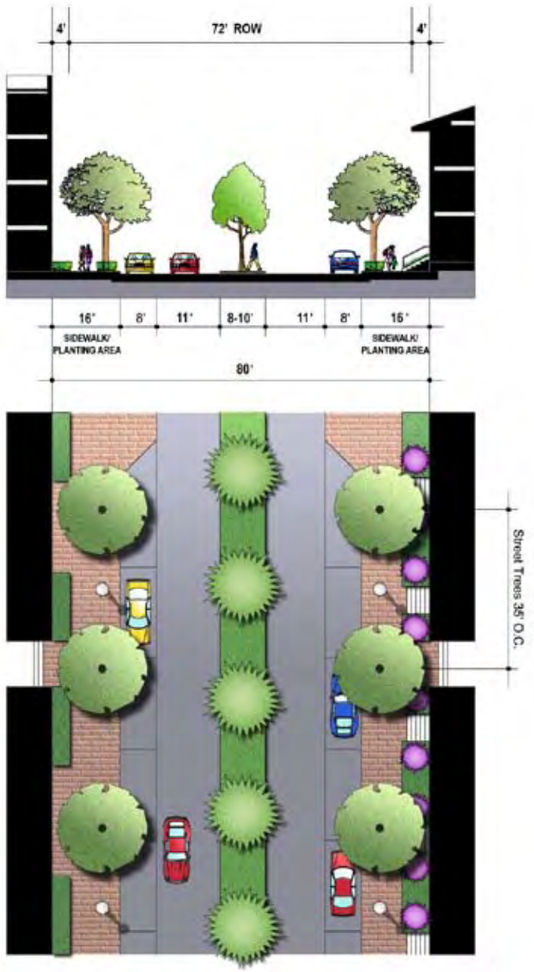
Pedestrian Network

It consists of a series of interconnected trails, mews, plazas and pathways that provide efficient, integrated pedestrian environment to the community. Each block is wrapped by tree lined sidewalks with a minimum width of 5’. In addition to that all the residential blocks have a set of interconnected mews to facilitate pedestrian thoroughfare. The Central Park is flanked by mews that leads to the Waterfront trail network.



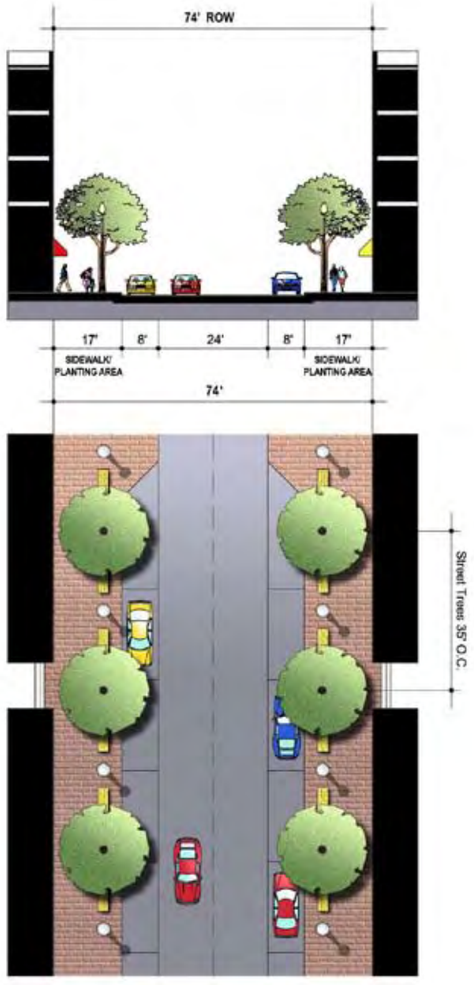
The implementation of a continuous streetscape is vital to the visual organization and unification of Lighthouse Landing, linking public areas and architectural features.

The following streetscape sections and guidelines address improvements between the street and the right-of-way line including sidewalk treatment, landscaping, lighting, utilities, signs, and other design items. Through simple improvements and organization, this relatively narrow area can improve the quality of the pedestrian experience and enliven



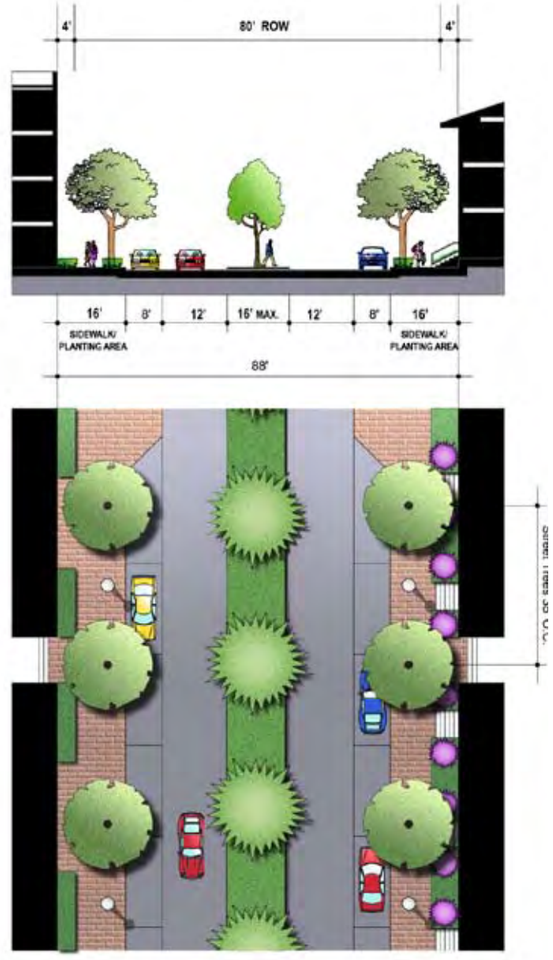
Section A - A

Typical for Road Four



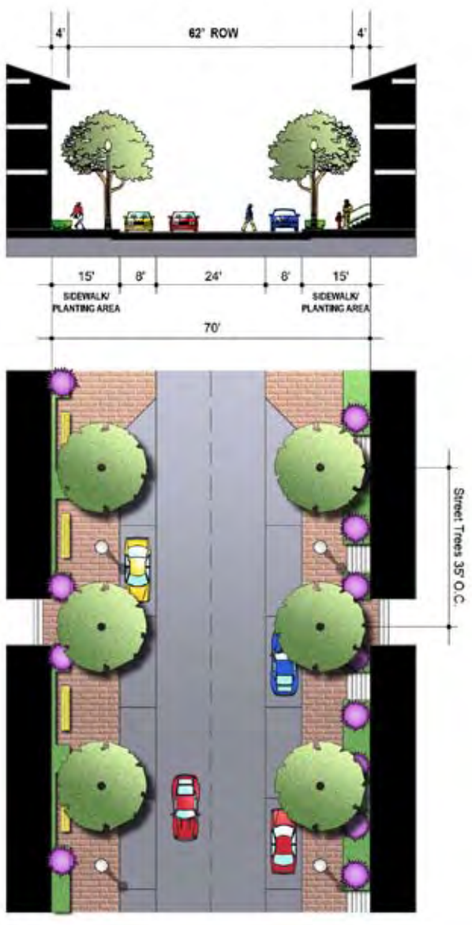
Section B - B

Beekman Place



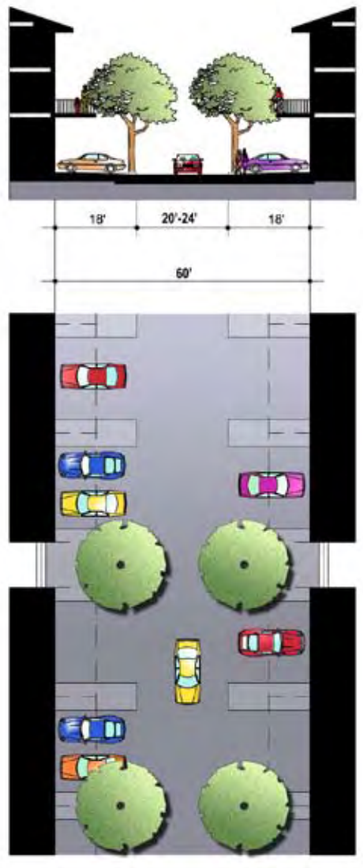
Section C - C

Typical for Road Two and Three with median



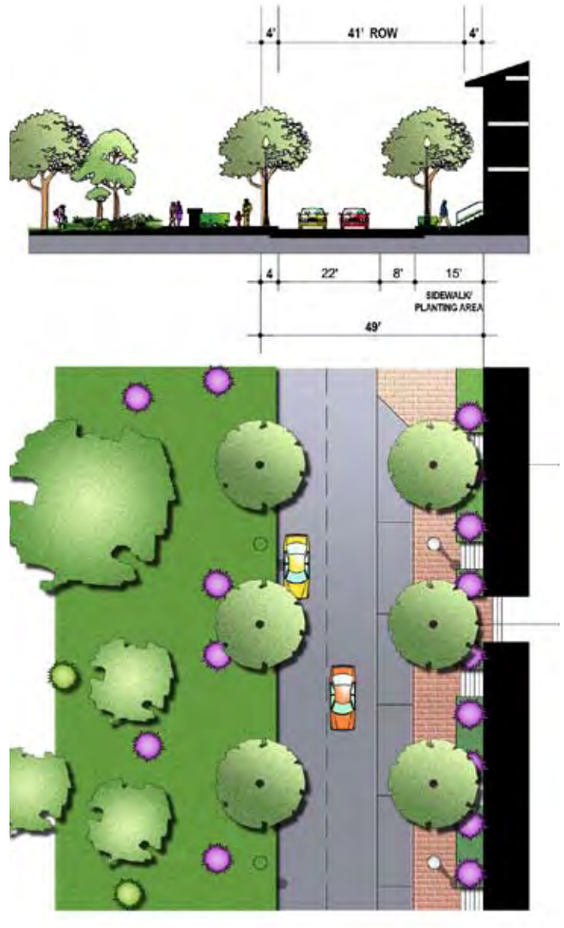
Section D - D

Typical section for Road Two, Three and Four



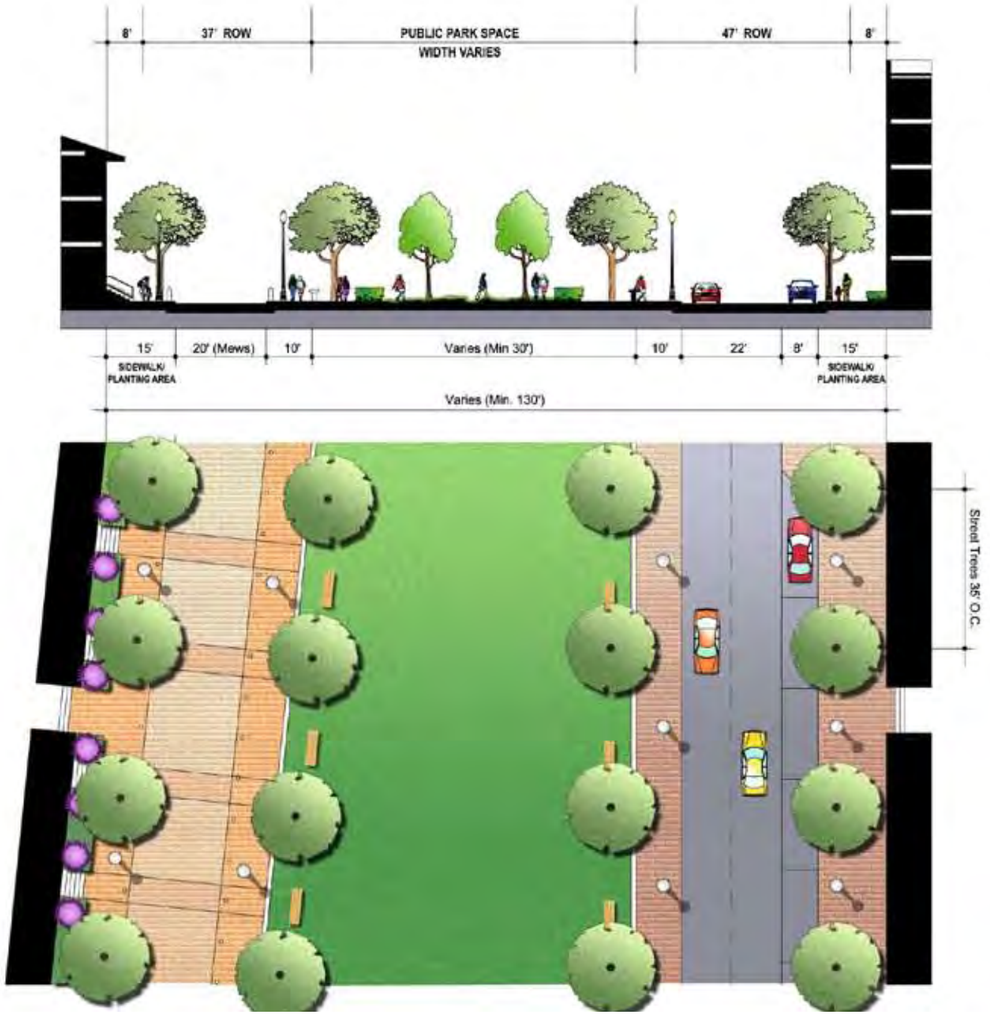
Section E - E

Typical section through alleys



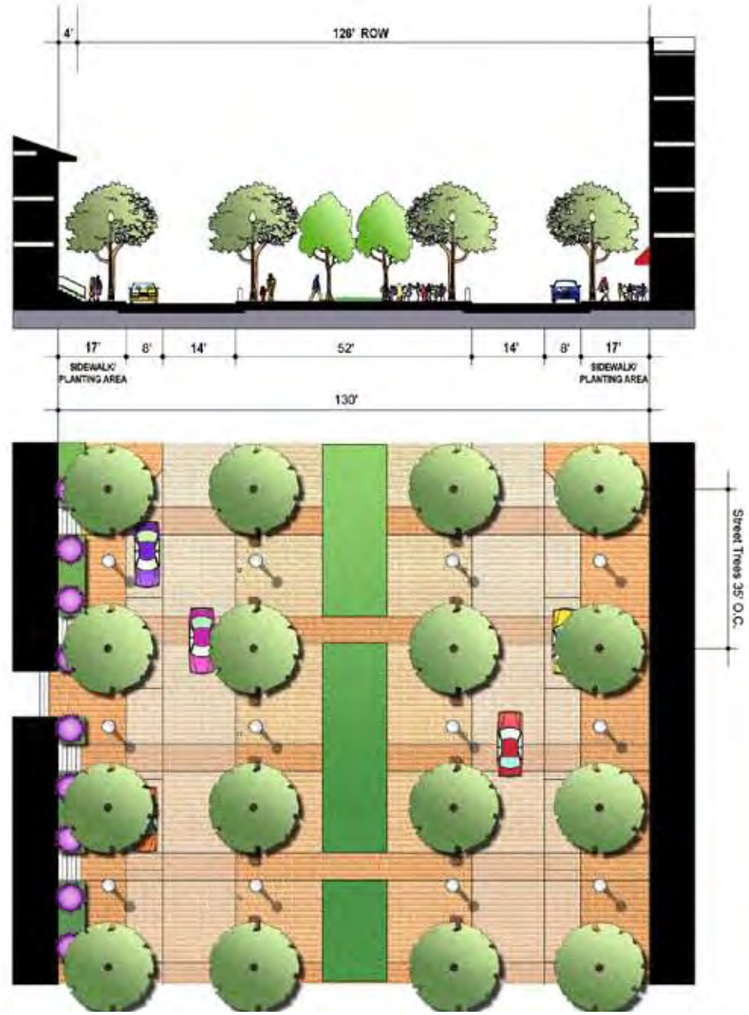
Section F - F

Typical Waterfront section for and Road A and Road One
(For Portion of Road One from Central Park to Road D)



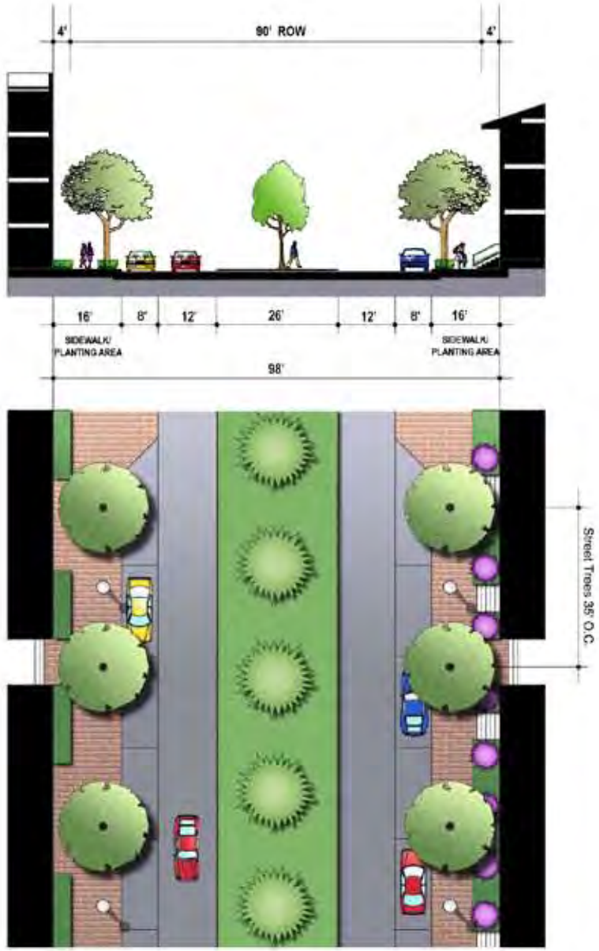
Section G - G

Typical section through the Central Park, mews and Road C



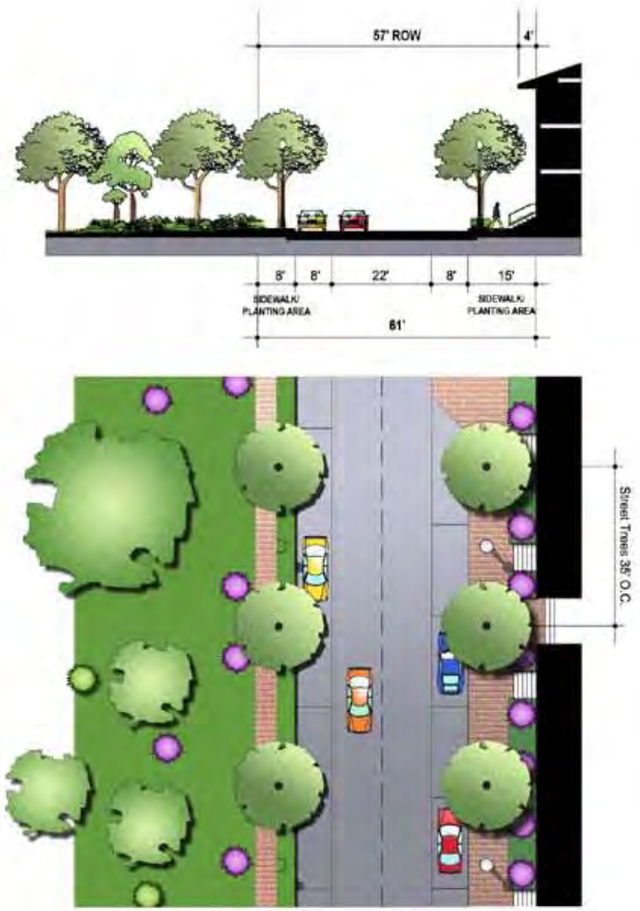
Section H - H

Section through Beekman Place Plaza



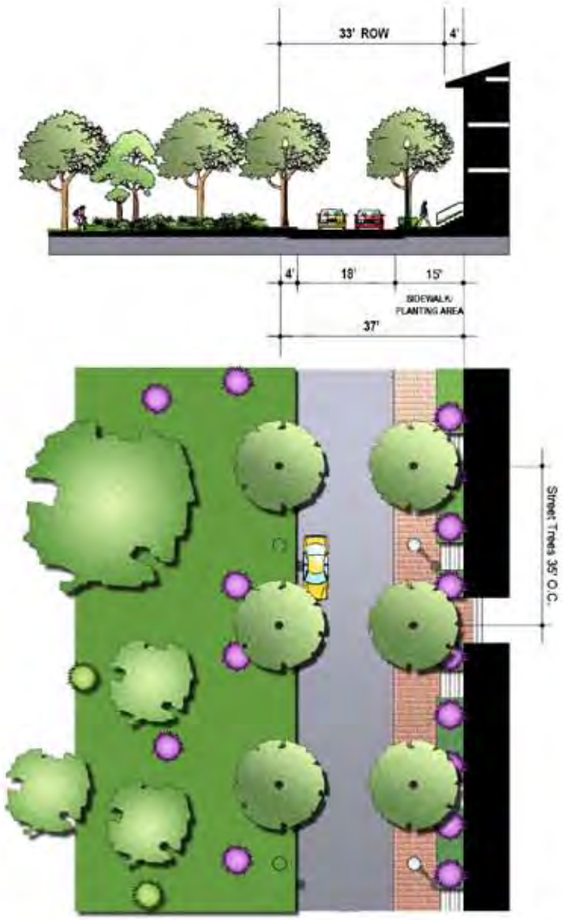
Section I-I

Typical Section through Roads Two and Three
(Between Road C and Beekman Place)



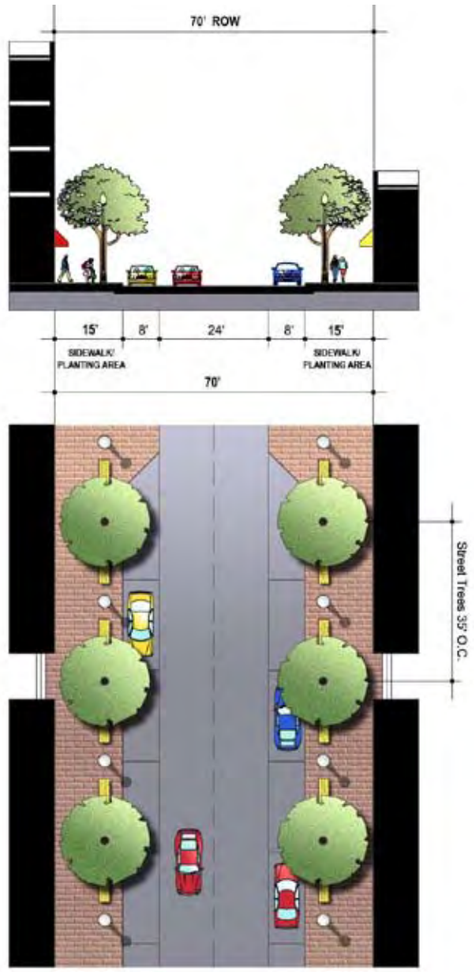
Section J-J

Section through Road One
(Between Central Park and Beekman Place)



Section K-K

Section through Road One
(Between Road Four and Road D)



Section L-L

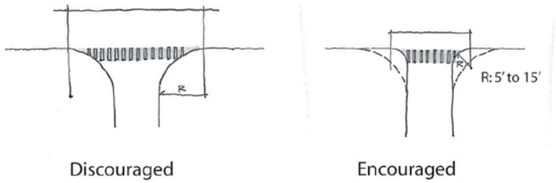
Section through Road Four

(On upper portion of Road Four from Beekman Place to Block A)

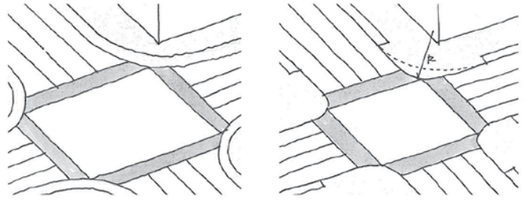
Lane Width and Curb Radii

- The width of travel lanes for typical streets shall be 10’-12’

- Typical Curb Radii shall be 5’-15’ to reduce pedestrian crossing distances and reduce car speed at intersections. Typical alley curb Radii shall be 5’. In limited instances larger curb radii may be used to accommodate loading, service, or over-sized vehicle requirements.



Discouraged Encouraged



Discourage Encouraged

- Intersections should be at right angles whenever practical, and are discouraged from being less than 75 degrees.

Sidewalks and Walkways

- Sidewalks should be provided along all sides of the lot that abuts a public street.

- Continuous internal pedestrian walkways, no less than 4 feet in width, should be provided from off-street parking areas to the principle customer entrance of all building on the site.

- At a minimum, walkways should connect focal points of pedestrian activity such as transit stops, street crossings, building, store entry points, etc.

- Sidewalks should feature adjoining landscaped areas that include trees, shrubs, benches, and flower beds. Special paving treatments shall be provided for sidewalks and crosswalks in Beekman Place, Waterfront District, Central Park District and Hotel Waterfront Plaza. Curb extensions (bulb-outs) are encouraged throughout Lighthouse Landing community, but mandatory at Beekman Place and Hotel Waterfront Plaza.

- Internal pedestrian walkways should be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as concrete pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

- Continues paved sidewalks along both sides of the street shall be separated from the vehicular lanes by street trees and parking lanes. Pedestrian facilities shall be maintained year round.

- The width of the street sidewalk/ planting areas shall be 8’- 15’ (See Chart 2 below and street sections)

Chart 2

District	**Sidewalk/ Planting Area Width**
Beekman Place	17’
Hotel Waterfront Plaza	17’
Central Park District	15’-16’
Waterfront District	8’-17’
Town home District	8’-17’
Loft District	15’-16’

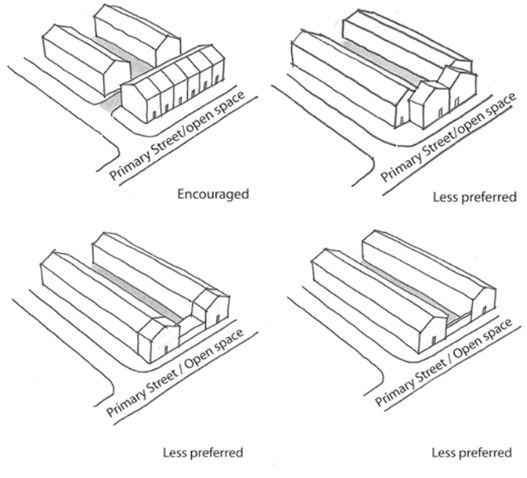
- Special paving treatments shall be provided for sidewalks and crosswalks in Beekman Place, Waterfront District, Central Park District and Hotel Waterfront Plaza.

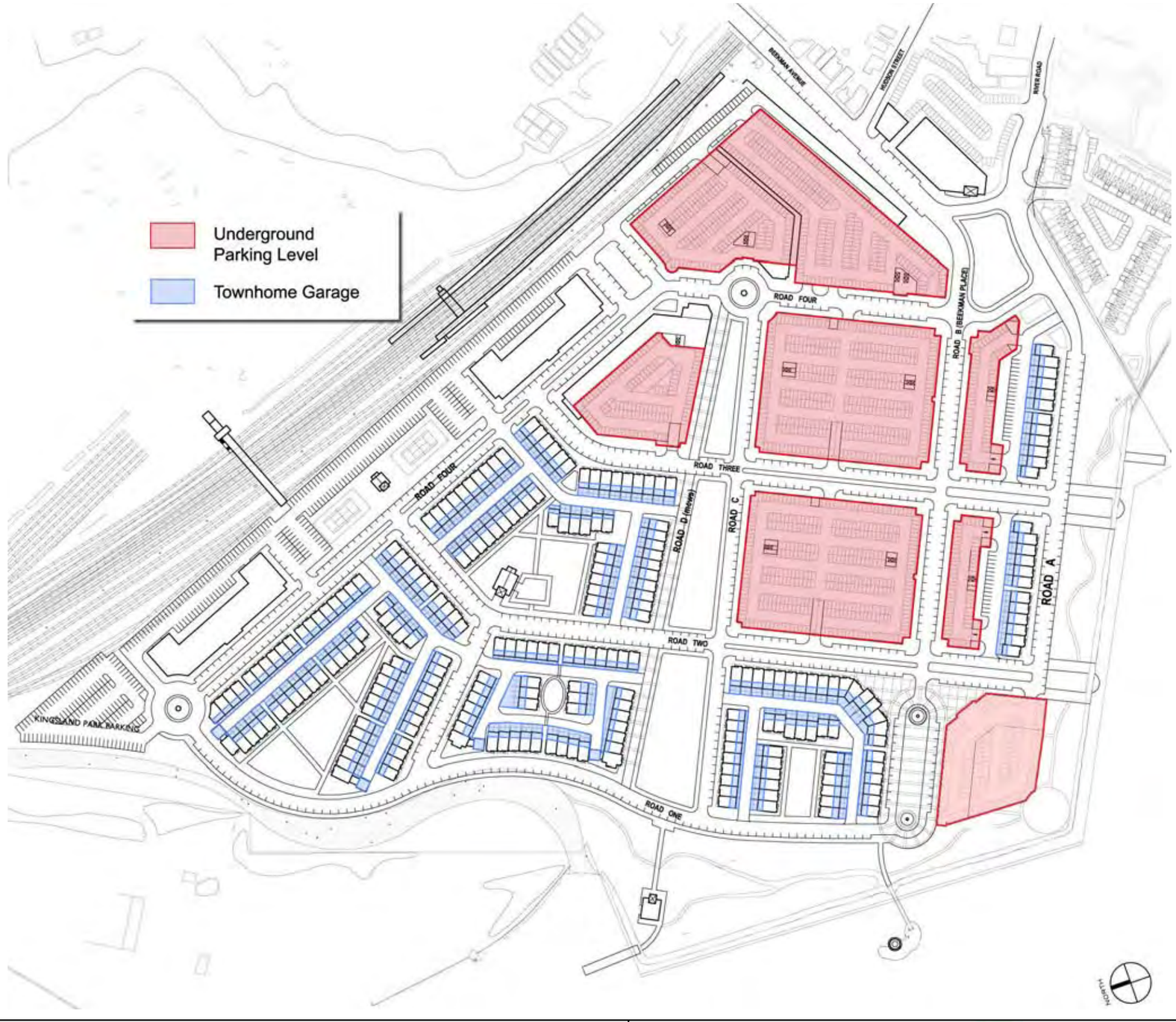
- Numerous curb cuts on streets facing public spaces are discouraged

- Alleys Will occur primarily within residential blocks providing alternatives to driveway interruptions and garage doors facing the street creating a suburban edge. Alleys minimize the hazards of vehicles moving across sidewalks.

- Alleys are encouraged be masked from the road adjacent to the Hudson River waterfront, central park, the Hotel Waterfront Plaza and other primary streets by a liner building or street screen.

- The maximum typical alley width shall be 24’. (See diagram for town home setback in Chapter 3.1)





Parking Design 3.2

Design Intent

Lighthouse Landing will provide adequate parking without sacrificing the ambiance of the public realm and pedestrian scale setting. The location of parking and its design treatment are planned to reduce the visual impact of parking in the public realm.

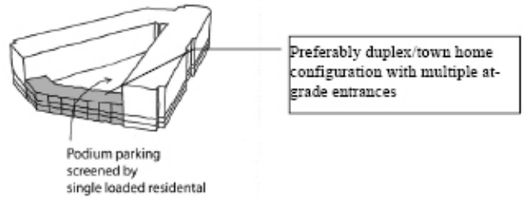
The intent of the following guidelines is to minimize the impact of parking on the pedestrian realm.

1. Surface Parking Lots have been screened off from public realm by buildings and landscape.

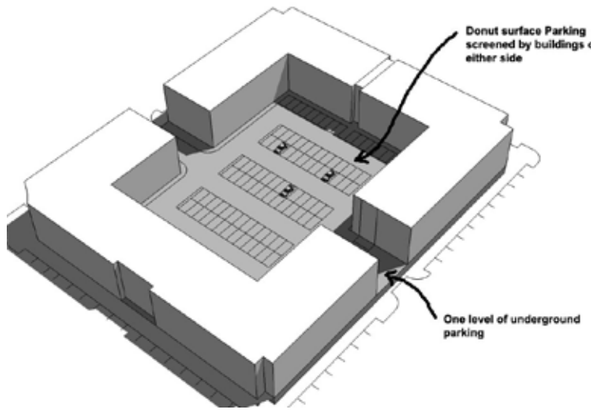
2. A significant amount of the parking is located below the street grade and within townhome garages to screen from view.

3. Above grade parking structures have been screened off from the public realm by single loaded use wherever possible.

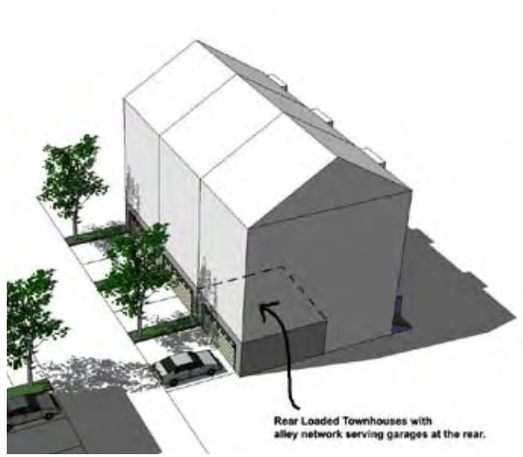
4. A network of alleys has been created to serve the parking structures from rear.



Strategy A



Strategy B



Strategy C

Parking Strategy

Accompanying diagrams show 3 specific Parking Strategies used in Lighthouse Landing in addition to Underground Parking to comply with the guidelines. Different parking strategies shall be designed for different building typologies.

A. Podium Parking

This involves above grade parking structure screened off on all sides from the street. In the case of this diagram, the parking is screened by single loaded residential use.The roof of this structure can be then used as a roof terrace providing amenity space for the residential use.

B. Donut Parking

In this case the roof of the underground parking deck is used as an interior surface parking lot screened off on all sides by enveloped retail and residential buildings. The lot is serviced by an internal set of alleyways.

C. Rear Loaded Townhouses

All the townhouses in the development are rear loaded with parking garage and driveway at the rear of the building accessed by a network of alleyways. This gives an uninterrupted street facade to the community. A variety of parking strategies for town homes may be considered to achieve a variety of building heights.

D. General Parking Design

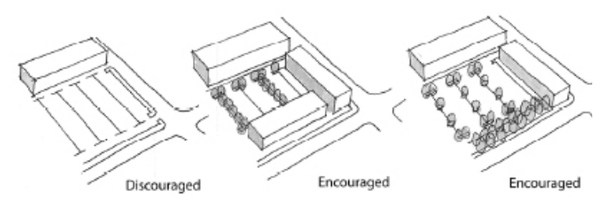
Parking lots should be generously landscaped with shade trees. In the interiorof lots, parking aisles should be divided with planting strips and tree islands,averaging a tree every 4 to 10 spaces. Brick, pavers or textured surfaces should be used to break up the monotonous effect of the blacktop and emphasize walkways for pedestrians.

- Sunken parking levels should not be exposed more than 5’ above grade.
- Shared parking between nearby uses are encouraged to reduce parking requirements, particularly, in cases where adjacent uses have different hours of operations (such as a residential building and an office building).

Parking Design 3.2

D. General Parking Design (continued)

- In general, on-street parallel parking shall be provided on at least one side of the street.
- Parking lanes shall be 7’-8’. (See street sections)
- Surface parking lots are encouraged to be masked from the main street frontage by a liner building or street screen.
- Tandem parking shall be allowed within the alleys.
- Parking lots and garages are encouraged to be accessed by alleys wherever possible.
- Parking structures are encouraged to be wrapped with active uses on the ground/street level



Streetscape Design 3.2

Street Trees

Both sides of a street should contain street trees occurring in a continuous and regimented fashion (placed 35’ to 50’ on center). Canopy trees should be placed between the sidewalk and curb in a min. 4' wide planting zone. Only high canopy trees should be used to improve visibility, security and ease of maintenance. Once established, trees should be limbed to about 12-15' above grade. Street plantings shall strive for consistency and compatibility in the planting palette used on each block leg. Street trees should be aligned with regular spacing where possible with clearance provided for building entrances. Street tree planting trips shall be min. 4’ wide. Street tree wells and grates shall be used for public sidewalks wherever there is no planting strip.

Streetscape Furniture

The whole of Lighthouse Landing development would have consistent streetscape furniture, including, benches, trash baskets, newspaper dispensers, kiosks, telephones, etc. Elements should be strong and durable, as quality will provide savings over the life expectancy of cheaper fixtures. A single color theme and type will be adopted for all streetscape fixtures and furniture. A minimum of one bicycle rack place shall be provided within the public or private frontage for every ten vehicular parking spaces at the Central Park, the Hotel Waterfront Plaza and the Waterfront District. Seating Furniture shall be provided along the sidewalk within the Waterfront District, Central Park District, Hotel Waterfront Plaza, the pocket parks, neighborhood parks and recreation areas. Benches, when provided, should be placed to face sidewalk or other pedestrian ways. A playground shall be provided in the residential area.

Special Amenities

Special paving materials, sculptures, water features, banners and flags can be used for visual interest and to create memorable images. A significant water feature should be provided in Central Park. (With potential for winter use). A playground should be provided in the residential area.

Walls, Fencing and Screening

Where parking and rear yards occur along the parkways, walls, fencing and screening shall be encouraged. Fencing of wood, forged iron, steel or aluminum (painted black) shall be consistent in design and materials, as a unifying element throughout the area. Street screens* should be between 3.5 and 8 feet in height and constructed of material matching the adjacent building facade. Street screens shall have openings no larger than necessary to allow automobile and pedestrian access.

*Street screen material shall be painted wood, berms, stones masonry, hedges, brick, or other durable material (e.g. fiber cement panels) which matches principle buildings, vegetation or combination of them.

Street screens should be located coplanar with the building facade line wherever possible.

Loading and Service areas

Loading, service areas and storage areas should be located appropriately to minimize view from adjacent roadways, sidewalks, open space. Street Screen may be used.

Lighting

A single family of lighting fixture and pole design will be utilized throughout Lighthouse Landing. Uniformity of fixture and pole design, color and compatibility with other site furniture elements will help organize the landscape setting. This contributes to the sense of a quality environment in addition to providing a sense of security. Lighting should be located between the street curb and the sidewalk.

Street Lights
Refers to light fixtures located along typical roadways, at intersections and within parking lots. Street lighting shall be provided on poles with a mounting height not greater than 20’ and a 1:3 light ratio in parking areas and alleyways.

Pedestrian Lights
Pedestrian lighting refers to light fixtures located along sidewalks, pedestrian areas, plazas and open spaces. Pole mounted fixtures shall be not greater than 16’ high and stationed at intervals of 30’ to 50’. Fixtures shall be less than 4 footcandles with a light ratio not to exceed 1:3.

Ambient Lighting
Additional night-time interest and illumination shall be provided by ambient lighting. However, uplighting shall be kept to a minimum to reduce effects of light pollution.

- Lighting should be located between the street curb and sidewalk
- A Lighting and Signage Plan should be developed for Beekman Place and the other Lighthouse Landing Districts.

Architectural Design 3.3

Design Intent

The design intent of the following guidelines is to ensure that buildings exhibit a commitment to quality of design, materials and color, respect the regional character and natural environment. The purpose is to develop standards which recognize the importance of a collective impression that will be the distinctive image of Lighthouse Landing.

Design

The natural setting and heritage of the region should be looked upon as points of departure for design development. Diversity is an inevitable result of time and fashion and should be seen as an important hallmark of a successful mixed-use community.

The issue is to select architectural design that has the integrity and resolution to be compatible with surrounding buildings and achieve an appearance that will extend beyond fashion and contribute to the village setting and sense of timelessness and sustainability.

Buildings shall be either traditional in their architectural character contemporary expression of traditional styles and forms respecting the scale, proportion, character and locale materials; or contemporary innovative architecture representative of current architectural thinking, but respectful of scale, proportion and character of surrounding/adjacent buildings. Imitations of the look of the traditional buildings are discouraged; Avoid “fake” historic architecture.

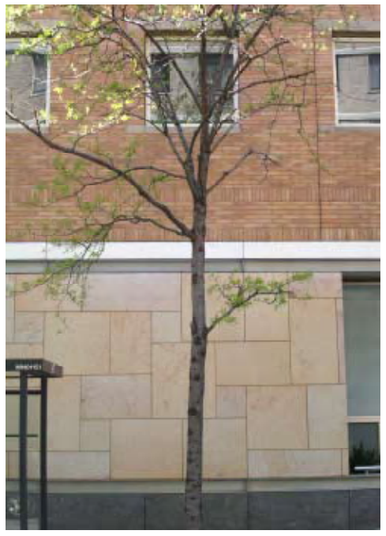
Faux treatments, “Blind” window openings are discouraged to avoid Disney-like representations of historic architecture. Architectural elements shall not be distorted and misused to camouflage incompatible building types, such as, colonnades used to “activate” street placed in front of inactive blank walls, arches that are “flattened” in proportion because of low floor-to-floor heights, classical columns that are too “fat”, and horizontally proportioned windows on buildings meant to be based on 19th C. New England, etc..

A variety of architectural features and building materials are encouraged to give each building or group of buildings a distinct character. One or more buildings of contemporary expressions are encouraged throughout Lighthouse Landing to create a feeling of “planned eclecticism”. Prevailing facade lines shall be maintained within the same block, even when distinct architectural styles are employed.

Encouraged

Encouraged

Architectural Design 3.3



Materials

Local character should be looked upon for material references. The use of architectural materials should be limited to one or two elements for the major portion of the building. Brick, glass,stone, pre-cast, fiber-cement panels, and wood are all appropriate, contextual materials. Less durable materials such as vinyl, aluminum siding, and plastic or fiberglass details or molding should be avoided on the lower levels of buildings. No buildings shall be sided with sheet aluminum, asbestos, corrugated metal, plastic or fiberglass siding. Windows and doors should be of quality construction and strong thermal and noise performance.

Windows and doors shall be made of aluminum, wood or vinyl-clad wood. Windows and doors shall be glazed in clear glass with no more than a 10% daylight reduction. Balconies, galleries and arcades shall be made of concrete, painted wood or metal. Materials and color palette that is related to local traditions shall be used, but avoid historical mimicry that creates and inauthentic appearance.Durable material shall be encouraged everywhere, but mandatory at the ground floor. Desired exposed roof materials include slate, shingle and metal formed to resemble “standing seams”. Gutters shall be made of galvanized steel, copper, or painted aluminum. Stoops may be made of brick, cast concrete, masonry or metal. Street screen material shall be painted wood, berms, stones, masonry, hedges, brick, or other durable material which matches principle buildings, vegetation or combination of them.

Color

The primary building colors utilized should be earth tones and colors found in the local landscape. Accent colors (brighter hues and values) may be used to complement the building color(s) and may be applied to window mullions, cornices and other architectural elements.

Elevations

All elevations will have the same design elements and materials as the street facade. However, the primary street facade will maintain a hierarchy and contain the main building entrance. Buildings that face more than one street will maintain the same architectural treatment, design, materials, and colors compatible to the front facade. Balconies, front porches, bay windows and stoops are encouraged. The undercroft of decks and porches less than 5’ above grade shall be enclosed by wood lattice or louvers.

Building Orientation

Buildings should be oriented with the main building entrance on to the primary street. Corner lot buildings should choose to orient towards one street, but may shift in their location and angle to give a more irregular sense of place reminiscent of the village character. Secondary entrances should serve the side and rear elevations, parking and rear yards.

Window Openings

Window openings help to create a friendly environment and are critical in establishing a building's architectural character and proportions. Windows should be encouraged on all elevations, including those facing parking and service areas, when feasible. All street level exterior windows will use clear glass. Highly reflective glass will be discouraged. Shutters shall be operable and sized to windows. Doors and windows that operate as sliders are prohibited along frontages

Encouraged

Architectural Design 3.3

Encouraged

Discouraged

Retail Frontage
Retail frontage shall provide as continuous shop front as possible at sidewalk level along the entire length of the retail frontage. The shop front shall be no less than 70% glazed in clear glass and may provide an awning or signage overlapping the sidewalk. Doors and windows that operate as sliders are prohibited along frontages.

Service Areas
Dumpsters and service areas should be located appropriately and screened from view from adjacent roadways, sidewalks and trails using either dense evergreen landscape materials or masonry and wood frame walls, 6' to 8' high, matching the adjacent architecture.

Setbacks
Building setbacks are minimized at most of the places to maintain the Street wall. The front yard in case of townhomes are also minimized and have been detailed out in Chapter illustrating Street Sections. Buffer space closer to the rail line is provided by landscape design and introduction of alleys.

Roofs
Buildings may have flat roofs enclosed by parapets or sloped roofs. Pitched roofs shall be sloped no less that 5:12, except that porches and attached sheds may be no less than 2:12. Dormers may take gable, hip or shed form, and should cumulatively not exceed 1:2 of the overall roof length. Dormers shall be placed a min. of 36” from side building walls. Dormers shall be roofed with a symmetrical gable or hip. Flat roofs are encouraged to be enclosed by parapets a minimum of 6 inches height. All gables should be functional. Roof terraces are encouraged to create a more varied roofscape/skyline.

Mechanical Equipment
Mechanical equipment should be concealed from public view as much as possible. Utility boxes should be screened using fencing, walls, or vegetation, by locating them in the rear of a building lot, or by housing them in structures resembling outbuildings. Heating, ventilation, and air conditioning equipment typically mounted on the roof should be situated beyond sight lines as viewed from the ground and adequately screened from public spaces as much as possible.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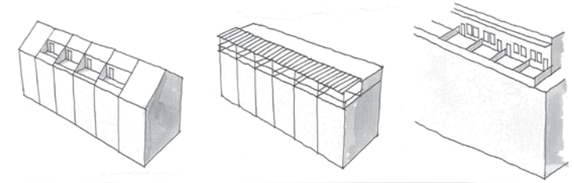
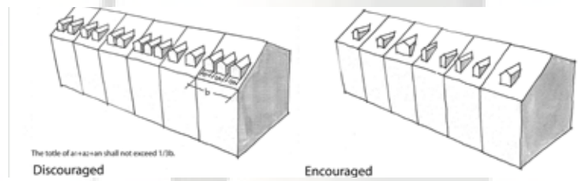

Roof Terrace Forms

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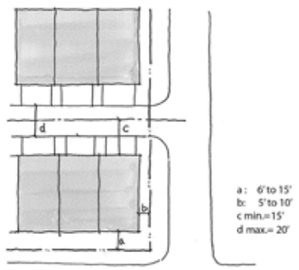
Building Relationship to Street

Lot size and geometry are designed to encourage an efficient use of land, define public greens and maintain a strong street edge. Building front, side and rear yard setback dimensions will be reduced from typical standards to increase the sense of spatial definition and urban community. Setback dimensions will provide adequate room for sidewalks, streetscape improvements and, where appropriate, private landscape improvements between building and sidewalk. Minimal and varying setbacks contribute to the village character of the development.

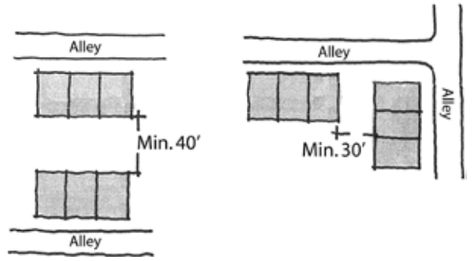
- Town home front setback shall be minimum 4’ and maximum of 15’ to ROW on typical streets.
- Town home side setback on end units shall be minimum 4’ maximum of 15’ to ROW on typical streets.
- Town home rear setback shall be minimum 15’ from the center line of the alley. (Face of projecting rear decks may be a minimum of 10’ from the center line of alley.)
- Facing town home frontages should be minimum 40 feet, except in some cases, where town home front faces side of another unit, where 30’ minimum is allowed.



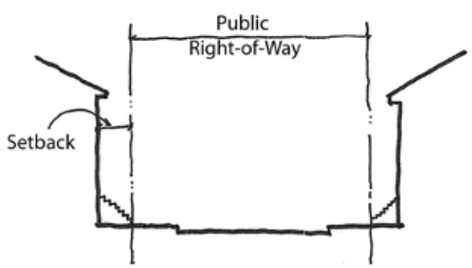
- Apartment building setback shall be minimum 4’ and maximum of 15’ to ROW on typical streets.
- Typical hotel setback shall be min. 4’ and maximum of 15’ to ROW. Facades facing Beekman Place may have zero setback to ROW.
- Typical retail setback shall be min. 4’ to ROW. Facades facing Beekman Place may have zero to 5’ setback to ROW.

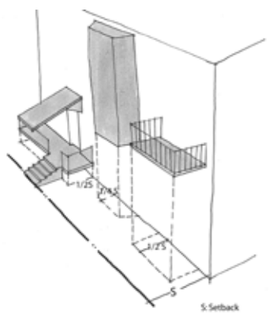
Consistent setbacks from the streets are encouraged. New buildings on a street should conform to the dominant setback of buildings built in previous phases.

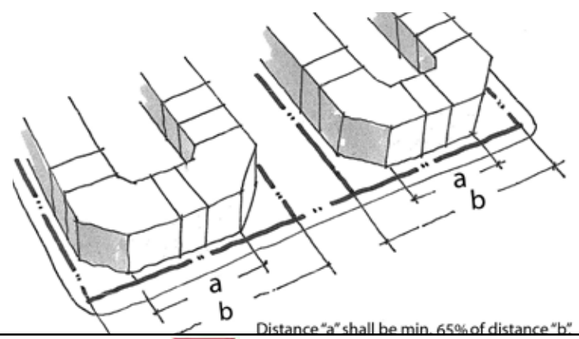
Awnings may encroach the public sidewalk without limit, stoops may encroach 100% of the depth of the setback. Open porches and awnings may encroach up to 50% of the depth of the setback. Balconies and bay windows may encroach up to 25% of the depth of the setback.



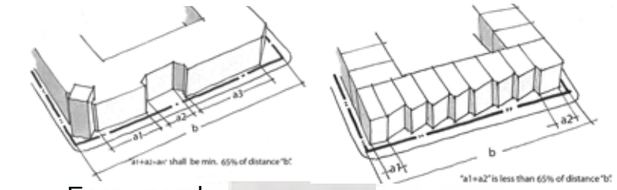
- The front facade of the principle building on any lot should have their principle pedestrian entrances on a frontage line facing onto a public street or open space. The front facade should not be oriented to face directly toward a parking lot and alleys.
- Building facades are encouraged to be built parallel to primary streets along a minimum of 65% of its length wherever praticeable.
- Solid masonry Frontage masonry walls * shall not exceed 1st floor finish floor height. Fences along public right-of-way shall be no higher than 42 inches.
- *Solid masonry frontage walls shall be painted fence, walls of stones, hedges, brick, or other durable material which matches principle buildings, vegetation or combination of them.
- Where possible, first level residential floors are encouraged to be raised 2’ to maximum 5’ from average side grade







Building Setbacks 3.3



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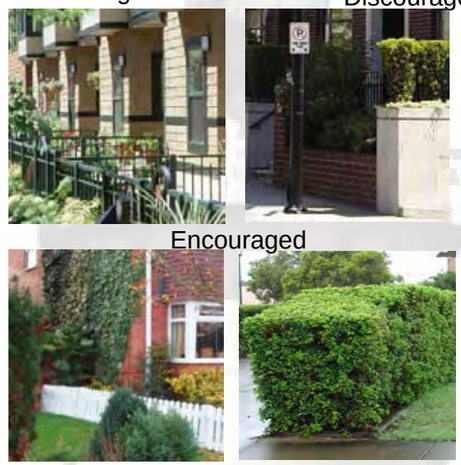

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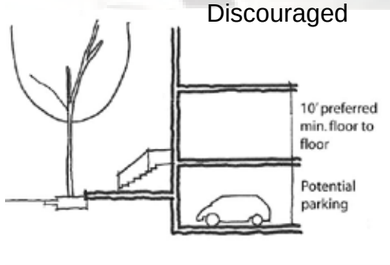
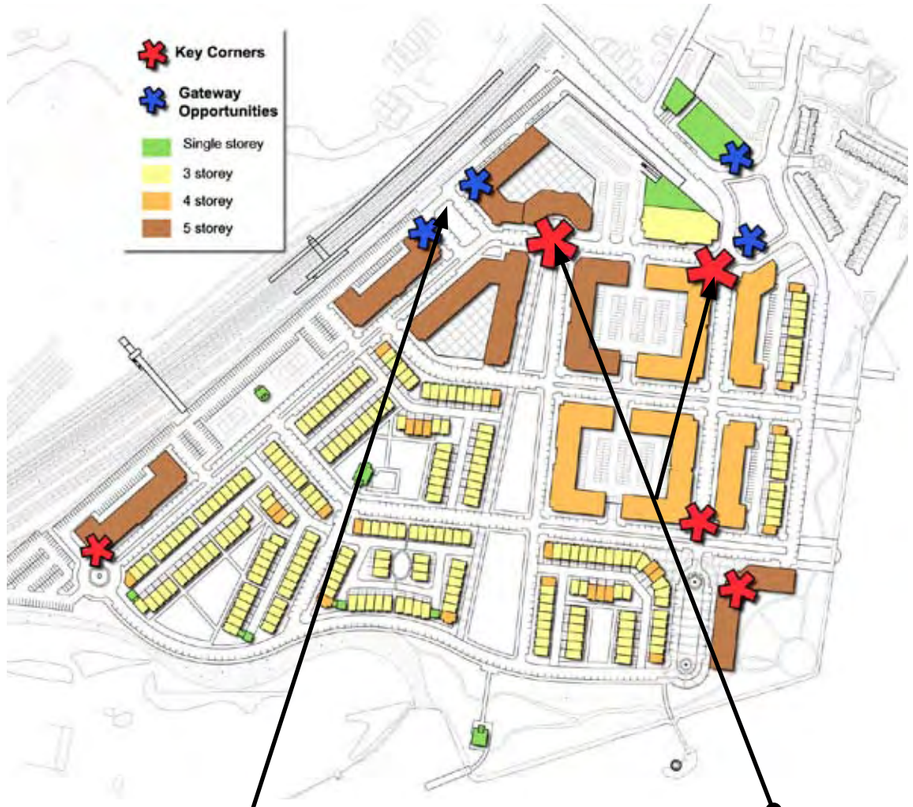
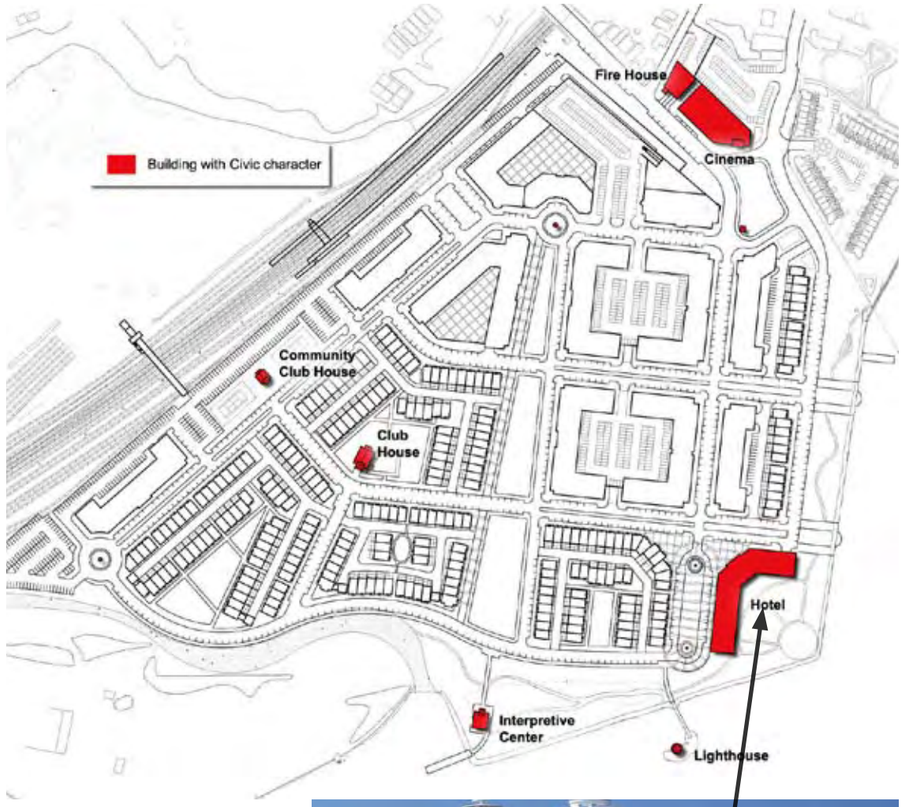




Building mass can be altered creatively at strategic points of entry to establish a sense of Gateway and providing an identity to the community.

Strategic focal points and landmarks can be defined by altering the building massing at these Key Corners. Special building corners and various architectural elements can be used to create a sense of place.



The Civic structures with a distinguished building design and unique massing can be used to anchor the various districts and in turn can act as landmarks.

Building Massing 3.3

Building Massing

Buildings will exhibit variety in their massing, projections and recesses while maintaining a human scale which is comfortable for the pedestrian. Where appropriate, asymmetry in design is encouraged to provide visual interest. Visual vitality and architectural diversity will further be achieved through the use of elements such as balconies, porches, turrets, dormers, bays and areaways. At the same time, shared common elements will be utilized to unify the overall design.

Key Corners and Gateways

Building massing is creatively varied specially at the Strategic locations shown in the accompanying diagram. Local anchors are developed at these key corners like at the tip of Beekman Place or at the end of Central Park by framing the space with accentuated building mass. Several Gateway opportunities are recognised at key entrances into the community like at the Transit Plaza or at the Village Green.

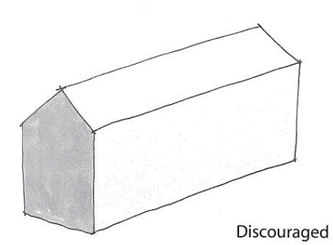
Building Heights

Proposed structures will be respectful of adjacent structures while allowing variety and interruptions in roof forms and skyline treatment that will enhance the sense of pedestrian scale and visual interests while screening mechanical equipment.

Civic Structures

Various public buildings with civic uses are introduced throughout the community which can act as local landmarks and anchor the public realm in the different districts with their unique architectural typologies. They are designed to provide interesting pauses in the integrated pedestrian network. Therefore, Building Design Guidelines do not apply to civic and public buildings, or special use buildings. (Including hotel).

Building Massing 3.3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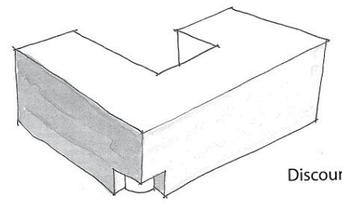
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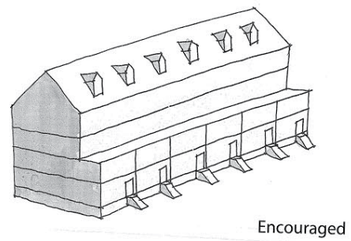
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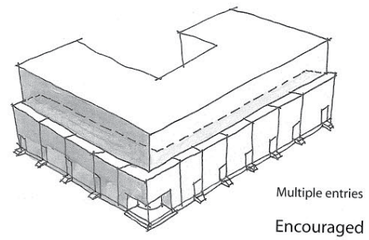
Multiple entries

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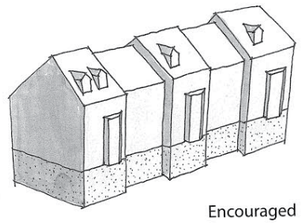
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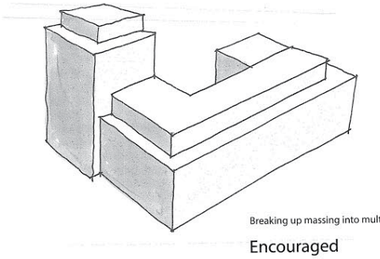

Breaking up massing into multiple buildings

Encouraged

Architectural Massing

Where possible, buildings are encouraged to have street wall lengths less than 180'. Long uninterrupted walls are monotonous and should be modulated or broken up with architectural features. The use of multiple architects or designers is encouraged to provide additional variation and diversity in the physical design of the street. The building massing of a street wall longer than 120' should be de-emphasized in a variety of ways: dividing the building into multiple massings, architectural details such as division or breaks in materials, window bays, separate entrances and entry treatments, variation in roof lines, awnings.

Multiple ground floor entries are encouraged for residential buildings. Different building typologies may be combined to provide architectural varieties, such as embedded town home/ duplex units on base of apartment buildings.

Open Space Design 3.4

Design Intent

Quality landscape architecture is critical to the image of Lighthouse Landings at Sleepy Hollow.

• Appropriate landscape will unify elements of the development, enhance the pedestrian environment, frame and focus views, and provide screening for roadways, parking and service areas.

• Landscape design interest should be created through the use of plant material, site and retaining walls, higher quality paving materials, and publicly accessible accent features, such as sculptures and fountain.

• The design of the landscape should emphasize such elements as form, texture, and rhythm, as well as celebrate the seasonal nature of environmental change.

• Building entry points, plazas and other special public spaces demand a higher level of design detail. This may be achieved through the use of a richer palette of plant materials, more complex paving patterns, etc.

Open Space Typologies

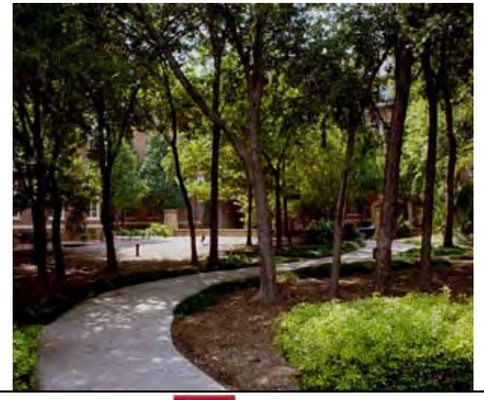
Lighthouse Landing will include a green infrastructure of managed and natural areas, and provide an appropriate and continuous landscape setting accessible to the whole community. The public space becomes an overarching organizational element for the community. A goal of the development is to provide green spaces and recreational amenities in a broad range of landscape settings, such as retail streets with landscaped sidewalks, a village green with pedestrian amenities, pocket parks, plazas, patios, and natural areas with walking trails. Where appropriate, portions of existing vegetation will be preserved and incorporated into the development.

The plan includes the following components:

Pocket Parks and Urban Plazas
The Hotel Waterfront Plaza at the terminus of Beekman Place anchors this mixed use district and provides a platform for variety of activities that enhance the sense of community. Various green spaces throughout the community play a role in enhancing neighborhood interaction by providing exterior gathering spaces for chance and informal social interaction.

Village Green
Village Green forms an integral part of the Pocket Park structure and provides a Gateway into Lighthouse Landing. It forms an important civic arrival point to the community. Central to the village, the green will accommodate informal recreation activities that utilize the sloping topography of the site and open view of the Hudson river along Beekman Avenue Axis.

Landscaped Streets, Sidewalks and Trails
Various informal parks and open spaces will be linked within the community through landscaped streets, sidewalks and trails encouraging pedestrian activity. Streetscapes are envisioned as a critical part of the community's open space contributing to the public realm and the overall sense of place.



Central Park
The Central Park is the center piece of the Open Space Strategy for the community. It is a great wedge shaped park which runs for 3 blocks between Road Four and Road One. Mainly edged by Residential buildings it provides a community space not only for the community of Lighthouse Landing but to the larger Village of Sleepy Hollow community. It opens out the Southern end of the community to the Waterfront. It is more formal in nature than the other pocket parks and provides a passive recreational space to the community.

Neighborhood Parks
The Townhome District includes a series of intimate landscaped spaces within the blocks to provide a variety of community space which is more private in nature. These spaces provide the open space infrastructure to the immediate surrounding residents and help in inducing a sense of distinct neighborhoods within the larger community. The Loft District in turn includes an active recreational neighborhood park with tennis courts. These neighborhood spaces also include a community building or club house to support the activities.

Waterfront
The Hudson River Waterfront and Kingsland Point Park are critical elements to the Open Space Strategy of Lighthouse Landing. High quality Landscaping and comprehensive open space design will make this area a great natural asset and amenity to both the residents of Lighthouse Landing and of the larger Village of Sleepy Hollow community. The Waterfront is designed to include hike and bike trails, pedestrian trail connecting into the larger pedestrian network and a variety of community buildings providing active recreational opportunities. Several civic structures like the interpretive center, the Lighthouse, Hotel, etc. would give a distinct identity and sense of place to the Waterfront.

Landscape Design

Landscaping is one of the rare site investments that improves with age and is therefore an important component in ensuring the long-term viability of Lighthouse Landing as a community. Landscaping should be utilized extensively in the open spaces to add softness, texture and color to the hard surfaced public areas. Dominant plant materials should be used throughout the areas as a unifying element of the overall plan.

Three basic rules apply to all landscaping:

Keep the design simple — Landscaping should emphasize simplicity of design. Quality and durability are much easier to achieve with simple, straightforward designs.

Use quality materials — Quality materials age well, stand up to abuse and have a comparatively long life expectancy.

Provide easily maintained installations — The best design, implemented with quality materials, is ineffective if it is not maintained.

The following items should be considered in the landscape design of Lighthouse Landing:

Color and Specimen Material

To be efficient, color and specimen material must be used generously in a few key locations. Selecting a few highly visible locations is more effective than sprinkling color in small patches over the total site.

Massing and Grouping of Plant Material

Large groupings of a single species is preferred to planting a large area with numerous species. Trees and shrubbery should be respectful of the surrounding scale of both street and building dimensions.

Maintenance Edges

Maintenance edges provide an important sense of orderliness. Lawn areas should be separated from landscaped beds with edging such as concrete walks, steel edging or curbing.

Security and Surveillance

Plant material should be confined to 36" and lower, and tree canopy (tree limbs and leaves) should begin at 12' and above to allow for visual surveillance and a sense of security.

Landscape Materials

Deciduous Shrubs - Should be used as accents to create seasonal color interest.

Edging Material - Plant bed edging, mowing strips or other edging materials are encouraged.

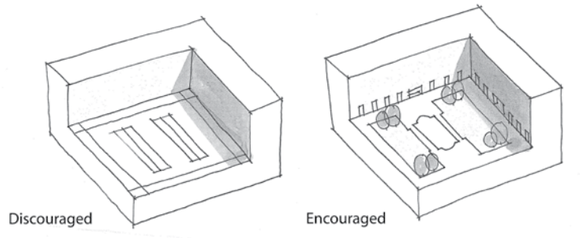
Evergreen Shrubs - Shall be selected from varieties of winter-hardy shrubs commonly found in the mid-Atlantic region. They may be used where a low-level screen or hedge is desired.

Evergreen Trees - Shall be used in strategic locations, and designed into group plantings to enhance "winter" seasonal interest, screen objectionable views of service areas and parking, and act as a backdrop for ornamental (flowering) trees.

Ornamental Trees - Normally 12' to 25' tall at maturity, ornamental trees should be planted for accents and visual emphasis.

Streetscape & Canopy Trees - Used between the building zone and the street edge, streetscape and canopy trees should be major deciduous trees. They may be located either within sidewalk planters or in planting zones between the sidewalk and curb. The minimum preferred size is 3"-3 1/2 caliper.

Turf - Lawns and other turf zones within the street ROW and other development areas should be used.



Encouraged

Discouraged

Open Space Design Guidelines

The landscape and paving design in the public and private frontage shall coordinate with the public streetscape.

Special landscape treatments shall be applied to the roof of the podium parking structures, especially when rooftop parking is exposed to public right-of –way.

The playgrounds shall be fenced and may include an open shelter.

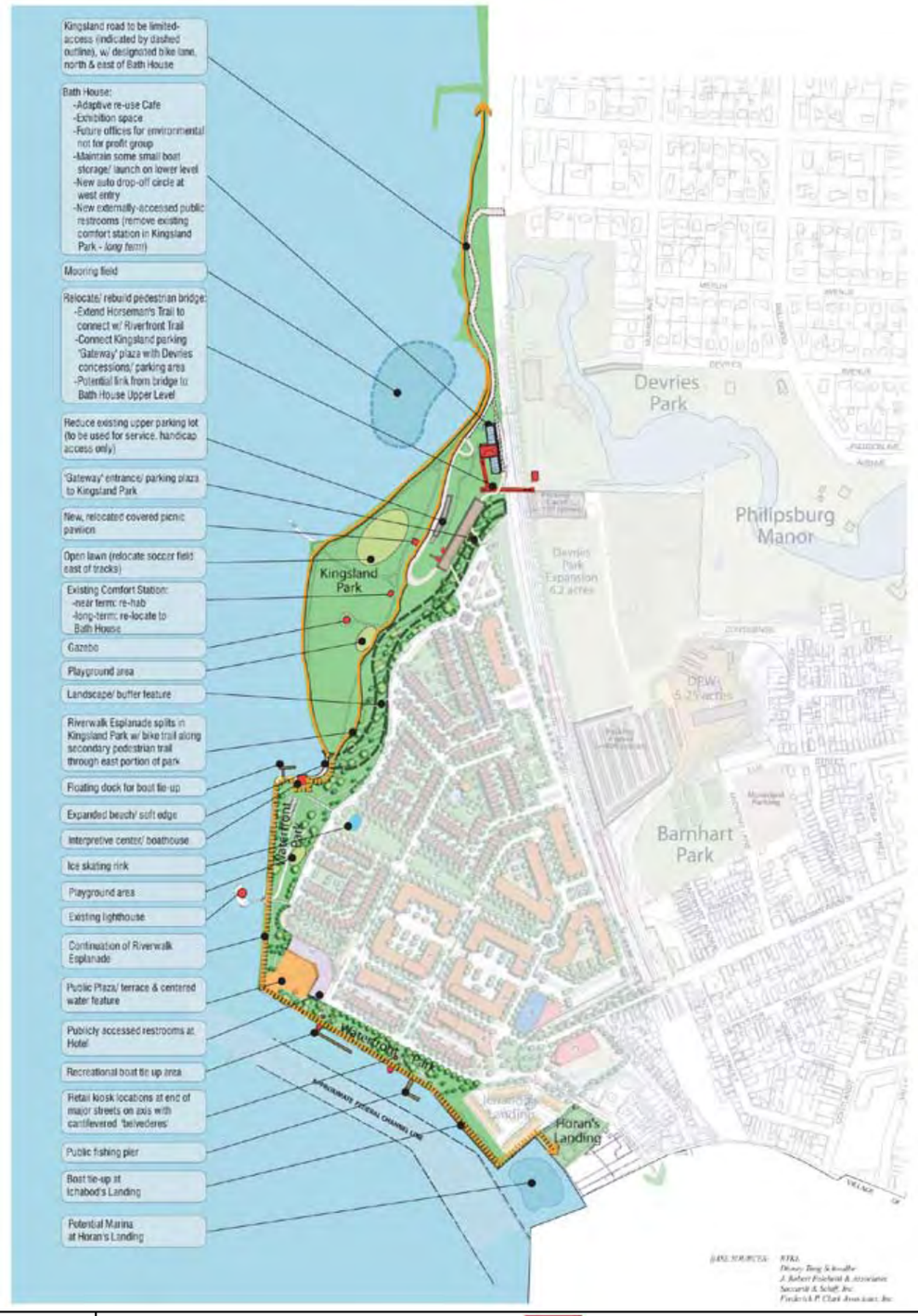
Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens.

Innovative storm water management solutions may combine bio-filtration techniques into aesthetic water features.

The setbacks between sidewalk and buildings shall be landscaped.

4

Appendix



Waterfront 4.1

Waterfront-related Use

The Waterfront Park shall include an integrated and comprehensive network of public, water-related uses in and around the redevelopment of the Village of Sleepy Hollow.

The Waterfront Park shall be consistent with the State and County's master plan for continuous and accessible open spaces along the Hudson River, activated with public amenities and water-related uses.

Highlights along the waterfront include the existing lighthouse, a new interpretive center, several public boat tie-up docks, a public pier, a mooring field, the potential redevelopment of the old Kingsland Park Bath House, a public plaza adjacent to the hotel.

The waterfront shall include hike and bike trails, pedestrian trail connecting into the larger pedestrian network, and public amenities.

The pedestrian bridge shall be relocated/rebuilt to connect to Houseman's trial.

Public accessed restrooms shall be provided at the hotel and bathhouse.

For specific waterfront-related elements and locations, refer to Village of Sleep Hollow Waterfront Use Master Plan Illustration.

Precedent Analysis 4.2

As part of the collaborative development of these guidelines, the Village of Sleepy Hollow's design consultant, Beyer Blinder Belle assembled an extensive precedent analyses of various building types relevant to Lighthouse Landing. Refer to FEIS Appendix 2 for full body of this analysis.

DPW Building Image

East Parcel 4.3

EAST PARCEL

The Department of Public Works building planned for the East Parcel is envisioned to be a quality building that meets the needs of the Department.

Exterior Design Principles

A Summary of Principles To Guide The Architectural Design of Beekman Place

1 **The architectural design of Beekman Place needs to reflect a feeling of "planned eclecticism" to be considered truly authentic.** Great variety and diversity in the architecture, even in new construction, is required. As seen in other Main Streets, great variety and diversity will result in a unique and authentic blend of new and old, modern and historic, intimate and monumental forms that will make Beekman Place a one of a kind place.

2 **The scale of large blocks should be broken so that they appear to be made up of many buildings promoting visual interest and diversity.** In doing so, we will be mindful of the pattern and rhythm of buildings and facades seen in other Hudson River towns and villages that bring with them such a wonderful pedestrian scale and character.

3 **Great streets include buildings that have evolved over time.** Collections of buildings tell a compelling "story" about a town's past, as well as, its future. Successful ones result in a variety of building heights, primarily 3 to 5 stories, include structures that vary greatly in width and convey a strong sense of history.

4 **Buildings in other Hudson River communities are predominantly masonry.** Common brick dominates throughout but with significant amounts of metal and wood used for building trim and details such as, cornices and pediments. While brick may be prevalent, every once in a while there may be an occasional building that uses alternative materials, such as stone, metal or glass.

5

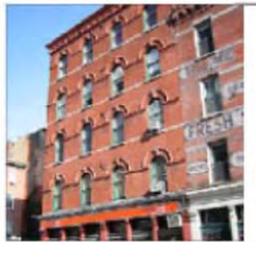
Main Street's color palette is a warm one but with a diverse range in its architectural details and storefronts. Typically, there is a variety of brick colors in warm, often muted, earth tones. Contrast is created in the painting of decorative architectural trim and accents in addition to the retail signage, graphics and displays emphasizing a merchant's identity at the ground floor.

6

Windows and doors are typically of a vertical proportion. More tall than wide, they were indicative of interior rooms with high ceilings and the desire for greater amounts of light and air. Generally of similar proportions up and down the street, differences can be seen in how windows were grouped or ganged together or in the treatment of decorative trim and details.

7

Hudson River skylines include rooflines that move up and down along the street. Rooflines are never consistent. They vary randomly and in unpredictable ways. Building tops also vary in form and material, even with buildings of similar height. They are often made of alternative materials, such as metal, and are painted to accent decorative trim. Other buildings may include a prominent roof or may just be a simple metal or terra cotta cap.



8

Thickness and depth of exterior walls convey the use of "real" materials. Real materials and real ways of using them are key here. The benefits are significant as deeper exterior walls provide a sense of shade and shadow at openings; traditional details add a richness that cannot be duplicated in more modern and affordable methods of construction. On the other hand, "real" materials can also be used in a very modern and efficient ways, encouraging the use of "Green Building" techniques. Roseland Properties has sought LEEDS certification on past projects and will evaluate LEEDS measures for Lighthouse Landing. Potential measures to be used for the project include alternative transportation (e.g. shuttle bus to train station), stormwater management to improve water quality, landscaping to reduce heat islands, water use reduction, specifying materials with recycled content, CO2 monitoring, low emitting materials, roof terraces, bike rooms, shared parking, ozone protection, recycling demolition debris, and recycled construction debris.

9

Quality and contrast in materials provide a texture to the architecture that emphasizes a more human scale and proportion. Architectural elements such as lintels, sills, window enframements, cornices, ledges, balconies, and railings break down the scale of a building façade into finer grain details that people can see and appreciate.

10

Ground floor expression needs to maximize retailer identity and the Main Street shopping experience. The ground floor along a busy Hudson River shopping district is primarily focused on the retailer's merchandise and shopfront. Residential or office use, typically, ends at the second floor, allowing the entire first floor to be almost entirely retail-oriented. Storefronts are high with large expanses of glass. Residential entrances and lobbies are often integrated in with the storefront design on the ground floor.

11

There is an old and familiar tradition in building design for a few important uses that have, historically, been the anchors of small downtowns and districts. The "Movie House" with its great marquee and prominent signage. The "Emporium" with its expansive storefront, big awning and product out in front on the sidewalk. The "Inn" on the water with its graceful continuous balconies, grand roof and local tavern/ restaurant. There is also the traditional mercantile building where important businesses or industry resided. The intent, here, is not to replicate but to capture the "spirit" of these important buildings and their design influences. The main point is that not every building on Main Street is small.

12

Special and unique building corners are interesting focal points and important landmarks as long as they are done well and sparingly. Examples may include a unique store entrance at the street or an attractive apartment on an upper floor. Not every corner needs special treatment, however, but a few in strategic locations become important landmarks.

13

The design of the street and sidewalks must use materials, furnishings and plantings that provide a sense of permanence. A sense of permanence can be achieved through the proper selection of street furnishings, lighting, signage, graphics and landscaping. Design guidelines and criteria can be established early on to control and manage the district and changes that will occur over time.

14

The dimension between buildings is vital in capturing the feeling and character of a Hudson River Village experience. It is based, first and foremost, on a "2 sided" street experience, that is approximately 75 ft in width. The street, typically, includes two-way traffic and street parking on both sides. The depth of the sidewalks is what's most critical as the right dimension here can attract certain retailers and merchants to the street and expand an overall merchandising strategy.

Design Principles 4.4

Streetworks Design Principles