

FINAL ENVIRONMENTAL IMPACT STATEMENT

EAST PARCEL REDEVELOPMENT

Sleepy Hollow, New York



Lead Agency:

Village of Sleepy Hollow
Local Development Corporation
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

March 2017

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EAST PARCEL REDEVELOPMENT
Sleepy Hollow, New York

FINAL
ENVIRONMENTAL IMPACT
STATEMENT

Lead Agency:

Sleepy Hollow Local Development Corporation

David Schroedel, Chairman
Teresa Oeste-Villavieja, Vice Chairperson
Michael Dawley, Treasurer
Anthony J. Scarpati, Secretary
Kenneth G. Wray, Village Mayor, Ex-officio

FEIS Preparation:

Planning & Development Advisors
Yonkers, NY 10705
Contact: David B. Smith
(914) 552-8413

March, 2017

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**East Parcel Redevelopment
Sleepy Hollow, New York**

FINAL ENVIRONMENTAL IMPACT STATEMENT

Lead Agency:

Sleepy Hollow Local Development Corporation
Village Hall
28 Beekman Avenue
Sleepy Hollow, NY 10591

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pFEIS Submission Dates: January 19, 2017, February 10, 2017, March 8, 2017, March 10, 2017,
March 25, 2017

Date of Acceptance: March 28, 2017

Period for FEIS Consideration Ends: April 10, 2017

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I. Executive Summary

A. Introduction

This Final Environmental Impact Statement (FEIS) evaluates the potential impacts and proposed mitigation associated with the redevelopment of a 28 ± acre tract of land known locally as the East Parcel, refer to Exhibit 1 and 2. The East Parcel Redevelopment represents an opportunity to create a new center for community activity including the construction of a contemporary Department of Public Works (DPW) facility to replace the current facility, along with needed recreation and parking resources all tied together by an inter-connected series of roads and multi-purpose pathways. An Environmental Impact Statement is required under the Village's RF – Riverfront Development Zoning District as part of a Special Permit and Riverfront Development Concept Plan (RDCP) approvals. This FEIS is submitted on behalf of the Sleepy Hollow Local Development Corporation (SHLDC) the owner of the East Parcel (refer to DEIS Appendix G, Deed of Ownership) and the funding agent to implement the proposed development. The LDC contemplates financing and undertaking the redevelopment and has been designated as the Lead Agency under the New York State Environmental Quality Review Act, as codified pursuant to the Environmental Conservation Law of the State of New York (collectively, the SEQRA Review). The Village Board of Trustees is an Involved Agency under SEQRA given its responsibility for issuing a Special Permit required under the RF District and approval of a RDCP.

The LDC as Lead Agency and the Village of Sleepy Hollow Board of Trustees as an Involved Agency held joint public hearings on the DEIS on August 23, September 12, and closed the public hearing on September 20, 2016. Written comments regarding the DEIS were accepted for approximately 67 days, including a 10 day period (until September 30, 2016) after the close of the public hearing. During the course of the comment period on the environmental review it was noted that the Village's Waterfront Advisory Committee (WAC) was supposed to provide a preliminary waterfront consistency review. At the time of acceptance and circulation of the DEIS document the Village did not have a duly constituted WAC and therefore no referral could be made. It is noted that the LDC did review the Village's LWRP goals and objectives for consistency as part of the DEIS (refer

to DEIS Section III.A2.b). The Village has since reactivated the WAC and a preliminary consistency review has been prepared based on the plans presented in the DEIS, refer to FEIS Section III.A-Land Use and Zoning for a discussion of the response to the preliminary consistency review.

This Final Environmental Impact Statement (“FEIS”) has been prepared pursuant to SEQRA and its implementing regulations (6 NYCRR Part 617). Under those regulations, the FEIS serves as the basis for the Lead Agency Findings. This FEIS incorporates the DEIS and its Appendices by reference and responds to all substantive comments received (either at the public hearings or in writing) on the DEIS. Comments were compiled and organized by topic. Each comment is referenced as to its source, and responded to within the various Sections of this FEIS. A person interested in finding out where their comment is responded to should look in either FEIS Appendix A - Public Hearing Transcripts or FEIS Appendix - B Public Correspondence to find the public hearing they spoke at or the correspondence submitted. Within those documents there is a reference to the specific section and comment number where the response can be found.

Section II of this FEIS responds to comments on the Project Description presented in the DEIS. Sections III, IV and VII of this FEIS provide responses to substantive comments in the following subject areas (it is noted that there were no comments on DEIS Sections V. Adverse Environmental Effects That Cannot be Avoided if the Project is Implemented and VI. Irreversible and Irretrievable Commitment of Resources):

- III. A – Land Use and Zoning
- III.B – Visual Resources
- III.C – Stormwater Management
- III.D – Traffic and Transportation
- III.E – Natural Resources
- III.F – Cultural Resources
- III.G – Construction
- III.H – Utilities
- IV. – Alternatives
- VII. – Growth Inducing Impacts

B. Planning Summary and Proposed Action

The DEIS (Section I.C) outlined the extensive planning process conducted for the East Parcel prior to the preparation of the RDCP presented in the DEIS. Since that time a series of informational meetings were held (refer to Appendix B) which requested input from Village residents and stakeholders on potential future uses for redevelopment of the East Parcel. In addition, the Village conducted an on-line survey (refer to Appendix F of this FEIS) which provided additional input towards revisions to the RDCP presented in the FEIS. In summary, the RDCP presented in the DEIS has been revised in several important ways (refer also to Exhibit I-3):

- The buffer area along the northern portion of the East Parcel has been expanded from ± 0.66 acres to approximately 2.7 acres;
- The proposed regulation size baseball diamond has been replaced by a full size multi-purpose recreation field which was relocated from the southern portion of the Site;
- Proposed managed parking field has been reduced from 500 \pm spaces to approximately 400 spaces;
- The proposed community center has been expanded from a 10,000 square foot footprint to a 21,000 square foot footprint and relocated;
- An area has been created for various court sports and an approximately 7,500 s.f. skatepark;
- A passive open space “Great Lawn” has been relocated from the northern portion of the Site to the southern;
- An at-grade roadway is proposed connecting to Beekman Avenue.

FEIS Exhibit I-4 provides an aerial perspective of the East Parcel Redevelopment upon full buildout. Table 1 presented below provides a comparison of the proposed programs presented in the RDCP prepared as part of the DEIS and FEIS.

C. Proposed Action

FEIS Exhibit I-5, DEIS RDCP provides a conceptual layout of the riverfront development concept plan (RDCP) prepared and evaluated as part of the DEIS document. Based on comments raised by the public as part of the formal SEQRA

DEIS comment period along with informal sessions held by the Village and an on-line survey (refer to Appendix F of this FEIS), the RDCP was modified as part of the FEIS.

**Table I-1
RDCP Component Comparison DEIS to FEIS**

Plan Component	DEIS	FEIS	Status
Buffer	Approximately 0.66 acres along norther edge of East Parcel	Enhanced buffer, approx. 2.7 acres	Increase of approx. 2.1 acres for buffer area
Full size baseball diamond	Part of RDCP	Eliminated from program	Eliminated
Pervious managed overflow parking	Approx. 500 spaces	Approx. 400 spaces	Reduction of approx. 100 spaces
Full size athletic field	Located south of Continental Street Ext.	Located north of Continental Street Ext.	Remains part of the RDCP program
DPW	Approx. 38,000 s.f. facility	Approx. 38,000 s.f. facility	No change
Community Center	10,000 s.f. footprint	21,000 s.f. footprint	Increase of approx. 11,000 s.f.
Skate Park	Not part of original plan	7,500 s.f. skate park included	Skate park added to plan
Great lawn	Located north of Continental Street Ext.	Located south of Continental Street Ext.	Relocated based on input from the Village Board
Court sports	Area reserved south of Continental Street Ext.	3 court sports located north of Continental Street Ext.	Refinement of program and location adjusted
Amphitheatre	Included as part of RDCP	Included as part of RDCP	No change
Continental Street Overpass	Included as part of RDCP	Included as part of RDCP	No change
Art Support Space	Included as part of RDCP	Included as part of RDCP	No change
Connection to Beekman Avenue	Included as future alternative; purchase of property required	Included as proposed action; purchase of property commenced	Part of proposed improvement program

The LDC is currently considering the following components as part of the East Parcel RDCP, refer also Exhibit I-3:

- Construction of a new 38,000 square foot DPW facility (inclusive of the proposed bus repair facility noted below);
- Construction of a new bus garage repair facility for the Tarrytown Union Free School District (approx. 3,850 s.f.);
- Expansion of the proposed ± 0.66 acre buffer area along the northern portion of the East Parcel adjacent to DeVries Park to $2.7\pm$ acres;
- Relocation of the proposed recreation field originally located in the southern portion of the Project Site;
- Construction of an approximately 7,500 square foot skate park;
- Construction of three sport courts;
- Construction of new parking for daily use of the proposed East Parcel facilities to accommodate approximately 73 vehicles using permeable low-impact pavers;
- Construction of a managed parking field using pervious treatments (vegetative cover with cellular-based structural stability) to accommodate approximately 400 vehicles for overflow parking;
- Construction of a new overpass connecting the East and West Parcel;
- Proposed 21,000 square foot footprint community center with below building parking for approximately 60 vehicles;
- Amphitheatre with seating for approximately 300 people;
- 2.5 acre “Great Lawn” for passive recreation adjacent to the proposed amphitheatre; and
- Art studio work space.

Collectively, the improvements described above along with the necessary Special Permit and Riverfront Development Concept Plan constitute the Proposed Action under SEQRA. It is noted that the LDC applied for and received a Filling Permit from the Village of Sleepy Hollow Planning Board (the Planning Board) in anticipation of being able to bring necessary fill material onto the Project Site.

Further, the LDC has jointly applied for and received from the Planning Board a subdivision approval to sell to Metro-North Railroad an approximately 1.3 acre parcel of land located adjacent to the existing Hudson Line rail tracks which contains existing spur lines historically and currently being used by Metro-North. As of December 2016, the LDC concluded a sale of the 1.3± acre parcel to Metro-North. Finally, the LDC is currently in negotiations with the owner of the former UAW property located along Beekman Avenue to purchase that property with the ability to create an at-grade roadway from the lower portion of the East Parcel up to Beekman Avenue. This will require the removal of the existing viaduct structure which is currently in process with oversight provided by Metro-North Railroad.

D. Required Approvals and Permits

1. The “involved” agencies under the State Environmental Quality Review Act, and the Permits and approvals they will grant, include:
 - a. Village of Sleepy Hollow
 1. Village Board of Trustees – Riverfront Development Concept Plan, Special Permit Approval for project within the RF District
 2. Planning Board – Site Development Plan Approval, Wetland/Watercourse Permit
 3. Tree Commission – Tree Removal Permit
 4. Building Department – Building Permit, Development Permit for projects within areas of special flood hazard
 - b. Westchester County
 1. Westchester County Planning Board – Project review under Section 239 of the General Municipal Law
 2. Westchester County Department of Health – Review of extensions of the public water supply and sanitary sewer systems
 3. Westchester County Department of Environmental Facilities – Review of connection to the county trunk sewer line
 - c. Metropolitan Transit Authority/Metro-North Railroad

1. Review and approval of construction or demolition activities proposed within adjoining or over the Metro-North property
2. Entry Permit, approval of construction means/methods, proof of insurance
3. MTA Board approval for property interest
- d. New York State
 1. Department of Environmental Conservation – SPDES permit for construction activities; Water Quality Certification for activities noted below acquiring a U.S. Army Corps of Engineers Permit. Conform to Brownfield Cleanup Agreement.
 2. Department of Transportation – Review of potential improvements within the right-of-way of Route 9 (intersection of Route 9/Pocantico Street)
 3. Department of State – Coastal Zone Consistency determination for activities noted below requiring U.S. Army Corps of Engineers Permit
2. Interested Agencies

Other Agencies that will not grant local or state permits or approvals, but have expressed an interest in the project include

 - a. Village of Sleepy Hollow
 1. Village Clerk
 2. Village Administrator
 3. Village Counsel
 4. Department of Public Works
 5. Department of Architecture, Development, Building and Code Enforcement
 6. Waterfront Advising Committee
 - b. United States

Army Corps of Engineers – Permit under Section 404 permit for the filling of wetland ditches associated with the development of the open spaces areas on the East Parcel

E. Summary of Anticipated Impacts and Proposed Mitigation Measures

Section III of this FEIS provides responses to substantive comments raised during the course of the public comment period with comments grouped by describes the existing conditions, the anticipated impacts from the Proposed Action, and proposed measures to mitigate impacts. Principal potential impacts of the Proposed Action relate to site disturbance/construction, traffic and stormwater management. Table I-2, Summary of Anticipated Impacts and Proposed Mitigation Measures, provides an initial review of potential impacts and proposed mitigation associated with the Proposed Action.

**Table I-2
Summary of Anticipated Impacts and Proposed Mitigation Measures**

Environmental Condition	Anticipated Impacts	Proposed Mitigation Measures
Land Use and Zoning	Proposed uses are principal uses permitted under the RF District	Coordinated non-vehicular circulation system connecting adjacent properties and neighborhoods, comprehensive landscape program
Visual Resources	Proposed overpass would be visible from surrounding properties but would be consistent in height with the existing pedestrian overpass above the Metro-North rail tracks.	Landscape buffering proposed at strategic locations along the perimeter of the Project Site to help buffer proposed uses.
Stormwater Management	Proposed Action is anticipated to reduce potential impacts by reducing the extent of impervious surface on the East Parcel.	Incorporation of pervious techniques for parking resources to reduce stormwater runoff. Critical infrastructure raised above revised flood plain and incorporates resiliency related to projected sea level rise.
Traffic and Transportation	Increased activity along Continental Street as a result of incorporating the new	Intersection improvements at Pocantico Street and US Route 9, selective improvements including widening of

Environmental Condition	Anticipated Impacts	Proposed Mitigation Measures
	overpass and activities on the East Parcel.	Continental Street to accommodate DPW traffic. Sidewalks to be provided on both sides of Continental Street. Potential new at-grade access to Beekman Avenue will enhance vehicular and pedestrian access to/from the southern portion of the Village.
Natural Resource	Disturbance to approximately 0.23 acres of previously mapped wetland. Construction over former municipal landfill.	Creation of approx. 0.86+ acre wetland mitigation area; venting of proposed structures consistent with the East Parcel Site Management Plan
Construction	Temporary impacts associated with site construction activities related primarily to construction related traffic, noise and dust.	Stormwater management techniques to control potential erosion, construction mitigation to control dust impacts.
Utilities	Site currently generates no water or sewer use. Proposed Action would include the projected water use of 21,440 gpd and sanitary sewer of 15,720.	Incorporation of low flow fixtures, relocation and upgrade of existing Village sewer main running through the East Parcel.

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Exhibit I-1 - Tax Map Designation East Parcel Redevelopment DEIS Sleepy Hollow Local Development Corporation

OWNER'S ENDORSEMENT

Approved for filing in the Westchester County Clerk's Office,
Division of Land Records

General Motors LLC, Beneficial Owner Date
300 Renaissance Center
MC 482-C19-GRE
Detroit, Michigan 48265-3000

NO JURISDICTION
Westchester County Department of Health
New Rochelle, New York

This map does not constitute a subdivision as defined by Chapter 873, Article X of the Westchester County Sanitary Code. Permission is hereby granted for the filing of this map in the Office of the Westchester County Clerk, Division of Land Records. The appearance of the signature of the Commissioner of Health on this plat is not an endorsement and does not in any way indicate conformance with the Department's Rules and Regulations pertaining to water supply and sewage disposal. Each purchaser of property shown hereon shall be furnished a true copy of this plan showing this endorsement. Any erasures, changes, additions or alterations of any kind, except the addition of signatures of other approving authority and the date thereof made on this plan after this approval, shall invalidate this approval:

Approved by the Assistant Commissioner of Health on Behalf of the Department of Health Date: _____

Approved by resolution of the Planning Board of the Village of Sleepy Hollow, New York, on the ___ day of _____, 2014, and subject to all requirements and conditions of said resolution. Any change, erasure, modification, or revision of this plat, as approved, shall void this approval. Signed this ___ day of _____, 2014, by

Chairman _____

Secretary _____

TYPE OF SURVEY: FINAL SUBDIVISION PLAT
FIRST ORDER, LLC
1700 SULLIVAN TRAIL, SUITE 3
EASTON, PA 18040
Phone (610) 438-5840 Fax (610) 438-0004

SITE ADDRESS: 60 CONTINENTAL STREET
199 BECKMAN AVENUE
SLEEPY HOLLOW, NEW YORK

LIGHTHOUSE LANDING RIVERFRONT DEVELOPMENT
SLEEPY HOLLOW, NEW YORK

JOB NO: 3338

DATE: MAY 29, 2014

NO.	DATE	DESCRIPTION
1	8-25-14	PER ENGINEERS COMMENTS
2	9-03-14	PER ENGINEERS COMMENTS

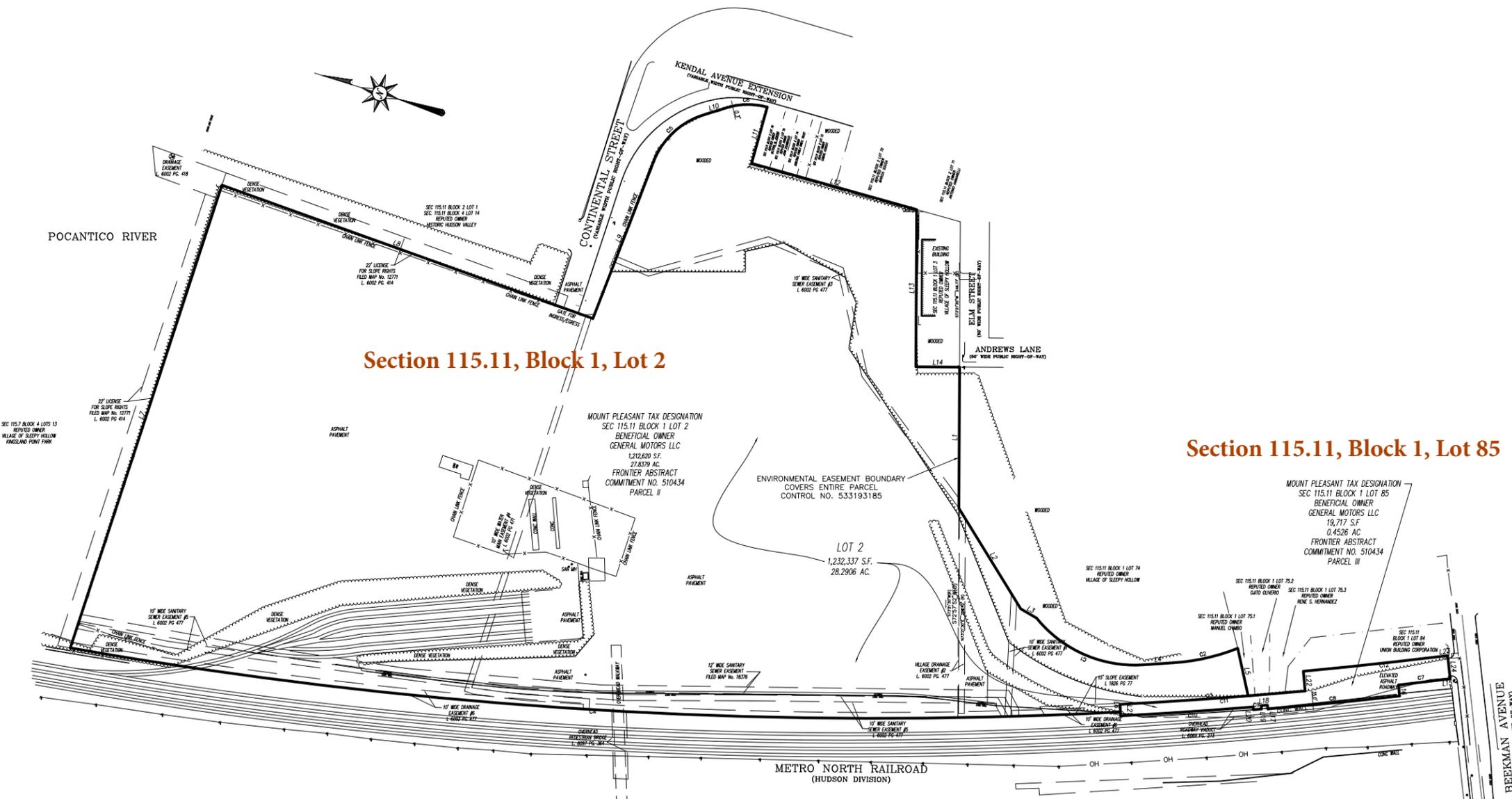
THE OFFICE SHALL BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ADDITION, ETC.

DATE: 9/23/2014

0' 100' 200' 300'
SCALE: 1" = 100'

SHEET 1 OF

2



Section 115.11, Block 1, Lot 2

Section 115.11, Block 1, Lot 85

LINE TABLE 1

LINE NO	BEARING	DISTANCE
L1	S72°57'52"W	241.72'
L2	S41°03'06"W	202.35'
L3	S12°56'06"W	31.38'
L4	S21°05'34"E	52.00'
L5	S60°20'39"W	83.39'
L6	S69°41'44"W	13.00'
L7	S89°07'56"E	834.01'
L8	S02°25'04"W	676.68'
L9	S86°06'26"E	288.55'
L10	S34°29'16"E	42.32'
L11	S88°16'04"W	100.00'
L12	S01°43'56"E	294.27'
L13	S72°57'52"W	269.30'
L14	S17°02'08"E	75.00'

LINE TABLE 2

LINE NO	BEARING	DISTANCE
L15	N24°19'14"W	7.34'
L16	S66°16'04"W	19.06'
L17	N67°53'25"E	6.65'
L18	N22°04'27"W	10.90'
L19	S67°58'05"W	5.89'
L20	N68°04'05"E	4.69'
L21	N69°41'44"E	19.61'
L22	N67°24'52"E	34.00'
L23	S24°19'14"E	7.75'
L24	S66°16'16"W	40.00'

CURVE TABLE 1

CURVE NO.	RADIUS	LENGTH	TANGENT	CH. BRG.	CH. DIST.	DELTA
C1	217.00'	207.47'	112.43'	S06°17'48"W	199.66'	54°46'45"
C2	367.00'	113.78'	57.35'	S29°58'28"E	113.33'	174°5'48"
C3	8004.95'	220.45'	110.23'	N21°05'37"W	220.44'	01°54'40"
C4	8017.95'	1809.99'	908.86'	N13°50'15"W	1806.15'	12°56'03"
C5	134.01'	120.73'	64.81'	S60°17'51"E	116.69'	51°37'10"
C6	122.50'	70.03'	36.00'	S18°06'36"E	69.08'	32°45'20"

CURVE TABLE 2

CURVE NO.	RADIUS	LENGTH	TANGENT	CH. BRG.	CH. DIST.	DELTA
C7	8010.95'	82.26'	41.13'	N24°01'35"W	82.26'	0°35'18"
C8	8030.01'	227.39'	113.70'	N22°55'16"W	227.39'	1°37'21"
C9	8029.25'	14.00'	7.00'	N21°58'55"W	14.00'	0°06'00"
C10	8024.56'	227.92'	113.97'	N21°07'06"W	227.91'	1°37'38"
C11	8004.95'	318.68'	159.36'	S60°17'42"E	318.65'	02°16'51"
C12	7970.95'	241.37'	120.70'	S23°27'11"E	241.36'	1°44'06"
C13	8004.95'	98.23'	49.11'	S23°21'40"E	98.23'	00°42'11"

IT IS A VIOLATION OF THE STATE EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW. COPIES FROM THE ORIGINAL OF THIS SURVEY MAP NOT MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S INKED SEAL OR HIS EMBOSSED SEAL SHALL NOT BE CONSIDERED TO BE VALID TRUE COPY. CERTIFICATIONS INDICATED HEREON SHALL RUN ONLY TO THE PERSON FOR WHOM THE SURVEY IS PREPARED AND ON HIS BEHALF TO THE TITLE COMPANY, GOVERNMENTAL AGENCY AND LENDING INSTITUTION LISTED HEREON. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

SURVEYOR'S CERTIFICATION

TO: General Motors LLC, Town of Mount Pleasant Industrial Development Agency; Lighthouse Landing Venture LLC

I HEREBY CERTIFY THAT THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THAT THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS, THAT THE PROPERTY LINES AND RELATIONSHIP OF BUILDINGS AND OTHER STRUCTURES TO THE PROPERTY LINES AND THE LAND INDICATED HEREON IS CORRECT, AND THAT THERE ARE NO ENCROACHMENTS OF BUILDINGS OR STRUCTURES ONTO SAID LAND EXCEPT AS SHOWN.

THE OFFICE SHALL BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ADDITION, ETC.

Jack W. Shoemaker
DATE: 9/23/2014
NEW YORK PROFESSIONAL LAND SURVEYOR #50495

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Source: USGS White Plains Quadrangle

Exhibit I - 2
Project Location
East Parcel Redevelopment FEIS
 Sleepy Hollow LDC

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Community center

Historic Hudson Valley

Potential connection to HHV parking lot

Vegetated buffer between river and East Parcel

Pocantico River

Managed parking field

Multi-purpose athletic field with synthetic turf

Devries Park

Terraced community focal point and plaza

Skate Park

Vegetated buffer between the Greenway and Metro-North

Continental Street

Metro-North Railroad

Under-bridge artists space and plaza

Continental Street extension bridge over railroad

Department of Public Works (Site raised out of floodplain)

Extension of Continental Street

Potential pedestrian connection to Barnhardt Park and senior center

Amphitheater

Alternate location for community center

The Great Lawn

Connection to Beekman Avenue

Barnhardt Park

Metro-North Railroad access easement

Roadway A

The Greenway

Exhibit I-3
Revised RDCP
East Parcel Redevelopment

West Parcel (Edge-on-Hudson)

Riverfront Development Concept Plan for the East Parcel Sleepy Hollow, NY



0' 100' 200'

Draft Illustrative Site Plan
03.06.2017



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Exhibit I-4

Aerial Perspective (Looking West)
Riverfront Development Concept Plan for the East Parcel Sleepy Hollow, NY

Draft Illustrative Perspective View
03.2017



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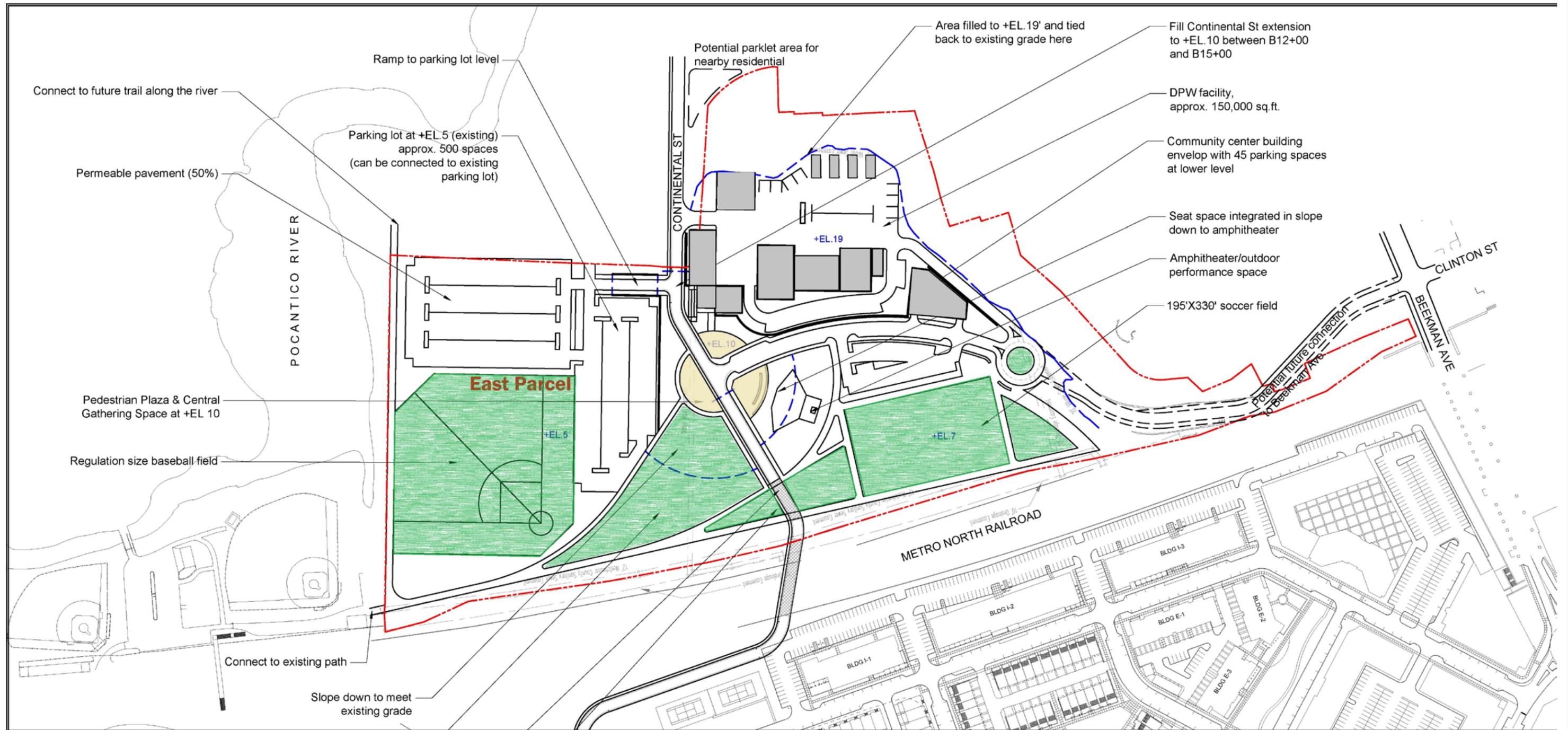


Exhibit I-5
DEIS Riverfront Development Concept Plan
East Parcel Redevelopment FEIS

Source: WSP/Parsons Brinkerhoff

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Comment II-1:

It would be helpful if WSP could provide some additional input as to how to advance the shared parking approach such that operational activities (e.g., use of valet) could accommodate the contemplated needs of HHV without necessarily providing for the contemplated number of individually dedicated parking spaces. There is some correlation as to how many regularly marked parking spaces could be converted into additional spaces through the use of valet service. In addition, HHV had noted in some of its initial comments about alternatives to the currently proposed grass-crete approach. While technically a site plan detail, it would be helpful for the LDC and the Village to better understand the different approaches and potential impacts with respect to stormwater management, construction, maintenance and cost resulting from low-impact development techniques.

Sleepy Hollow LDC, Letter 35, 9/22/16

If HHV parking is built, all of it should be grass. While "permeable" and "porous" paving treatments are preferable to asphalt, they're not much better. Grass does the best at reducing runoff and heat island effects. And it provides the most flexibility when not being used for parking.

Dan Convissor, Letter 20, 9/26/16

If parking is constructed on the site to support special events at Philipsburg Manor, consideration should be given to making all or most of it grass instead of asphalt or concrete. While "permeable" and "porous" paving treatments might be preferable to asphalt, grass does the best at reducing runoff and heat island effects. It also provides the most flexibility when not being used for parking.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

Response:

The LDC's site design team has met with the Village Board to receive input on and revise the proposed RDCP. This input was also informed by the on-line survey (see FEIS Appendix F) and informal meetings (FEIS Appendix B) the Village sponsored over the course of the summer 2016. The revised RDCP, see FEIS Exhibit II-1, now includes approximately 73 spaces for parking adjacent to the proposed turf field to be provided for daily use and constructed using a permeable paver technique. In addition, there are approximately 400 spaces provided as part of a managed parking field to be used as overflow parking for events the Village might host or when HHV is hosting larger scheduled events. The use of the managed parking field as overflow parking is contemplated in conjunction with staffing used to direct cars to the proper locations within the parking field. The use of "flagmen" to direct traffic and arrange for parking eliminates the need to specifically stripe and dedicate parking spaces within the parking field. In the event that valet parking is used, this effectively increases the overall parking supply as vehicles can be parked in tandem while patrons are visiting the function.

It is noted that the design of the proposed managed parking field includes a different pervious treatment which responds positively with respect to a low impact design threshold. These pervious treatments include a variety of proprietary products that combine vegetative cover with cellular-

based structural stability to reduce the potential for rutting, ponding, muddy, and erosive conditions that may occur on grass parking.

Comment II-2:

As detailed on Page 11-6 of the DEIS, the project includes demolition of the existing viaduct and pedestrian overpass and the construction of a new vehicular overpass connecting the East and West Parcels. Please describe SHLDC's legal basis and real estate interest sufficient to construct a vehicular overpass over Metro-North's tracks and right-of-way. As the vehicular overpass would span the Hudson Line, permission must be obtained from MTA/Metro-North to allow the vehicular overpass and enter MTA/Metro-North's property for demolition and construction activities. Thus, it is important to note the following:

- The demolition of the existing viaduct and pedestrian overpass and the construction and maintenance of the proposed overpass, if permitted, will be the sole responsibility of SHLDC. All associated construction and maintenance costs, including, but not limited to those associated with Metro-North supervision and flag protection, must be borne by SHLDC with no contribution from the MTA or Metro-North. All legal and MTA/Metro-North procedural requirements would need to be completed before any demolition or construction can proceed.
- Metro-North's review and approval of design and construction plans would be necessary in order to proceed with the demolition of the existing viaduct and overpass and the construction of the proposed new overpass. Please contact Richard Ramkeesoon , Senior Construction Engineer, Capital Engineering, Metro- North Railroad (Ramkeesoon@mnr.org) when the project sponsor is ready to submit construction plans for review.
- Work on or near Metro-North's right-of-way and tracks will require a Metro- North Entry Permit, approval of construction means/methods and proof of appropriate insurance. This requirement should be added to Sections I.E. and II.I. Associated costs, including, but not limited to, safety training, Metro-North supervision and flag protection, must be borne by SHLDC. Please contact Richard Webster, Assistant Director, Specifications & Standards, Operating Capital Projects, Metro-North Railroad (Rwebster@mnr.org) when SHLDC is ready to request a Metro-North Entry Permit.
- Any property interest negotiations that may result from the project would require the explicit approval of the Metropolitan Transportation Authority (MTA) Board. This approval should be added to Sections I.E. and II.I. All contractors that will be working on or adjacent to Metro-North property must obtain an Entry Permit and the required insurance coverage. This requirement should also be added to Sections I.E. and II.I.

Michael Schiffer, Letter 22, 9/27/16

Response:

Comment noted. The LDC notes that any proposal to move forward with an overpass will require review and approval from Metro-North Railroad and the Metropolitan Transportation Authority (MTA), as appropriate. The LDC has commenced the necessary coordination with both Metro-North Railroad and the MTA. The process of demolition of the existing viaduct has commenced and will, to the extent practicable, be coordinated with other on-going work being conducted by the developer of the West Parcel although it is noted that the removal of the existing pedestrian overpass is the responsibility of the developer of the West Parcel. The costs associated with viaduct demolition and the proposed overpass would be borne by the LDC.

Comment II-3:

St. Teresa's Grammar School on Depeyster Street, between Depeyster and Beekman Avenue. The building that's there, the school, has a huge auditorium with capacity for hundreds of people and a big performance stage. I don't know how much it's used, but that's just one of the things that occur to me that if the use of the East Parcel would include some kind of -- I don't know what you mean by "theater," but concerts or other kinds of musical presentations or even dramas. We may have areas in both villages that already provide facilities for that. So why build another one and have yet another underused facility when we could better capitalize what we've got now?

Pat Monroe, PH 8/23/16, p. 37

A "Community Needs Assessment" would be wise before moving forward on the community center and recreation fields. We already have a multitude of facilities for sports, recreation, arts, meetings, etc. Existing locations include our schools, Warner Library, Senior Center, Sleepy Hollow Performing Artists, United Methodist Church, other churches and temples, YMCA, On Track, Community Opportunity Center, EF, Kingsland Point Park, Barnhard Park, Sykes Park, Peabody Field, plus Tarrytown's Lagana Field, Losee Park, Patriot's Park, the field at the lakes and Pierson Park. The Salvation Army and the JCC are undergoing significant expansions.

Dan Convissor, Letter 20, 9/26/16

But I think that strong consideration should be given to an outdoor performance venue. So I think the area lends itself to that, especially if there's a long-term plan to reshape Beekman Avenue. I think an outdoor performance venue invites a lot of complimentary businesses that go along with it, restaurants, et cetera, et cetera.

Bill Hammer, PH 8/23/16, p.54-55

I think an outdoor performance venue makes a whole lot of sense.

Bill Hammer, PH 9/12/16, p. 96

One topic that was brought up was to include an outdoor amphitheater which would host concerts and other performances. Don't we already have one in Kingsland Point Park - the \$4 million renovation of the Pavilion above the bath house? It's rarely used and can accommodate many people for concerts and performances and is protected by a roof from the elements. A beautiful

spot and rarely used. Could I suggest that we inventory the village assets before building new structures?

Sonya Munroe, Letter 9, 8/29/16

An outdoor amphitheater similar to the one in Pierson Park would be sufficient to meet the demands of outdoor summer concerts. We could alter it and include a way to show outdoor movies. The dance companies would then be able to use it as well with a small stipend to the village for the use.

Lois Kyle, Letter 14, 9/12/16

Response:

Separate from the subject environmental review, the Village Board sponsored informal meetings to discuss reuse opportunities for the East Parcel and participated in an on-line survey to get community feedback on proposed uses. The LDC's design team has met with the Village Board to discuss revisions to the RDCP based on input received during the public comment process, as part of the informal meetings and as part of the on-line survey. The revised East Parcel RDCP provides an opportunity for the Village to move forward with a phased approach to site planning, such that certain elements, like the proposed DPW facility can move forward independent from other components while the Village continues to deliberate on reuse opportunities.

Comment II-4:

Also making sure that there's a path from Barnhart Park that comes down through the site so that people from that neighborhood can easily get to Kingsland Point Park.

Ann White, PH 8/23/16, p. 41

From a design standpoint, it would be helpful if WSP could provide, on a conceptual basis, the ability to provide a pedestrian connection from the Barnhart Park area with the proposed Community Center Building along with a connection to a potential future at-grade roadway connecting to Beekman Avenue.

Sleepy Hollow LDC, Letter 35, 9/22/16

Response:

The Project design team has incorporated a multi-purpose path system connecting the Barnhart Park area with the East Parcel. In order to accommodate the change in grade a series of switchbacks is necessary. In addition, the revised RDCP now includes an at-grade connection to Beekman Avenue through the former UAW property. It is noted the proposed at-grade connection to Beekman Avenue directly abuts a portion of Barnhart Park and there is the potential to make a pedestrian connection at this location.

Comment II-5:

I'd like to see a skate park built in the space that's there.

Matt Pressio, PH 8/23/16, p. 46

I would like to offer up the idea of a skate park in the east parcel. I know a number of kids who would use it constantly, and it could bring people into the village, since there aren't enough skate parks around here.

Ken Anderson, Letter 13, 9/11/16

The amphitheater will only be used 3 months of the year during summer. Wouldn't it be better to build an outdoor skate park that would be used all year, excepting when it snows? Skateboarders skate in all kinds of weather! They are passionate about their sport.

Sonya Munroe, Letter 9, 8/29/16

We just wanted to lend our support to the idea of a skate park in the East Parcel.

Ken Anderson, PH 9/12/16, p. 90

I am an avid skateboarder, and so I am here on behalf of my peers and I. This is because we would like to have a skate park in the East Parcel.

Julia Halardis (ph), PH 9/20/16, p. 126

If we got a skateboard park, it would be a safe place that is fun and really cool, to not skate on the street, and not to be constantly watching for cars. These reasons are why I would like a skate park.

Carley (no last name given), PH 9/20/16, p.128

One comment I have, first of all: I love the idea of a skate park, and I'm definitely supporting that.

Kevin Kaye, PH 9/20/16, p. 131

The skate park that was mentioned is a good idea but a costly one. Lake George opened one last summer but monies for the construction was grant monies and i (sic) believe our village needs to address the grants for any work done in the East Parcel to lessen the tax burden on already overtaxed homeowners (not saying village tax but our school taxes kill us).

Lois Kyle, Letter 14, 9/12/16

Response:

Comment noted. The revised RDCP has included a potential location for an approximately 7,500 square foot skate park.

Comment II-6:

I don't understand combining a proposed high activity recreation area i.e. high movement of people (especially kids) and large DPW vehicles for various purposes.

Vishal Brown, Letter 4, 8/22/16

Response:

The proposed plan as illustrated on the RDCP presented in the DEIS and FEIS calls for a separate entrance for the DPW facility from Continental Street. Not only will the DPW have a separate entrance, it will be raised by approximately 12 feet from the base elevation of the East Parcel to account for flooding and the potential for sea level rise. The operations of the DPW will be physically separated from the balance of the East Parcel uses, limiting potential conflicts between the public and DPW operations.

Comment II-7:

What is the cost of bringing the east parcel up to correct flood plain height vs redoing the existing location i.e. opportunity (sic) cost?

Vishal Brown, Letter 4, 8/22/16

Response:

As noted in DEIS Section II Project Description, the Village has determined that the existing DPW facility located on River Street cannot accommodate the equipment and operations necessary to run a contemporary public works program. This is evidenced by the fact that DPW operations are split amongst multiple sites and that many of the vehicles and other equipment are stored outside which reduces life expectancy of equipment and requires additional time in the colder weather months for warm up, resulting in an increase in non-productive labor. The LDC has not determined exact costs relative to the construction of the new DPW facility given that a detailed site plan has not yet been prepared.

Comment II-8:

Tarrytown's DPW is next door to existing DPW, i.e. both DPW's are centrally located so why move it I am not suggesting it should not be rebuilt but I haven't heard a good argument as to why it should be moved.

Vishal Brown, Letter 4, 8/22/16

Response:

As noted in Response to Comment II-7, the Village of Sleepy Hollow's existing DPW facility is inadequate and there is no available land at the River Street location to properly expand the existing facility. The proposed location on the East Parcel will be properly sized to allow for contemporary operations and proper storage of materials, equipment and vehicles.

Comment II-9:

As to the DPW complex, we know that it will be built on the East Parcel. We are requesting that the building be insulated so that the noise factor will not effect our daily lives. Noise barriers and forestry to muffle the trucks would be a plus.

Cheryl Cappello, Letter 27, 9/29/16

DPW needs a new home and has since they relocated to River Street. The current garage is not large enough to fulfill the needs. I believe it should be build (sic) on the Continental side of the East Parcel on the raised level, with noise barriers in place as well as proper foliage to block the view from the homes on Howard, Pleasant and Continental. I believe the garage should be built that will be pleasant to the eyes and not look like a cinder block garage or metal garage. If we are building a community center next to it, I believe they facade should be similar.

Lois Kyle, Letter 14, 9/12/16

Response:

The RDCP recognizes that there is an existing stand of trees and foliage along the eastern portion of the East Parcel Site proximate to the proposed DPW facility. To the maximum extent practicable, existing vegetation will remain as is and supplemented where possible. In addition, the LDC proposes to include fencing along the property boundary which would provide additional benefits related to buffering the proposed DPW use. These specific details would be provided at the site plan submission and review stage before the Planning Board.

Comment II-10:

One thing I would like to note is the design that you have has an accommodation for a community center, which I do think is important, and I do believe the community supports. However, at this point, as we proceed towards finalizing the public comment period and then go into an FEIS final document, I believe that the accommodation is too small. And I'll -- the reason why it's too small and the reason why it should be enlarged, at least at this point, is that when you're considering he studies for engineering and for environmental purposes, you're going to want to have the largest footprint possible. You can always reduce that, but it will be significantly more difficult to increase that if you put a smaller footprint now.

Kevin Kaye, PH 9/20/16, p. 131

In considering the East Parcel development, it's my hope that the organizers delve into the idea of a convertible theatre and performance space. A large dance floor (preferably marley) with focused lighting, a tech booth, and automatic roll-away graduated seating could be a real boon to our town and it's many performance artists. It would allow for smaller theatre and dance performances in a professional setting, as well as benefits or galas.

Jessica Goldberg, Letter 28, 9/29/16

The community center is a nice idea in the abstract, but will be expensive to build, operate and staff. Exact cost estimates need to be prepared and village residents need to openly discuss if the benefits gained (over the above mentioned facilities) are worth raising taxes by something like 1 or 2% or whatever it will be.

Dan Convissor, Letter 20, 9/26/16

I believe a public indoor pool for year round use is a good idea for the entire community. I believe it would be a positive move to unite the entire village and perhaps the school can help offset the cost for their swim team practices and meets. I believe this was discussed at one of the informal meetings about outside sponsorship.

Lois Kyle, Letter 14, 9/12/16

I know that there was, at one point, plans for some kind of aquatic center and other kind of centers. You know, I think that something that's viable, sustainable, easy to get to, easy to access, especially by biking, especially by somebody with no access to cars. I would really urge the board to set aside enough space for the use of our village residents, especially our next generation. So if you could please keep in mind when you're planning for the various uses the people who are most likely going to be using it.

David Hodgson, PH 9/20/16, p.136

Response:

The revised RDCP includes a redesigned and relocated community center building. As part of the RDCP included with the DEIS, the community center was located to the south of the proposed DPW facility with a footprint of approximately 10,000 square feet per floor. The RDCP included with the FEIS incorporates a footprint of approximately 21,500 square feet per floor, however, the community center building is now located to the north of the proposed DPW facility. Below structure parking for approximately 60 vehicles is proposed beneath the proposed community center building. It is noted that the revised RDCP presented in the FEIS includes a potential location in the southern portion of the DPW site where it was previously proposed and with a comparably sized 21,000 s.f. footprint. The specific programming of the interior of the proposed community center is to be determined by the Village as part of specific site plan approval. For review purposes, impacts associated with physical disturbance, traffic and stormwater management have been evaluated as part of the revised RDCP.

Comment II-11:

A walkway to existing recreation areas is a must.

Lois Kyle, Letter 14, 9/12/16

Response:

Comment noted. As noted in Response to Comment II-4, a conceptual level design has been prepared that would allow for a connection to be created between Barnhart Park and the East Parcel via either a switchback system to accommodate the grade change in this area and/or along a portion of the proposed at-grade connection to Beekman Avenue. In addition, The RDCP includes a multi-purpose path that would connect the East Parcel with DeVries Park to the north. The revised RDCP now provides a viable connection from Barnhart Park north to DeVries Park for pedestrians and bicyclists.

Comment II-12:

I believe we need access to Kingsland Point as well. I remember as a small child cutting through the Marsh, over the little cement "bridge" in what is now Memorial Park (DeVries to the newcomers) and up the stairs over the railroad tracks to get to the beach. I believe Metro North should be responsible for giving us access over the tracks as they do in every other community such as the H-bridge in Tarrytown which is solely their responsibility for cars and pedestrians.

Lois Kyle, Letter 14, 9/12/16

Response:

Comment noted. There is an existing pedestrian bridge that connects Kingsland Point Park with DeVries Park. It is the understanding of the LDC, that Westchester County owns the existing pedestrian bridge as part of Kingsland Point Park. As part of the Lighthouse Landing environmental review, preliminary cost estimates for repair of the existing pedestrian bridge were conducted and it was concluded, at that time, that it would be cost-prohibitive to bring the existing pedestrian bridge up to contemporary standards. The Proposed Action does include the creation of an overpass connecting the East Parcel with the West Parcel. The proposed overpass design currently includes a sidewalk on one side of the overpass to accommodate pedestrian traffic.

Comment II-13:

Install a buffer of trees between Devries Ave. and the East Parcel to enhance the beauty of the area and reduce the sound and light pollution to our neighborhood from the East Parcel.

PMIA, Letter 15 and 32, 9/16/16

Install a buffer of trees in DeVries Avenue and the East Parcel to enhance the beauty of the area and reduce sound and light pollution to our neighborhood from the East Parcel.

Katherine Golub, PH 9/20/16, p. 134

Hal Munchnick, Letter 40, 9/17/16

Minimize sound and light pollution to the neighborhoods by choosing passive park space over lighted playing fields.

Philipse Manor Garden Club, Letter 17, 9/19/16; PH 9/20/16, p. 161

Moreover, as the neighbors to the East and North of the site will be impacted by the lights and noise generated from this proposed parking area, please consider environmental controls (e.g., trees, shrubs) or other buffers to minimize the overflow of the noise and light to the surrounding neighbors. These controls (if natural) should be native to the area and will have the added benefit of protecting the Pocantico River that abuts the property.

Raul Moras, Letter 37, 9/30/16

Response:

As indicated on the revised RDCP, a vegetated buffer area of approximately 2.7 acres has been designed in the northern portion of the East Parcel. The buffer area would be planted with native species. The Village Board conducted a series of informal meetings with members of the public, the results of which indicated that there is a need for additional multi-purpose recreation fields in the Village. In addition, the Village conducted an on-line survey which also indicated a need for multi-purpose recreation fields for Village use. The RDCP has been revised to eliminate the full-size baseball field but still include a full size recreation field that would have the ability to accommodate soccer, lacrosse and or football (refer to FEIS Exhibit II-1). The full size field is proposed to be located in an area north of the proposed Continental Street Extension and south of the proposed buffer area. The current proposal is to have lighting for the field to extend its use for the Sleepy Hollow community. This would be consistent with existing lighting used at the adjacent DeVries Park.

Comment II-14:

Replace the proposed athletic fields with open community park space.
o Maintenance over time would be much easier to manage.

PMIA, Letter 15, 9/16/16

Replace the proposed athletic fields with open community park space.
Hal Muchnick, Letter 40, 9/17/16

Response:

As noted in Response to Comment II-13, the RDCP has been revised to: eliminate the proposed baseball field and replace it with a vegetated buffer area along the northern portion of the East Parcel and include a full size recreation field that could accommodate soccer/lacrosse/football. A passive community park space has been proposed as part of the revised RDCP south of the Continental Street extension. The proposed open space would be tied in with the proposed amphitheater located just to its north, refer to Exhibit II-13, creating an enhanced venue in that location.

Comment II-15:

Recommend the hiring of a certified landscape architect specializing in urban parks to design the East Parcel such that appropriate planting will thrive & require minimum care-taking.

PMIA, Letter 15 and 32, 9/16/16

Hal Muchnick, Letter 40, 9/17/16

Your recommendation for a landscape architect is excellent, and the development (GM) formerly had agreed to hire an arborist for the entire site, but never has done so to date. As the successor to GM, on the East Parcel, the Village is already under a legal duty to hire an arborist, and should do so as ASAP.

Nick Robinson, Letter 16, 9/16/16

Enlist the expertise of a certified urban landscape architect and certified arborist to design a buffer between the East Parcel and DeVries and Kingsland Point Parks.

Philipse Manor Garden Club, Letter 17, 9/19/16; PH 9/20/16, p. 161

Consult with qualified experts, including but not limited to, hydrologists, wetland biologists, arborists, natural landscape designers/architects, wildlife and fisheries biologists, to ensure appropriate design that will be protective of water quality, habitat, and ecology, and will help reduce or eliminate stormwater impacts both on- and offsite.

Abigail Jones, Letter 33, 9/30/16

We recommend hiring a certified landscape architect specializing in urban parks to design the East Parcel, such that appropriate planting will thrive and require minimum care and upkeep, and implement a short-term and long-term maintenance plan to manage litter, garbage, green space, and facility upkeep.

Katherine Golub, PH 9/20/16, p. 134

Implement a short-term & long-term maintenance plan to manage litter, garbage, green space & facility upkeep.

PMIA, Letter 15 and 32, 9/16/16

Hal Muchnick, Letter 40, 9/17/16

Response:

The LDC has retained WSP/Parsons Brinkerhoff (WSP/PB) to provide site planning and design services as part of the development of the RDCP. WSP/PB has on staff registered landscape architects that have experience in the design of urban parks and participated in the site planning process that led to the design of the initial RDCP presented in the DEIS and the revised RDCP

presented in this FEIS document. The WSP/PB Landscape Architects have extensive experience working in comparable environments include recent work along the Bronx River Parkway.

Comment II-16:

Currently residents on Devries Street and Munroe are inconvenienced during baseball season every May and June, culminating in the annual picnic in mid-June when the league championships are played and all league members attend a wonderful bbq with their family. The reason for the inconvenience is that there is not sufficient parking in Devries park, so parking spills out over the bridge into the surrounding streets. Every year the police get frequent calls during the baseball season about the situation, and tempers flare. A road with walking/bicycling would allow users of the Devries fields to park in the new parking lot on the east parcel and walk back into Devries park.

Carl Aridas, Letter 18, 9/20/16

Response:

Comment noted. The RDCP, revised as part of this FEIS, refer to Exhibit II-1, incorporates a multipurpose trail system that connects the proposed parking resources on the East Parcel with DeVries Park. The proposed parking would be open to the public and could be used for events described by the commenter. The proposed parking located on the East Parcel is approximately 300 linear feet from the southern portion of DeVries Park. The revised RDCP now includes a managed parking field of approximately 400 spaces which should adequately accommodate events described by the commenter.

Comment II-17:

Ballfields are needed and were promised.

Carl Aridas, Letter 18, 9/20/16

I do not understand the purpose of another ballfield, as the existing ballfields are under-utilized by our athletic leagues. If the intent of the proposed ballfield is to attract out of town leagues for revenue generation, then I strongly oppose this design. This area should benefit the town, and a more suitable field (e.g., soccer and lacrosse) would be a better use for the space. If the proposed ballfield is to be permitted to adult leagues this will continue to attract visitors that speed through our streets, litter in our parks, publicly consume alcoholic beverages, and create other nuisances that are disturbing, unnecessary and unreasonable in our village (e.g., amplified music). Please consider substituting the ballfield with a convertible field or open space that would be a more beneficial use for the residents of our village.

Raul Moras, Letter 37, 9/30/16

Response:

The Village Board conducted a series of informal meetings with members of the public, the results of which indicated that there is a need for additional multi-purpose recreation fields in the Village, refer to Appendix B. In addition, the Village conducted an on-line survey which also indicated a need to multi-purpose recreation fields for Village use, refer to Appendix F of this FEIS. The RDCP has been revised to eliminate the full-size baseball field but still include a full size recreation field that would have the ability to accommodate soccer, lacrosse and or football (refer to Exhibit II-1). The full size field is proposed to be located in an area north of the proposed Continental Street extension and south of the proposed vegetated buffer area. The current proposal is to have lighting for the field to extend its use for the Sleepy Hollow community. This would be consistent with existing lighting used at the adjacent DeVries Park.

Comment II-18:

A large natural buffer area is needed along the Pocantico River (100'?)

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 142

Evaluate and design a wetland buffer zone between the proposed project and the Pocantico River to the north of the Site to increase the ecological value, including flood mitigation, at the Site.

Abigail Jones, Letter 33, 9/30/16

A wetland buffer zone for the Pocantico is needed, and we request that the Sleepy Hollow LDC modify its proposed project to include this critical area of wetland restoration on the Site. When Riverkeeper commented on the Draft EIS for the proposed “Lighthouse Landing” project in 2005,⁴ we included our “vision” for the GM site. That vision included wetland restoration on a significant portion of the East Parcel immediately adjacent to the Pocantico River. This wetland restoration would assist with flood prevention on the Site, and was compatible with the Village’s LWRP.

The proposed project envisions approximately 5 acres of parking in the northeast corner of the Site, abutting the Pocantico River.⁵ The need for this 500 space parking lot is “so that [Historic Hudson Valley] could host selected special events,”⁶ which appears to be almost exclusively for its once-a-year fall event (e.g., the Horseman’s Hollow), as the East Parcel Draft EIS and comments made at the public Draft EIS hearings indicate.⁷ Additionally, the remaining area adjacent to the Pocantico River will be utilized for “active recreation fields/facilities,” which currently includes a full-sized baseball diamond, although other active recreational uses are being considered by the Sleepy Hollow LDC.⁸ When compared to an appropriate ecological buffer zone for the Pocantico River, the proposal to include parking areas and active recreation fields/courts adjacent to the Pocantico River would likely *decrease* the water quality and ecological function of the river, even with the use of permeable pavers on the entire parking area. The stormwater runoff from these areas is still likely to negatively impact wildlife and aquatic populations and would likely facilitate the invasion of the area by non-native species, albeit to a much lesser degree. Therefore, the proposed parking area, regardless of the use of permeable pavers, should be located as far from the Pocantico River as possible to help foster the benefits of an open space buffer zone.

4. See Riverkeeper’s Comments on Draft EIS Lighthouse Landing (April 4, 2005).

5. See East Parcel Draft EIS, at II-5.

6 East Parcel Draft EIS, at II-5.

7 Many community members also questioned the need and the legality of giving so many parking spaces on the East Parcel for this purpose.

8 East Parcel Draft EIS, at II-7.

Abigail Jones, Letter 33, 9/30/16

Increased attention should be placed on preserving the native vegetation buffer between the project site and the Pocantico River. The need and importance of preserving areas adjacent to riverine systems is clearly identified in both state and federal environmental regulations. These areas provide important ecological services to the area's wildlife. It also provides unique aesthetic and nature observation opportunities for the public.

The current preferred alternatives appear to site the playing fields/and or the parking lot at the northern end of the East Parcel, in close proximity to the Pocantico River. The DEIS should be amended to acknowledge the importance of protecting and enhancing the buffer between the East Parcel and the Pocantico River, and explore options that create a significant native species buffer between active use and the river.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

I would recommend taking the restoration of the lower Pocantico and giving this village a classic water feature. The Pocantico, and as it flows out through DeVries Park, can be very beautiful, biologically productive area. There's already a little bit of kayaking there. It could be more effectively open for that. The DEIS ignores entirely the estuary of the Pocantico. And SEQRA makes it very clear that immediate adjacent and off-site impacts like this have to be part of an impact statement.

Nick Robinson, PH 9/20/16, p. 150

In conclusion, it has long been envisioned that the northern portion of the Site would be utilized for an ecological buffer zone to restore and protect the water quality and habitat value of the Pocantico River. The Sleepy Hollow LDC cannot ignore the environmental reviews and necessary mitigation requirements that were previously issued for the Site, such as those contained in the Special Permit. As has been called for and required in the past for the Site, the proposed project should include such a buffer zone for the Pocantico as a main priority for the redevelopment of the East Parcel. Only then should the Sleepy Hollow LDC implement additional stormwater protection measures, such as permeable pavers and other green infrastructure measures, to reduce stormwater issues and water quality degradation.

Abigail Jones, Letter 33, September 30, 2016

Response:

The RDCP prepared as part of the DEIS document included a small area of land at the northern portion of the Project Site that was intended to provide a buffer area to the north. It is noted, that

the DEIS document, refer to Section III-C, identifies conceptual measures to address and mitigate potential stormwater quality impacts. Given the comments raised by the public and conferring with the Village Board, the RDCP has been revised to include an expanded vegetated buffer area in the northern portion of the Project Site of approximately 2.7 acres. This expansion was incorporated to provide more of a natural buffer to the wetlands that may exist along the Pocantico River and provided additional stormwater benefits. Further, the Applicant has prepared a stormwater runoff analysis, refer to Appendix H of this FEIS, which details how stormwater quality would be handled to address the revised RDCP. In addition to the vegetated buffer, this includes the use of green infrastructure and low impact development techniques such as bio-swales and pervious parking surfaces as part of a managed parking field. Further, the Applicant has prepared an invasive species survey of the Project Site and the area immediately to the north of the Project Site in DeVries Park, invasive species in the northern portion of the East Parcel will be removed as part of the overall development of the Site. The Applicant has prepared a conceptual landscape plan that includes a proposed planting program that includes native species. These additional mitigation measures are designed to mitigate to the maximum extent practicable any potential significant adverse environmental impacts that may occur to the ecological areas neighboring the Project Site to the north.

Comment II-19:

The proposed walking/cycling path between Barnhard Park and the East Parcel along the existing ramp is a great idea

Dan Convissor, Letter 20, 9/26/16

Response:

Comment noted. The LDC has recently entered into a purchase agreement with the owner of the former UAW property that fronts on Beekman Avenue and extends north and abuts a portion of the East Parcel that supports the existing viaduct structure. The LDC is currently in the process of dismantling the viaduct. With the pending purchase of the property, an at-grade roadway could be constructed connecting the East Parcel with Beekman Avenue. Given that a portion of Barnhart Park abuts the East Parcel there is logical connection to be made for pedestrian and bicycle access.

Comment II-20:

I would also like to make sure that whatever happens, even if it's given to Metro-North, then so be it, but that there's a buffer zone, like, a major buffer zone, in terms that you can't see it that much, hopefully with trees. Because it will be -- will all the fields down there, and you want to build an atrium down there; then you look down to Metro-North, and there is this ugly site that you have on the other side.

Martina Brown, PH 9/12/16, p. 89

Any buffer along the train tracks should be natural and provide some visibility in both directions. People on the train should be able to see how nice Sleepy Hollow is. Some people in the park will like to watch passing trains.

Dan Convissor, Letter 20, 9/26/16

The DEIS should focus more attention on exploring opportunities to create an aesthetic and noise barrier between the East Parcel and Metro North. While the document identifies the need to add plantings within this area, there needs to be a greater emphasis on the proposed extent of this buffer and on the importance of this action to enhance the East Parcel user experience.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

Response:

The RDCP includes an expanded buffer area along the western portion of the East Parcel, adjacent to the existing Metro-North commuter rail lines and associated tracks. The buffer area will range from 10 to 50 feet wide and include the use of fencing and landscaping to help screen portion of the rail lines. FEIS Exhibit II-20 provides cross section depictions of the relationship between the Metro-North rail lines and selected areas of the East Parcel. It is noted that certain portion of the site such as the community center, and the seating for the amphitheater will likely see train activity given that portions of the Site will need to be elevated as part of the import of fill for the Site Management Plan and overall Site development.

Comment II-21:

A central plaza is a lovely idea. Alas, the concept is thwarted by it being divided into three pieces by the roads.

Dan Convissor, Letter 20, 9/26/16

Response:

The LDC disagrees with the contention of the commenter that the concept for the central plaza area is somehow thwarted. The RDCP needs to incorporate an internal access road system for circulation and access to the local roadway network. The LDC design team has used the intersection of the road system (Continental Street Extension and Road A) as a focal point for the Site design. The plaza area as initially presented in the DEIS has been refined, although it is still consistent with the initial intent of the central plaza / public space concept. As reflected in the FEIS, a plaza area of approximately 22,000 s.f. (including pervious and impervious surfaces) is proposed on the north side of the Continental Street Extension/Road A intersection; a 12,000 s.f. plaza is proposed in front of the area currently designated for the community center building in the south-east corner; and, in the southwest corner, the seating area for the proposed amphitheater. Each space can be uniquely designed and dedicated for public use (specific details to be prepared as part of specific site plan review and approval) and interwoven through the use of a coordinated crosswalk system.

Comment II-22:

Continental Street Overpass – DEIS Section III.B.2 describes anticipated impacts and proposed mitigation associated with the proposed Continental Street Overpass (Overpass) when viewed from the east but not from the west. The Overpass structure is shown to be located approximately 60 feet from the northeast corner of EOH Building I-1, which will house 40 senior affordable rental units. Please provide information on the design of the structure, including anticipated spot elevations and proposed architectural, lighting and landscape architectural treatments.

Andrew Tung, Letter 21, 9/27/16

Response:

The proposed overpass will consist of an underdeck steel or concrete bridge system carrying two travel lanes and one pedestrian sidewalk. The bridge will be designed to meet current NYSDOT Design Standards. The overpass will cross the tracks with a single main span measuring approximately 170-feet. The bridge will be designed to meet Metro-North Railroad minimum vertical under-clearance requirements of 22'-6". Therefore, the top of deck elevation over the tracks, based on a conceptual superstructure depth of 7-feet, will be at elevation 41-feet. A second span, measuring ±60-feet, will be provided on the east approach immediately adjacent to the main span. The space under this span is being considered for an artist work space.

The roadway grade up to the elevated spans will be accomplished via fill ramps on both the east and west parcel supported by a mechanically stabilized wall system. The wall panels will be designed considering the use of form liners to compliment the aesthetics of the site. Exact color and texture of the wall panels will be determined at future phases of design, representative examples of wall panels are provided as FEIS Exhibit II-22a and b. Other aesthetic elements including bridge railing and lighting will be determined as part of specific site plan review and approval.

Comment II-23:

What are the heights of different areas within the East Parcel?

Ann White, PH 9/12/16, p. 94

Response:

Heights in the East Parcel vary depending on location. Low points with elevation of approximately 5 existing in the northern portion of the East Parcel adjacent to the DeVries Park parcel. High points are typically located at approximately elevation 68 along the ridgeline that makes up the eastern portion of the Site. As a requirement of the Site Management Plan (refer to DEIS Appendix F) and in response to specific design elements related to the presence of flood plains and projected sea level rise, fill will need to be brought on-site. As a result, existing elevation will be raised from between two to 12 feet depending on the location within the East Parcel. As an example, the proposed location for the DPW site is currently at elevation 7±, the proposed plan is to raise the elevation of this portion of the East Parcel by 12 feet

Comment II-24:

So I think it would be a wonderful addition, to have more arts programming going on and classes for all ages and performances, and also have sports at the same place and a stadium.

Renee Kashuba, PH 9/12/16, p. 99

I think there should be a variety of outdoor activities such as bocce courts or shuffleboard or badminton courts in, kind of, like, a park setting with benches. And -- and the court's, like, supplies and equipment could be stored in the rec center to keep it safe or, kind of, like, a sign-out system. So if you're walking in, say, a park, you can -- you want to play the activities; you could go in, sign them out, and use them and return them.

Mark Seglione, PH 9/12/16, p. 100

In Croton Landing, there is a large meadow area used by the community for sunbathing, dog-walking, etc. When additional playing field space is needed, temporary posts, nets, or plates are put out. The field is marked with temporary whitewash, which disappears after a rainstorm. Teams are responsible for returning the equipment to a shed, inconspicuously located on the edge of the field near the railroad tracks. This model allows for both maximizing open space and accommodating sports as needed.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

I believe we need a soccer or football length field in that area. As our town expands, we will need more recreational area for the residents as the school only has so much room for recreation activities that work around the school schedule.

Lois Kyle, Letter 14, 9/12/16

We don't know exactly what "community park space" is, but we feel we have already enough public park around here.

We'd like to see tennis courts, swimming pools, pickle ball courts and other sports facilities available to villagers of all ages.

Hiroshi Mitsumoto, Letter 39, 9/17/16

Response:

Comment noted. As noted in Response to Comment II-12, the Village conducted a series of informal meetings with members of the public, the results of which indicated that there is a need for additional multi-purpose recreation fields and passive open space in the Village. In addition, the Village conducted an on-line survey which also indicated, among other things, that there is a need for multi-purpose recreation fields and passive park space for Village use. The RDCP has been revised to eliminate the full-size baseball field but still include a full size recreation field that

would have the ability to accommodate soccer, lacrosse and or football (refer to FEIS Exhibit II-1). The full size field is proposed to be located in an area north of the proposed Continental Street extension and south of the proposed buffer area. The current proposal is to have lighting for the field to extend its use for the Sleepy Hollow community. This would be consistent with existing lighting used at the adjacent DeVries Park. An approximately 2.5 acre passive “great lawn” open space is proposed south of the Continental Street extension adjacent to the proposed amphitheater. In addition, the RDCP now includes a designated area for a skate park and court sports, which could include tennis courts, the ultimate decision on design would be determined by the Board of Trustees as part of specific site plan approval. Running throughout the East Parcel are a series of multi-purpose trails suitable for pedestrian and bicycle use with the trail system connecting to DeVries Park in the north and Barnhart Park in the south. The programming of the proposed community center has yet to be determined but could include swimming pool. As noted above, the ultimate program for that facility will be determined by the Village Board as part of the site plan approval process.

Comment II-25:

The DEIS fails to take the required “hard look” at the environmental impacts of the proposal and the reasonable alternatives to mitigate and avert those impacts. It also impermissibly segments the so-called “East Parcel” from the associated “West Parcel” and other adjacent properties. The segmentation prevents study of the environmental issues associated with the East Parcel’s location within the Pocantico River estuarine watershed, and any development’s impacts associated with neighboring properties. The shared environments of the areas around the “East Parcel” include importantly the natural and cultural assets in the care of HHV, the interests of neighbors east along and beyond Continental Street and the neighbors north in Philipse Manor, as well as the shared and common public interests in the neighboring DeVries Park and Kingsland Point Park, and most significantly the flora and fauna of the Pocantico River. All these areas share the same hydrologic issues of a high water table and well known flooding problem.

Nick Robinson, Letter 31, 9/30/16

Response:

The LDC disagrees with the assessment of the commenter. The East Parcel Redevelopment DEIS constitutes a further comprehensive assessment by the Lead Agency of the potential significant adverse environmental impacts that may arise from the Proposed Action consistent with the requirements of SEQRA. The East Parcel was considered and evaluated as part of the former Lighthouse Landing EIS review, although the details relative to a specific RDCP for the East Parcel still needed to be worked out as part of the site plan approval process. The Village Board, as Lead Agency for the Lighthouse Landing EIS review, issued Environmental Findings in 2011 that allowed for the eventual disposition of the East Parcel and a portion of the South Parcel to the Village, or its designee. The LDC, acting as the Village’s designee, is now the owner of record of the East Parcel. As a RDCP for the specific uses now being contemplated was not prepared as part of the 2011, the LDC endeavored to take a conservative approach to the subsequent environmental review and did cause to be prepared, a Draft EIS document for a RDCP.

The DEIS did include an evaluation of the potential significant adverse environmental impacts of the Proposed Action with the Pocantico River relative to the lands east of the Metro North railroad tracks being ecologically, aesthetically, historically and hydrologically all one place. The DEIS included evaluations of how the Proposed Action affects the surrounding neighborhood by evaluating potential impacts and mitigation related to land use (DEIS III.A), visual impacts (DEIS III.B), stormwater impacts (III.C), traffic impacts (III.D), natural resources (III.E), cultural resources (III.F), construction related impacts (III.G.) and utilities (III.H).

The LDC owns the East Parcel, the Village of Sleepy Hollow owns DeVries Park which includes the lower portion of the Pocantico River. Given that there are separate property ownerships, the environmental review properly related the potential impacts of the Proposed Action on surrounding properties. Specifically, the stormwater management analysis conclude that there would be no potential significant adverse environmental impact related to either stormwater quality or quantity from the LDC parcel on the adjacent Pocantico River parcel, refer to Section III.C of this FEIS for updated stormwater responses. Any improvements to the Pocantico River itself (e.g., dredging) would be the responsibility of the Village of Sleepy Hollow as the owner of that property. There will be coordination between the Village and the LDC regarding revisions to the RDCP that right now include the provision of an 2.7 acre vegetated buffer area along the northern portion of the East Parcel that would provide stormwater water quality treatment and stormwater runoff control, as well as habitat for ecological enhancement. The proposed vegetated buffer is part of the Project's proposed distributed stormwater controls, which also include bio-swales and pervious parking surfaces. These stormwater controls are designed to work together, providing a holistic approach to stormwater management.

Specifically as it relates to potential flooding, the LDC has prepared hydrological studies for the lower portion of the Pocantico River, essentially from Route 9 west to the Hudson River. The evaluation concludes that the FEMA base flood elevation flood is not accurate (refer to Appendix C of the DEIS and Appendix C of this FEIS). The stormwater management plan prepared as part of the DEIS and further refined as part of the FEIS, indicates a significant reduction in stormwater quantity leaving the Project Site and enhances stormwater quality for that portion of the stormwater that does makes its way to the Pocantico River.

Comment II-26:

The Full EAF ignores the role of the NYS Hudson River Greenway and the federal designation of the Hudson River national heritage corridor, and the role of the Pocantico as an historic tributary of the Greenway and Corridor (famous via Washington Irving's Legend of Sleepy Hollow and other tales, and the Rockefeller restoration of the Upper Mills).

Nick Robinson, Letter 31, 9/30/16

Response:

The Full Environmental Assessment Form (EAF) was prepared using the NYS DEC Environmental Mapper program. It is noted that the EAF is typically used to assist Involved Agencies in determining, at an early stage in the environmental assessment review process, potential significant adverse environmental impacts. The EAF is merely a tool by which to determine whether a potential significant environmental impact exists (which the Lead Agency found), and does not represent a comprehensive assessment of those potential impacts as included in the DEIS and FEIS. The EAF properly notes that the Proposed Action is located within a Coastal Area (B.i). The EAF Mapper program did not specifically reference the Hudson Valley Greenway or national heritage area, but it is important to note that the DEIS did reflect design elements that respond to both stormwater quality and quantity improvements over existing conditions, enhanced access to important cultural resources (Philipsburg Manor Restoration,) and recreational resources (DeVries Park and Barnhart Park) by including multi-purpose trail systems connecting all.

The revised RDCP included as part of this FEIS provides additional mitigation in the form of an expanded vegetated buffer area of approximately 2.5 acres located in the northern portion of the Project Site adjacent to the DeVries Park and the Pocantico River. The proposed conceptual landscape plan includes a program to remove on-site non-native plant invasive species and replace them with a landscape program that includes native species.

Comment II-27:

In addition to considering the access to and impacts on the neighboring community, we'd also like to consider potential educational and utilitarian opportunities. For instance, composting not only provides fertilizer for gardens and lawns, but it also reduces the amount of trash that needs to be collected and disposed of.

Since the village already collects yard waste and the public is participating, the village has the necessary ingredients to start a village composting site on the proposed DPW site in the East Parcel. It is an inexpensive and easy way to make rich fertilizer for the public. Composting will produce multiple environmental and financial benefits and move the village towards a greener future.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

Response:

Comment noted. A portion of the proposed DPW site includes an area for managing organic waste.

Comment II-28:

Whether or not you considered -- or it's been done -- inviting the Board of Education to solicit the participation of students in the development of this whole project.

Pat Monroe, PH 8/23/16

Response:

Representatives of the LDC have met with representatives of the Tarrytown School District on certain aspects of the proposed site design, specifically the opportunity to incorporate a school bus repair garage. There has been no invitation to the Board of Education to solicit student involvement.

Comment II-29:

The deficiencies in the scoping process, including lack of adequate notice to all potentially affected and interested parties, renders the scoping process ineffectual as a matter of fact and law. The scoping and DEIS do not take the requisite “hard look.” This is contrary to what is required of lead and cooperating agencies under the SEQRA regulations.

Nick Robinson, Letter 31, September 30, 2016

Response:

The Lead Agency disagrees with the assertion made by the commenter. The Lead Agency created a circulation list of all known interested and involved agencies as these terms are defined under SEQRA. A preliminary Scoping Outline was distributed to all known Interested and Involved Agencies as part of the Lead Agency determination process and then again as part of a formal Scoping Outline adoption process. In addition, the LDC did cause to be published a notice in the Environmental Notice Bulletin, a notice of Positive Declaration and Public Scoping. As part of the public scoping process the LDC did receive comments from Historic Hudson Valley, Divney Tung Schwalbe (on behalf of Edge on Hudson), and the Tarrytown Union Free School District.



Community center

Historic Hudson Valley

Potential connection to HHV parking lot

Vegetated buffer between river and East Parcel

Pocantico River

Managed parking field

Multi-purpose athletic field with synthetic turf

Devries Park

Terraced community focal point and plaza

Skate Park

Vegetated buffer between the Greenway and Metro-North

Continental Street

Metro-North Railroad

Under-bridge artists space and plaza

Continental Street extension bridge over railroad

Department of Public Works (Site raised out of floodplain)

Extension of Continental Street

Potential pedestrian connection to Barnhardt Park and senior center

Amphitheater

Alternate location for community center

The Great Lawn

Connection to Beekman Avenue

Barnhardt Park

Metro-North Railroad access easement

Roadway A

The Greenway

Exhibit II-1
Revised RDCP
East Parcel Redevelopment

West Parcel (Edge-on-Hudson)

Riverfront Development Concept Plan for the East Parcel Sleepy Hollow, NY



Draft Illustrative Site Plan
03.06.2017



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Exhibit II-1

Aerial Perspective (Looking West)

Riverfront Development Concept Plan for the East Parcel Sleepy Hollow, NY

Draft Illustrative Perspective View
03.2017



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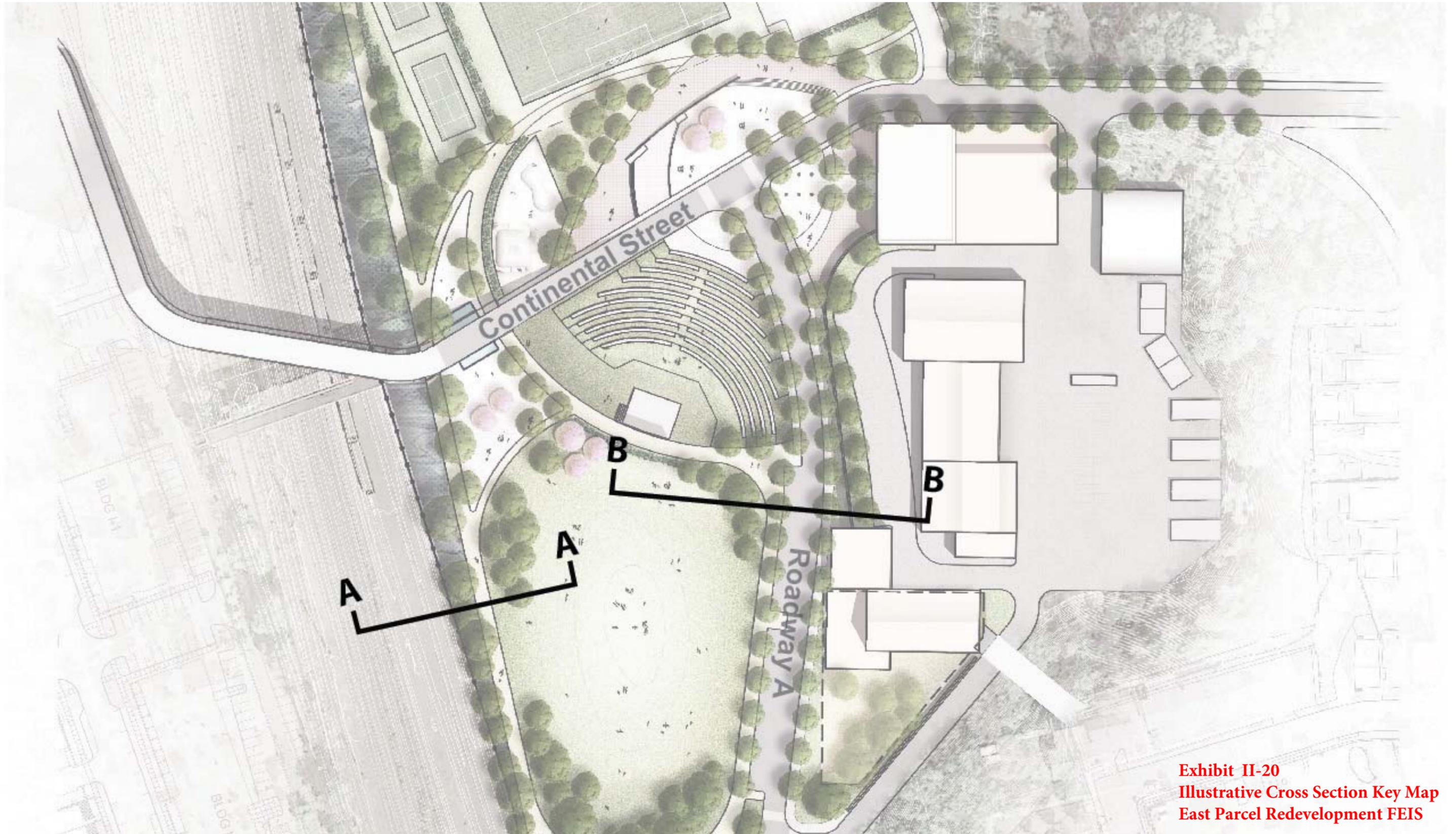


Exhibit II-20
Illustrative Cross Section Key Map
East Parcel Redevelopment FEIS



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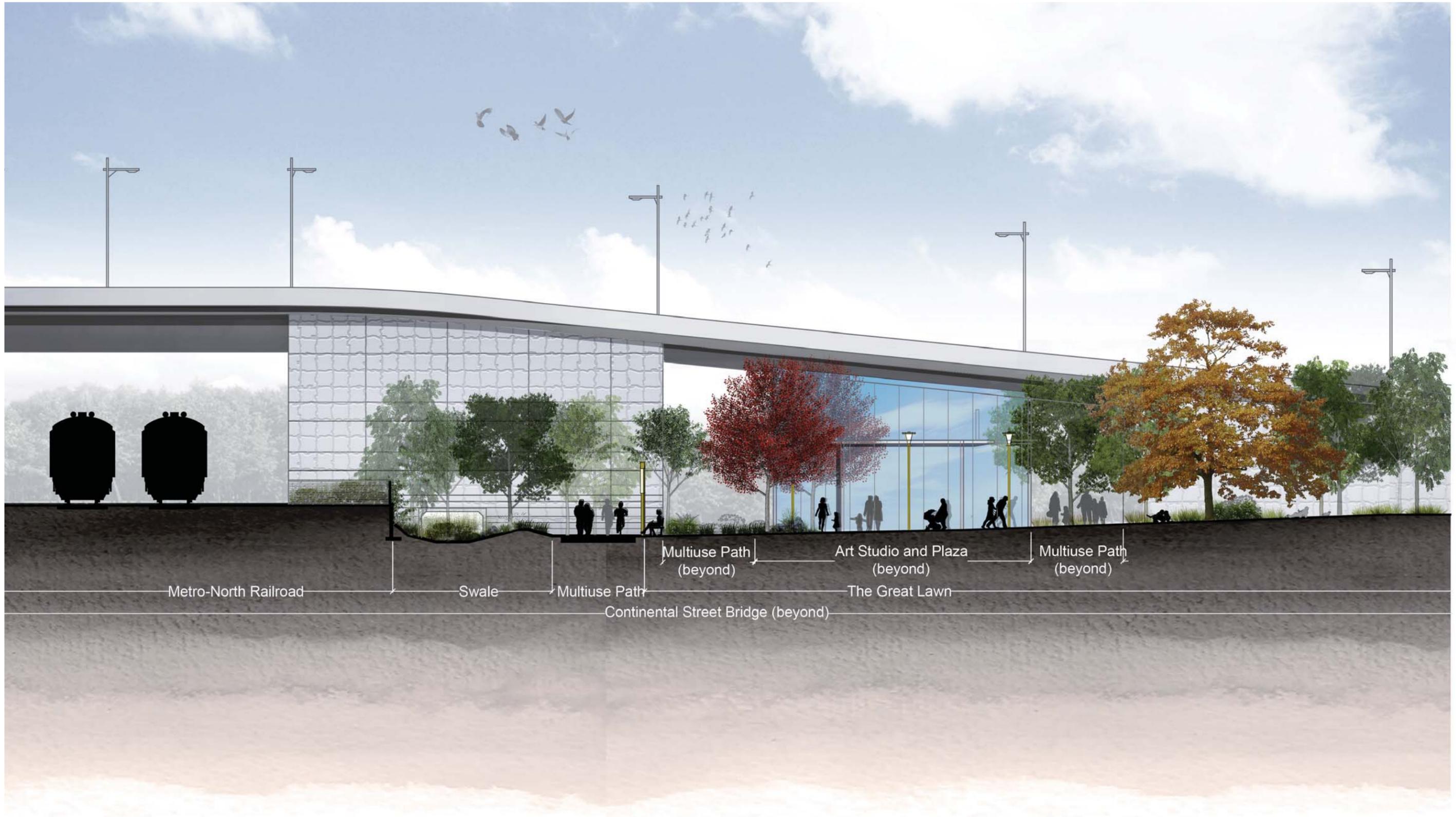


Exhibit II-20a
Illustrative Cross Section A-A
East Parcel Redevelopment FEIS

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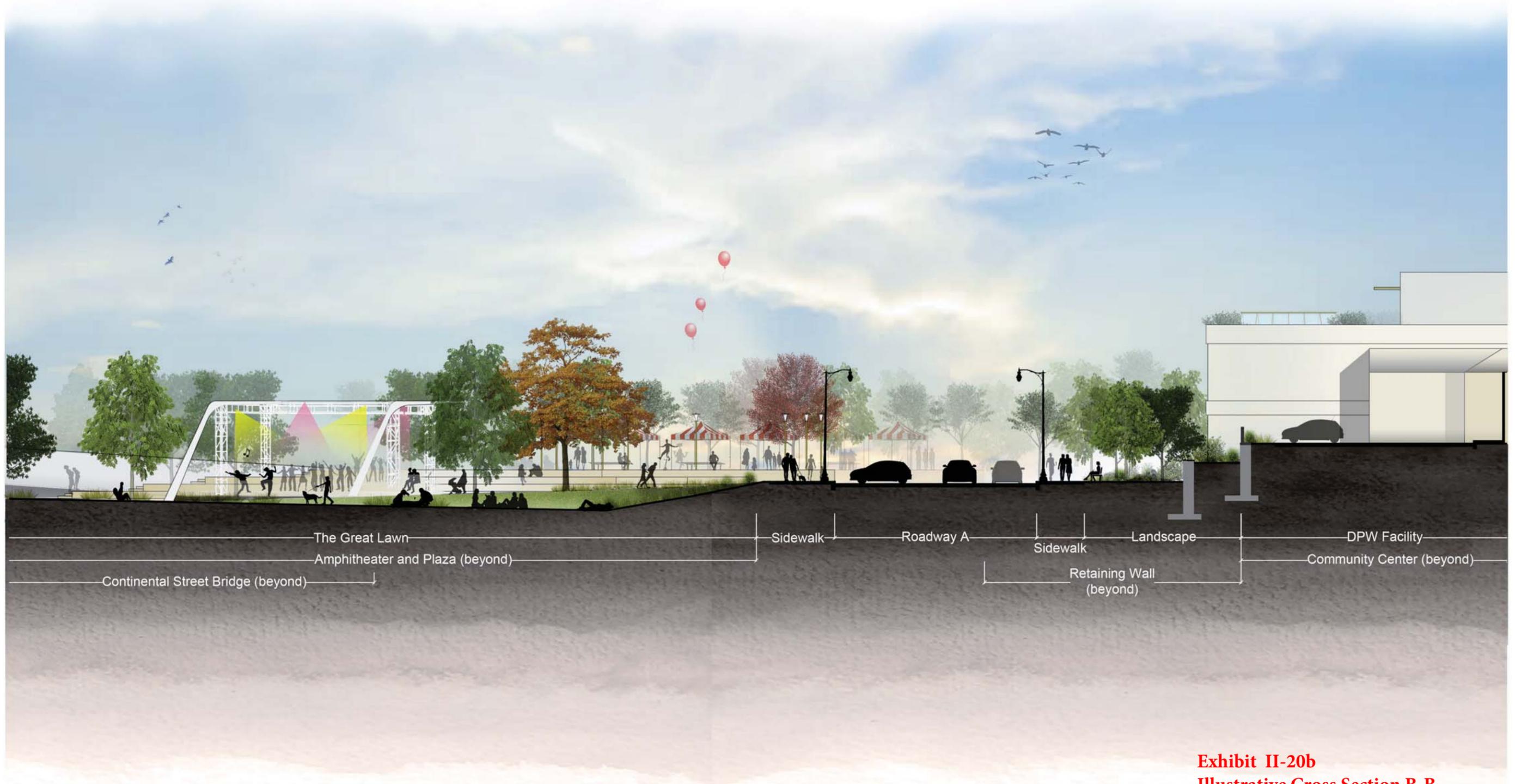


Exhibit II-20b
Illustrative Cross Section B-B
East Parcel Redevelopment FEIS

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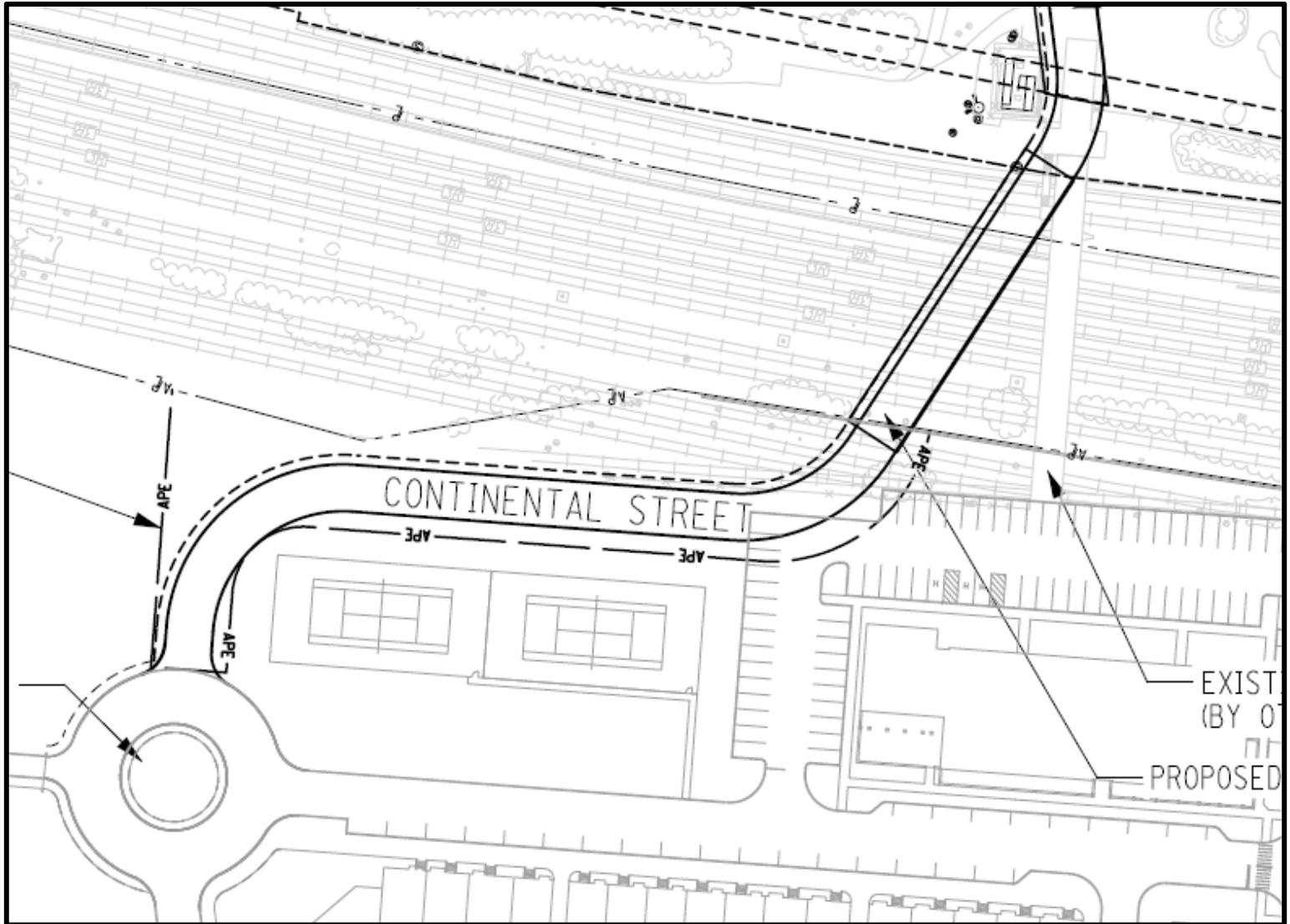


Exhibit II-22
Conceptual Design Treatments
Proposed Continental Street Overpass
East Parcel Redevelopment FEIS

Source: WSP/Parsons Brinkerhoff

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Ontario Ashlar



Exposed Aggregate



Southard Street Bridge – Rt. 1 over Conrail, NJ



Stacked Stone



Large Ashlar Stone



Small Aged Ashlar



Coated Form Finish



Dry Stacked Stone



Custom Finish

Exhibit II-22a
Continental Street Overpass
Exterior Materials Alternatives
East Parcel Redevelopment FEIS

Photos Courtesy of
Neel Company

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Metro North Train Overpass – Chappaqua, NY



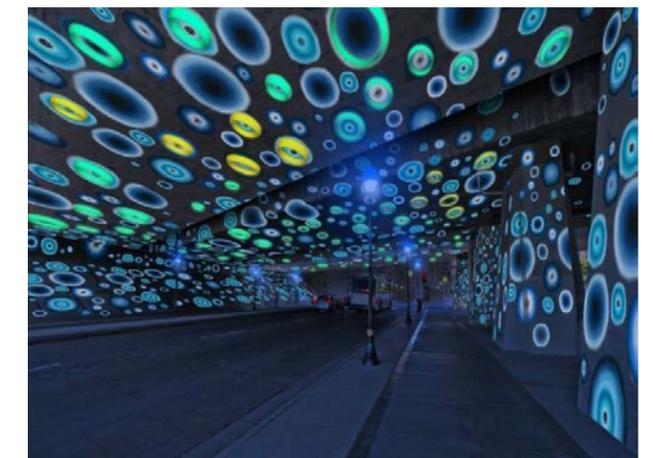
Under-bridge lighting – plaza space



Under-bridge lighting



Concept for aesthetic bridge girder lighting



Decorative lighting



Edge / parapet lighting



Bridge up lighting



edge tunnel / overpass treatment



Edge / parapet lighting

**Exhibit II-22b
Continental Street Overpass Representative Lighting Examples
East Parcel Redevelopment FEIS**

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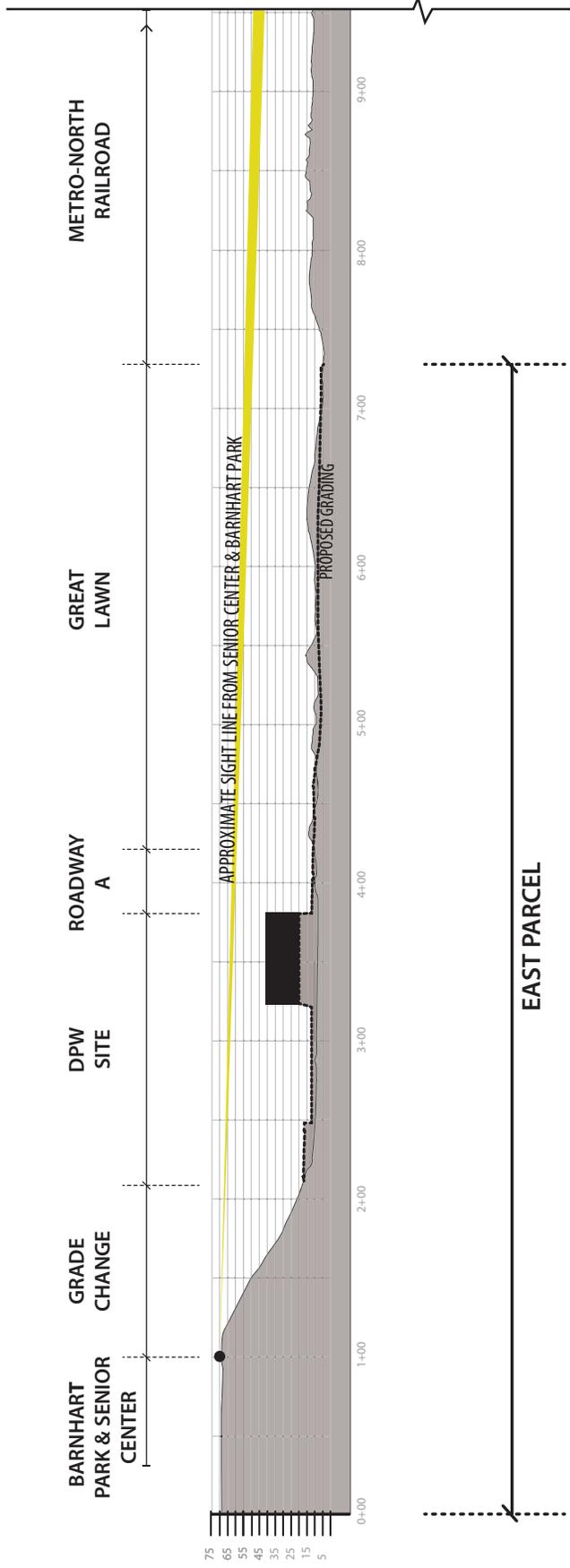


Exhibit II-23
Cross Section Through Proposed DPW
East Parcel Redevelopment FEIS

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Comment III.A-1:

The general one was just to -- this is the issue of renting and leasing, in the permanent way, railroad siding to Metro-North. And I think it would be appropriate for one of the public meetings to identify the siding in your map and discuss what the pros and cons are, what the relationship, what the -- what the license agreement what the conditions of it are, and how this will interact with the East Parcel.

Al Strasser, PH 8/23/16, p. 53

The area included in the Rail Siding License should be clearly pointed out on a map of the East Parcel and the pros and cons of licensing this part of the East Parcel to Metro North be discussed.

Alfred Strasser, Letter 5, 8/22/16

Metro-North recommends that the last paragraph of "Section D. Proposed Action" in the Executive Summary (Page E-3) be revised to clarify that the sale of the approximately 1.3 acres of land to Metro-North is a separate and unrelated action that is not part of the East Parcel Development project, is not included as part of the scope of the environmental review put forth in the DEIS, and is subject to its own environmental review. In addition, please add that Metro-North is acquiring from SHLDC a non-exclusive access easement to enable access to the 1.3 acres of land, which must be preserved as part of the proposed action.

Michael Schiffer, Letter 22, 9/27/16

At the moment, none of the maps of the proposed alternatives have an indication of where the rail yards are. That's a substantial piece of property that we need to be clear is probably -- I understand is leased to the railroad at the moment, and will probably be bought by them. And we will get the benefit of the payment for that. But in terms of planning for this property, we need to be clear with people that that piece of property is not available.

Ann White, PH 9/12/16, p. 95

Article I, Section 1.1, paragraph (e), item (A) of the Rail Siding License Agreement states that "no pollutants, contaminants, solid wastes, or toxic or hazardous substances will be stored, treated, generated disposed of or allowed to exist on the Facility except in compliance with all applicable laws as to which Licensee is not statutoriy (sic) exempt". Please clarify what materials fall into the category under the "except" clause. Are there potentially hazardous materials included in that? Especially since the next item (B) states that "Licensee will take all reasonable and prudent steps to prevent an unlawful release of hazardous substances onto the Facility or onto any other property" --- which implies that some hazardous materials are allowed to be stored there. Please clarify.

Alfred Strasser, Letter 5, 8/22/16

Response:

FEIS Exhibit III.A-1 provides a depiction of that portion of the East Parcel that was subdivided and sold to Metro-North Railroad. By way of background, on or about 6/12/14 the Mt. Pleasant Industrial Development Agency ("MPIDA") consented to transferring the title to the West Parcel (designated as Lot 1) and the South Parcel (designated as Lot 3) to LLV and the East Parcel (designated as Lots

2 and 4) to the Village of Sleepy Hollow (“VSH”) or its designee, in this case the Sleepy Hollow Local Development Corporation (“LDC”). The East Parcel was conveyed to the LDC by deed from the MPIDA on or about 12/22/14 (“East Parcel Deed”). Subsequent to taking possession of the East Parcel, the LDC became aware that a portion of the active rail sidings which are currently being used by Metro-North Railroad (“MNR”) are in fact located within a portion of the East Parcel (the “MNR East Parcel Portion”) and as such had been conveyed to the LDC under the East Parcel Deed. MNR historically has used the MNR East Parcel Portion for railroad operations, including, without limitation, as a railyard, railroad lay-up yard, and railroad side track for storage of rail cars, locomotives, work equipment and associated material, rail repair vehicles, maintenance vehicles, and equipment (collectively, the “Historic Uses”). Had the LDC known that the MNR railroading sidings were located on a portion of the East Parcel, the LDC could have addressed this condition as part of the adoption of the Lighthouse Landing RDCP and conveyance of the East Parcel to the LDC. On or about 1/31/16, the LDC entered into a license agreement with MNR covering the MNR East Parcel Portion to allow for continued use of the active rail sidings located on that portion of the East Parcel for the Historic Uses and also to grant to MNR an option to purchase that portion of the East Parcel after the same is subdivided from the remainder of the East Parcel. The LDC submitted and received preliminary subdivision plat approval from the Village of Sleepy Hollow Planning Board on 7/21/16 and final plat approval on 10/20/16.

As part of the subdivision plat approvals the Planning Board noted that the subdivided MNR Parcel does not share a common goal or purpose or any common impact with the East Parcel Redevelopment and is not part of the East Parcel Redevelopment or part of an identifiable overall plan with the East Parcel Redevelopment such that action on one will further, preclude, or limit consideration of alternatives in the other or will reinforce the impacts reasonably anticipated from the other. Further the Planning Board noted that the subdivision of the East Parcel in order to create the MNR Parcel and the East Parcel Redevelopment need not be completed at or about the same time and are functionally independent of one another, and approval of either will not commit the LDC to any action on or in the other.

On December 28, 2016, the LDC did complete a sale of the MNR East Parcel to MNR which may be used, without limitation, as a railroad property, railroad layup yard and railroad side track and for storage of rail cars, locomotives, work equipment and associated material, rail repair, and maintenance vehicles and equipment, all in accordance with applicable federal, state and/or local laws, regulations, ordinances and codes as well as any required permits, licenses, or authorization.

Comment III.A-2:

Article III, Section 3.3 indicates that Metro North can temporarily park vehicles on Village property (outside the licensed area). Please indicate the location for such parking and indicate where, in writing, Metro North will be limited in the number of vehicles and the length of time they can park there.

Alfred Strasser, Letter 5, 8/22/16

Response:

The access easement referred to in Article III, Section 3.3 of the License Agreement between the LDC and Metro-North Railroad (MNR) is intended to provide continuous unobstructed and safe access to

the MNR Parcel on a temporary basis while the RDGP approval process is on-going. The current RDGP includes an access area located in the southern portion of the Project Site located off of Roadway A. The access area has been sized to accommodate approximately four or five vehicles for MNR employees.

Comment III.A-3:

Would you please tell me how the plans for the old Chevrolet site will impact Hudson Street?

Catherine Fusillo, Letter 7, 8/23/16

Response:

It is not clear if the commenter is referring to the former General Motors North Tarrytown Assembly Plant site. A separate environmental review was conducted for the redevelopment of that property which includes an evaluation of impacts and mitigation on a number of different topic areas. Refer to the Village of Sleepy Hollow Web-site for additional information regarding that review (<http://www.sleepyhollowny.gov/node/111/files>). The East Parcel Redevelopment DEIS, Section VII – Growth Inducing Impacts, did identify the conceptual development potential for the existing DPW property and other related Village owned properties between Hudson Street and River Street, including a 0.4± acre portion of the South Parcel to be provided to the Village or its designee. The conceptual level analysis identified that under existing zoning there was the development potential of between 38 and 84 2-bedroom dwelling units. It is noted that there are no definitive plans for the redevelopment of this property just an acknowledgement that at some future date, the Village will most likely look to surplus the property. Building height in the Southern Riverfront Overlay Zone is 42 feet as of right with the ability to extend building height to 65 feet with the issuance of a special permit from the Mayor and Board of Trustees. The zoning text does note that any request for increase in height will take into account the compatibility of the proposed increase in building height with the surrounding residential neighborhood.

Comment III.A-4:

The Pocantico Conservancy has ascertained that the Federated Conservationists of Westchester County (FCWC), a party to the Village's public comment process of the GM/Roseland SEQRA proceeding, has not received notice of this LDC SEQRA proceeding. Due notice would have required, at a minimum, that the Village send notice and the DEIS to all the parties that participated in the General Motors/Roseland SEQRA Process, since the LDC purports to change what was decided in that SEQRA proceeding. The duty on government to give proper notice is not just a technicality. Receiving notice is a fundamental right. The LDC notice is defective.

Nick Robinson, Letter 31, 9/30/16

Response:

The Lead Agency disagrees with the assertion made by the commenter. The Lead Agency created a circulation list of all known interested and involved agencies that includes interested and involved agencies as those terms are defined under SEQRA. It is noted that the Lead Agency also caused to be posted on or about December 16, 2015, a notice in the Environmental Notice Bulletin (ENB) that the LDC would be acting as Lead Agency and that a public scoping session would be held. Once the DEIS document was accepted as complete, the Lead Agency once again circulated a notice to all known interested and involved agencies as that term is defined under SEQRA, listed a notice in the ENB, along with an advertisement in the paper of local record, that the DEIS was complete and that a public hearing will be held by the Village Board of Trustees and the LDC on the DEIS. Moreover, the Federated Conservationists of Westchester County is neither an “involved” nor “interested” agency as those terms are defined in 6 N.Y.C.R.R. § 617.2 of the SEQRA regulations. Further, the Lead Agency contends that what is being considered now with respect to redevelopment of the East Parcel is not contrary to what was reviewed previously relative to the types of land uses to be devoted for public use.

Comment III.A-5:

This combined public hearing and comment period on the LDC’s DEIS, by the Village Board and LDC, could have been structured in a proper way, to conserve funds and time, had the procedure clearly and distinctly set forth the roles of the Village Board of Trustees and the roles of the Local Development Corporation. Their different roles should have been properly distinguished. Instead, this SEQRA proceeding appears to comingle the roles improperly.

Nick Robinson, Letter 31, 9/30/16

Response:

The Lead Agency disputes the suggestion that the SEQRA proceedings were improperly handled. The DEIS document clearly notes the approval authority of the Village Board as it relates to the issuance of a special permit and approval of a riverfront development concept plan. The LDC is the Lead Agency by virtue of its ability to fund the proposed improvements to the East Parcel on behalf of the Village. Section 450-15.B (4) of the Village of Sleepy Hollow Zoning Code states the following:

To the extent possible in accordance with law, the preparation of the DEIS shall be integrated into the existing agency review processes and shall occur at the same time as the other agency reviews, including the special permit and riverfront development concept plan review. When a SEQRA hearing is to be held, it shall be conducted jointly with other public hearings on the proposed action, whenever practical.

Further, Section 617.9(a) (4) (ii) of SEQRA notes:

When a SEQR hearing is to be held, it should be conducted with other public hearings on the proposed action, whenever practicable.

Accordingly, the LDC, as Lead Agency, properly coordinated with the Village Board, as an Involved Agency with respect to the noticing and holding of joint public hearings on the East Parcel Redevelopment DEIS.

Comment III.A-6:

The DEIS does not take the requisite “hard look” at the environmental impacts of the new developer’s proposals for the East Parcel. The Mayor and Trustees have permitted a practice of segmentation to take place, utilizing changes in the legal title to the real estate at the former General Motors Property to mask a disregard for the environmental impact assessments made regarding the development approvals for that property. This has happened twice, first with the transfer of title to the Sleepy Hollow Local Development Corporation, and second when the Local Development Authority sold to the Metro North Railroad Company its property rights in the railroad siding tracks adjacent to the former NY Central railroad right of way. While the transfer of these titles may not have warranted a separate environmental impact assessment (although the sales should perhaps have required issuance of a Negative Declaration under SEQRA), as a matter of law the transfer of title did not affect the Village’s environmental decisions about the General Motors Property. The LDC took title subject to the prior Village permits and SEQRA decisions. All the new owners and developers are subject to the FEIS, the Board’s SEQRA Findings, and the Special Use Permit, all of which apply and depend upon the applicable environmental statutes that they implement.

Nick Robinson, Letter 31, 9/30/16, PH 9/20/16, p. 157

Response:

The LDC refutes the contention that the DEIS did not take the “hard look” at the potential environmental impacts of the redevelopment given the extensive evaluation of stormwater impacts, traffic, site disturbance and natural resources among other potential significant adverse impacts. In addition, there is an extensive history related to the prior environmental review conducted as part of the Lighthouse Landing (now Edge on Hudson) EIS. The following is a summary of that prior environmental and special permit process including an intervening legal decision which affected the ultimate special permit issued by the Village Board in 2011.

Subdivision Process Summary

On or about 6/17/14, Lighthouse Landing Venture LLC (LLV), representing itself as contract vendee of General Motors LLC (GMLLC), submitted an application to the Village of Sleepy Hollow Planning Board (PB) for preliminary subdivision approval to formally map as subdivided lots of record the four (4) existing tax parcels that at the time made up the former General Motor North Tarrytown Assembly Plant Site and have long been referred to as the “East Parcel” (which consists of two tax lots), “West Parcel,” and “South Parcel”. At the time, legal title to the four (4) parcels was held by the Mount Pleasant Industrial Agency (MPIDA) and GMLLC was the beneficial owner of the real property. By resolution dated on or about 6/12/14, the MPIDA consented to transferring the title to the parcels designated as Lot 1 (West Parcel) and Lot 3 (South Parcel) to LLV and the parcels designated as Lots 2 and 4 (East Parcel) to the Village of Sleepy Hollow (VSH) or its designee. Condition number 13 (page 32) of the Special Permit and Riverfront Development Concept Plan Approval for the

Lighthouse Landing project, (refer to Appendix G of this FEIS), requires LLV to subdivide, at a minimum, separate parcels for the portion of the East Parcel intended to be used for public uses by the Village. On or about 10/14/14, the Village of Sleepy Hollow Planning Board concluded an environmental review of the confirmatory subdivision that included Lots 2 and 4 as noted above and allowed for the transfer of the East Parcel to the LDC as the Village's designee. Said transfer of the East Parcel was conveyed from the MPIDA to the LDC on or about December 22, 2014.

Subsequent to taking possession of the East Parcel, the LDC became aware that a portion of the active rail sidings which are currently being used by Metro-North Railroad (MNR) are in fact located within a portion of the East Parcel (hereinafter the MNR East Parcel Portion) and as such had been conveyed to the LDC as part of the East Parcel. The LDC submitted an application to the Village of Sleepy Hollow Planning Board to create an approximately 1.35± acre parcel that includes the MNR East Parcel. As part of the evaluation of the subdivision of the MNR East Parcel, it was noted that no improvements or physical changes, would result from the proposed subdivision of the East Parcel into the MNR Parcel and the remaining East Parcel, and no changes in use are contemplated. The Planning Board concluded after due deliberation and consideration of the environmental record including Short EAF and Coastal Assessment Form, that the subdivision of the MNR East Parcel will not have a significant effect on the environment. Based on the preceding evaluation, the Planning Board authorized the filing of a Negative Declaration to the extent necessary under SEQRA.

Environmental Review Process Summary

The LDC contends that, to the extent applicable, the review of the East Parcel Redevelopment DEIS is consistent with the prior environmental review, special permit and RDCP for the Lighthouse Landing (now Edge on Hudson). The East Parcel Redevelopment DEIS reflected the various planning efforts prepared for the East Parcel over the years that were included in the Lighthouse Landing EIS, refer to East Parcel Redevelopment DEIS Exhibits I-3 to I-8. This included the provision for a new DPW facility, recreation resources, and parking. New elements were added to the program mix which were not part of the initial planning including an overpass roadway connecting the East and West Parcels and the inclusion of a community center building. One element that is not included in the new plan is an area specifically designated for use by Historic Hudson Valley ("HHV"), although it is noted that their stated interest, refer to FEIS Appendix B, is for a more immediate need to have the ability to access overflow parking for HHV's larger events.

2007 Initial Village Board Finding

The following is a summary of the references to the East Parcel as part of the initial Environmental Findings approved by the Village Board in 2007 as part of the Lighthouse Landing EIS Review and how the East Parcel Redevelopment EIS addresses the relevant topic areas.

The 2007 Village Board Findings (paragraph 11, page 32) notes that modifications to the Lighthouse Landing RDCP being considered by the Village Board include: incorporation of elements of the Richard Daley Architects East Parcel Master Plan, including a 150- space surface parking lot in lieu of the 550 space commuter lot, recreational fields and tennis courts and a new Village DPW facility (the design and specifications of which are only conceptual at this point).

Paragraph 18 on page 35 of the 2007 Environmental Findings references the Richard Daley East Parcel Master Plan and the related municipal improvements including new DPW facility, soccer fields, tennis courts, and attendant parking.

Paragraph 3 on page 36 of the 2007 Environmental Findings calls for the maintenance of existing flood storage capacity of the East Parcel. Section III.C, Stormwater Management, of the East Parcel Redevelopment DEIS, see also Section III.C of this FEIS, identifies the analysis undertaken as consideration of the Proposed Action relative to maintaining flood storage capacity. The proposed RDCP significantly reduces the amount of stormwater leaving the East Parcel due to introduction of new pervious landscape treatments that replace impervious asphalt cover. In addition, the proposed stormwater management system has been designed to enhance water quality treatment through the use of mechanical and green infrastructure stormwater techniques.

Paragraph 4 on page 37 identifies the existing wetlands on the East Parcel, their proposed disturbance and mitigation. The East Parcel Redevelopment DEIS references these conditions and proposes mitigation which exceeds mitigation identified in the 2007 Environmental Findings, refer to Section III.E-Natural Resources from the East Parcel Redevelopment DEIS.

Paragraph 6 on page 38 of the 2007 Environmental Findings, references flooding on the East Parcel from the Pocantico River and the need to maintain flood storage which is presented in Section III.C of the East Parcel Redevelopment DEIS. The finding that the duration of any floodwaters will be lessened due to the substantial decrease in impervious surface area was presented in East Parcel Redevelopment DEIS and FEIS Section C – Stormwater Management.

Paragraph 11 on page 40 references the Village's commitment to working with other agencies to address ongoing approaches to flood control upstream of the East Parcel. As part of that finding it was noted that Roseland had agreed to participate in funding of a study to better understand upstream conditions. This condition was modified in part by the Hubert Decision and subsequent Environmental Findings, see below.

Paragraph 8 on page 42 identifies that GM and Roseland entered into a Voluntary Cleanup Agreement with NYS DEC and subsequently entered into a Brownfield Cleanup Program (BCP) for the East Parcel which was reflected in Section III.E Natural Resources of the East Parcel Redevelopment DEIS.

Paragraph 20 on page 47 identifies the presence of methane gas on the East Parcel as a result of the former municipal landfill. On page 60 of the 2007 Environmental Findings the methane scarification technique identified as mitigation was identified. This was carried through as a mitigation technique in the East Parcel Redevelopment DEIS Section III.E, Natural Resources, along with DEIS Appendix F Site Management Plan.

Paragraphs 58, 59 and 60 on page 63 of the 2007 Findings notes that the East Parcel constitutes less than 0.3 percent of the contributing upstream Pocantico River watershed and an investigation did not reveal contamination of the Pocantico River from the East Parcel, but hypothesized that the contamination might be the result of backwash from the Hudson River. The East Parcel Redevelopment DEIS notes the introduction of pervious surface that would filter stormwater that

would continue to drain from newly paved areas after East Parcel redevelopment. Section III.C Stormwater Management of the East Parcel DEIS confirms the reduction in the potential stormwater runoff through the introduction pervious pavement treatments and landscaping.

Paragraph 61 on page 63 discusses a proposed estuary concept or Pocantico River outlet although it is noted that this concept was not part of the Proposed Action considered as part of the Lighthouse Landing review and was not required for the redevelopment of the Lighthouse Landing site as established by the Hubert Decision, see below. The concept of a proposed estuary was eliminated as any type of mitigation for the Lighthouse Landing project as part of the subsequent Hubert Decision, see below.

Paragraph 8 on page 70 discusses the mitigation of providing parking on the East Parcel would be a community resource and the parking should be managed by the Village and the parking revenues should be directed to the Village.

Paragraphs 4 and 5 on page 72 and 73 notes the donation of the East Parcel to the Village for a new DPW facility, recreation and parking resources as mitigation for impacts to community facilities and services.

Paragraph 7 on page 74 notes prior planning as part of the Richard Daley East Parcel Plan¹ provides beneficial and appropriate report for a variety of municipal-related functions.

Paragraph 2 on page 75 related to historic, cultural and archeological resources identifies the fact the NYSOPRHP concluded there would be no impact on historic properties. It was further noted that based on a Stage 1A analysis² indicated that the GM Site, including the East Parcel lacks the potential to yield historic resources.

Paragraphs 5 and 6 on pages 75 and 76 notes that regardless of the findings of the Stage 1A Analysis, calls for additional mitigation protocols be followed prior to disturbance but notes that NYSDEC IRMs will involve placement of additional clean fill over the East Parcel and any potential historic material would likely remain in the fill. It is expected that the proposed East Parcel uses will not penetrate below the existing surface level, and thus would not be expected to adversely impact any potential archaeological resources associated with the prior bay that would be at lower levels. East Parcel DEIS Appendix B contains correspondence from NYSOPRHP that confirms that the Proposed Action would have no impact on archaeological resources.

Paragraph 5 on page 78 related to Open Space, Recreation and Visual Resources notes that the East Parcel would be entirely dedicated to public, institutional or recreational use. The Richard Daley Architects East Parcel Master Plan (the Daley Plan) identified the new DPW facility in the eastern portion of the East Parcel. The remainder of the plan included recreation uses and municipal parking. The Daley Plan includes space available for potential expansion of the existing Philipsburg Manor Restoration.

¹ Provided as Exhibit I-8 in the East Parcel Redevelopment DEIS

² Provided as Appendix H in the East Parcel Redevelopment DEIS

Paragraph E on page 124 reviews alternatives included as part of the Lighthouse Landing EIS including the East Parcel Master Plan. One of the East Parcel alternatives included a possible historic recreation of a tenant farm in the northern portion of the parcel as a westerly extension of the existing Philipsburg Manor Restoration. Under this concept, this potential expansion area would be donated by the Applicant (Roseland/GM) to Historic Hudson Valley (HHV) in lieu of the currently proposed donation of the land to the Village. Such a donation to HHV would be subject to a number of contingencies, including compliance of the possible tenant farm use with applicable provisions and restrictions of the BCA for the East Parcel between the Applicant and NYSDEC and HHV's acceptance of conditions attendant to any donation of the parcel to it. As noted above, HHV has expressed more immediate needs for overflow parking which would help support its ongoing mission and operation.

On page 127 the 2007 Findings identify a Summary of Design Modifications, - Findings for the Preferred Alternative including the inclusion of identified elements of the East Parcel Master Plan prepared by Richard A. Daley Architects.

Hubert Decision

Subsequent to the issuance of the 2007 Environmental Findings, GM brought an Article 78 proceeding challenging some of the findings in the 2007 Environmental Findings Statement. A decision document was filed in early 2011 that responded to the Article 78 known as the Hubert Decision (refer to Appendix G of this FEIS). There was one particular section of the Hubert Decision that affects the planning for the East Parcel. Pages 12 and 13 of the Hubert Decision outlines the discussion of the proposed expansion of the buffer area and the Hudson River estuary/Pocantico River outlet. The Hubert Decision concluded that the reservation of certain space for any potential future creation of a Hudson River estuary or Pocantico River outlet should be stricken from the Environmental Findings as it would not serve to mitigate any potentially adverse environmental impacts caused by the Lighthouse Landing development.

2011 Updated Findings

In January of 2011 the Village Board issued environmental findings on a revised RDCP based on the earlier Hubert Decision. To comply with the Hubert Decision³ no additional open space is to be reserved for any future extension or estuary of the Pocantico River but the expanded buffer between the Project (Lighthouse Landing) and Kingsland Point Park approved by the Hubert Decision is provided.

The 2011 Environmental Findings included a condition that GM's designated developer would provide the Village with payments totaling \$11.5 million to be used to supply and support public infrastructure. The payments shall be made in lieu of the developer designing, constructing or providing the following improvements:

*All East Parcel improvements
Repairs to lighthouse*

³ Resolution on Environmental Determination and Findings Revised Riverfront Development Concept Plan Pursuant to Section 62-5.1 of the Sleepy Hollow Code for the Lighthouse Landing Riverfront Development, Resolution # 01/06/2011, Page 4

Flooding Study
Inter-municipal transit study
Security camera system
Downtown Revitalization Corporation contribution
Pocantico River/estuary watershed study
Rte. 9/New Broadway traffic study
Traffic signal upgrades
Firehouse ambulance facility
Purchase of low-profile fire-fighting vehicle
Extension of Continental Street
Arborist for the Village

In summary, the 2011 Environmental Findings concluded with the findings that the creation of an estuary/reconnected Pocantico River was not a valid mitigation measure of the Lighthouse Landing development. There were no other substantive changes in the potential environmental impacts addressed in the 2007 Findings.

2011 Special Permit and Riverfront Development Concept Plan Approval

In June 2011, the Village Board passed a resolution granting the Special Permit and approving a riverfront development concept plan for the Lighthouse Landing Development⁴, referred to in Appendix G of this FEIS. Similar to the 2011 Environmental Findings, the 2011 Special Permit outlined a developer's maximum contribution in lieu of the developer designing, constructing or providing the improvements identified above.

Paragraph 9b on page 29 of the 2011 Special Permit indicates that the developer shall, to the extent each transferee agrees to accept it, convey approximately 8 acres of the East Parcel for the benefit of Historic Hudson Valley for enhancement of the Philipsburg Manor Upper Mills historic site and the balance of the East Parcel to the Village or its designee.

Paragraph 13 on page 32 of the 2011 special Permit outlines certain milestones that the Developer submit a Phase 1 site plan and subdivision application which shall include, "...at a minimum, separate parcels for... the portion of the East Parcel intended for public uses by the Village... Refer to the Subdivision Process Summary provided with the initial part of this response, which reviews the subdivision process undertaken by GMLLC that resulted in the transfer of the East Parcel to the LDC.

Current East Parcel Environmental Review

As noted in the review of the prior decision making documents related to the East Parcel, the prior EIS review and Lighthouse Landing RDCP reviewed and opined on more general plans for the East Parcel. It is important to note that Historic Hudson Valley (HHV) has, as part of the current planning for the East Parcel, approached the LDC with a request to make available parking suitable for their use for events that require overflow parking. The initial proposal in the East Parcel Redevelopment DEIS identified approximately 500 parking spaces using a pervious pavement treatment that could be

⁴ Resolution Granting Special Permit and Approving the Riverfront Development Concept Plan for the Lighthouse Landing Riverfront Development, Resolution # 06/66/2011, dated 06/07/2011.

used for overflow parking by HHV for their larger events. The East Parcel RDCP has been revised to accommodate approximately 400 spaces for overflow parking for special events. The majority of the overflow parking is proposed to be designed with a pervious treatment which significantly reduces stormwater impacts.

In addition to the proposed modification of the proposed parking program noted above, the RDCP has been revised based on public input during the course of the public comment period. These modifications include the following (refer also to Exhibit III.A-6):

- *Expansion of the existing buffer area in the northern portion of the East Parcel adjacent to DeVries Park for a 2.7± acre buffer;*
- *Elimination of the proposed regulation sized baseball diamond;*
- *Inclusion of an active court sport area and skate park;*
- *Relocation of the multi-purpose recreation field to an area north of the Continental Street Extension;*
- *Relocation of the passive “Great Lawn” to an area south of and adjacent to the proposed amphitheater;*
- *Proposed expansion (from a 10,000 s.f. footprint to 21,000 s.f. footprint) and relocation of the community center building from the southerly end of the site to the central portion near the Continental Street Extension and Proposed Road A;*
- *Proposed creation of an at-grade road connection to Beekman Avenue replacing the existing viaduct.*

In addition to the prior environmental review which provided factual background material and context, the LDC caused to be prepared a Draft EIS document to ensure that the proper evaluation and opportunity for public input was provided as part of the preparation of the East Parcel RDCP and the subject FEIS. The LDC notes that the Proposed Action will still require the issuance of a Special Permit by the Village Board of Trustees as an involved agency and site plan approval by the Village of Sleepy Hollow Planning Board, also an involved agency.

Comment III.A-7:

The Pocantico Conservancy requests that the Village of Sleepy Hollow reconsider its approach to this joint environmental impact assessment and development plan for the so-called East Parcel. This area is subject to a Special Use Permit granted to General Motors Corporation and Roseland/Sleepy Hollow LLC., for the development of the former General Motors North Tarrytown Assembly Plant property (“GM Property”). The SEQRA FEIS and the Village Trustees’ Findings Statement, and the Special Use Permit for the GM/Roseland proceedings, provided conditions for the development of both the East and West Parcels of the GM property, which include provisions to observe LWRP norms and mandates to mitigate adverse environmental impacts on the Hudson River and the Pocantico River. The Village of Sleepy Hollow Planning Board is responsible, under State and Village law for the site plans of both parcels, including the protection of the Hudson and Pocantico Rivers.

Nick Robinson, Letter 31, 9/30/16

Response:

In December 2007, Roseland/Sleepy Hollow LLC withdrew from their participation from the development of the former GM Site and is not a party to any subsequent approvals. The Lead Agency notes that General Motors LLC (GMLLC) pursued an environmental determination and findings and was granted the Special Use Permit and RDCP by the Village Board of Trustees which identified that project site as constituting three parcels (115.10-1-1; 115.11-1-1; and, 115.15.1-1) and not the parcels related to the East Parcel (refer to FEIS Appendix G for prior decision documents). Response to FEIS Comment III.A-6 provides the background related to the environmental review and special permit process undertaken by the Village. Section III.A.2.b of the East Parcel Redevelopment DEIS provides a preliminary consistency review of the Proposed Action with the goals and policies identified in the Village of Sleepy Hollow Local Waterfront Revitalization Program (LWRP). In addition, although the Village's Waterfront Advisory Committee (WAC) was not duly constituted at the time of the filing of the East Parcel DEIS document, it has since been reconstituted and they have reviewed and provided the LDC with a preliminary consistency review as required by Village Code (refer to Appendix B and Response to Comments III.A-20 through III.A-37). The LDC contends that the Proposed Action, as initially presented in the DEIS and subsequently presented in the FEIS, responds to the goals and policies in the LWRP by mitigating potential impacts related to stormwater management, enhancing water quality, properly evaluating and designing the plan to reduce impacts of flooding, enhancing public access to existing Village parkland and minimizing impacts to viewsheds. The Lead Agency has noted throughout the East Parcel Redevelopment DEIS and documents that the Village of Sleepy Hollow Planning Board is an involved agency that will be responsible for the review and approval of a specific site plan for the East Parcel. The preparation and submission of the site plan application will follow after the conclusion of the Subject environmental review and granting of a special permit and approval of a RDCP by the Village Board of Trustees.

Comment III.A-8:

When the Village created the Sleepy Hollow Local Development Corporation ("LDC"), this act was unrelated to the Special Use Permit for the GM Property. Subsequently, around December 22, 2014, the LDC came to hold title to the some 28.5 acres that constitute the East Parcel of the GM Property. As the legal successor in interest with respect to the GM Property, as the LDC took title it was bound by the same provisions of the Special Use Permit that the Village had conferred upon General Motors, Roseland/Sleepy Hollow LLC, and their successor Lighthouse Landing Ventures LLC.

Nick Robinson, Letter 31, 9/30/16

Response:

The LDC does not dispute that it is bound by those conditions outlined in the Special Use Permit issued by the Village Board dated June 7, 2011 that specifically relate to the East Parcel relative to the transfer of ownership. (See also Response to Comment III.A-6 and III.A-7 regarding relationship of the East Parcel to the Lighthouse Landing riverfront development environmental review and special permit approval). The LDC notes that Roseland/Sleepy Hollow LLC withdrew from the

application process back in December 2007, and that Lighthouse Landing Ventures LLC is not a successor to that entity, but a separate entity unto itself.

Comment III.A-9:

It is improper under SEQRA for the Village of Sleepy Hollow Board of Trustees and the LDC to ignore the Special Use Permit for the GM Property as it applies to the East Parcel, simply because LDC is a new “owner” and new developer. The Special Use Permit and its conditions, studiously prepared over many years, still apply to and govern the East Parcel, and its owners. Until the LDC applies to the Village Board of Trustees to amend the Special Use Permit, it is bound by the terms of that Special Use Permit, and the attempt to launch an entirely new SEQRA process is at best improvident and at worse unlawful. It does not appear whether or not the Village Planning Board has been given formal notice of this proceeding, and the comments of the Planning Board should be sought and responded to. Many other parties who participated in the GM/Roseland SEQRA Process have not been given notice. The LDC could and should have requested amendment of the GM Property’s Special Use Permit and the Trustees could have undertaken to prepare a Supplemental EIS to support any new plans, and alternatives, that the LDC proposes for the “East Parcel.” For reasons not yet explained, the LDC chose not to do so and the Trustees have ignored the terms of the Special use Permit on the “East Parcel.”

The Trustees should annul their participation in this SEQRA process and return to the terms of the Special Use Permit. The LDC should suspend this instant SEQRA exercise, and apply to the Trustees for an amendment of the Special Use Permit as it would apply to the “East Parcel” under a new developer’s control. The SEQRA process should examine the entire Pocantico Estuary’s watershed within the Village of Sleepy Hollow, and its relationship to the Hudson River and adjacent protected areas.

Nick Robinson, Letter 31, 9/30/16

A supplemental EUS would not pick and choose parts of the former GM/Roseland FEIS to repeat in the LDC’s instant DEIS, but would build upon and update those prior submission in light of new facts and studies. That is what the “supplemental” process of SEQRA and its regulations contemplate and require.

Nick Robinson, Letter 31, September 30, 2016

Finally, the public comments may result in the need for a Supplemental Draft EIS, with related public comment.

Abigail Jones, Letter 33, September 30, 2016

Should either public comment or additional SEQRA review result in significant changes to the design, the Sleepy Hollow LDC must prepare and circulate for public comment a Supplemental Draft EIS for the redesigned project.²¹

21. 6 NYCRR § 617.9(a)(7).

Abigail Jones, Letter 33, September 30, 2016

Response:

As noted in Response to FEIS Comment III.A-6, the LDC contends that it has followed a properly prescribed process under SEQRA for determining Lead Agency, noticing Interested and Involved Agencies, preparing and approving a properly noticed Scoping Outline, reviewing and accepting a DEIS document and holding properly noticed public hearings and comment period on the Draft EIS. The entire process to date has been conducted with the understanding that the development of the East Parcel is a separate but related action from the review and approvals of the West Parcel for Edge on Hudson (formerly Lighthouse Landing). Even though GM owned both the East and West Parcels at the time, the parcels were physically separated by the active Metro-North rail lines and were not integrated from an environmental point of view, refer to further discussion under the Hubert Decision summarized in Response to Comment III.A-6. As noted in Response to FEIS Comment III.A-6, there are distinct references to the East Parcel in the previous environmental review and findings which related to mitigation of potential impacts associated with stormwater management, wetlands mitigation, and adherence to a NYSDEC Site Management Plan as part of a comprehensive brownfields cleanup agreement. It is noted that the RDCP considered as part of the Special Permit granted to GM in June 2011 indicated that the East Parcel was to be donated for Village use, there was no conceptual level planning illustrated on the East Parcel as part of the Lighthouse Landing RDCP.

Accordingly, the LDC determined that the preparation of a Riverfront Development Concept Plan consistent with Section 450-15 of the Village Code was required in order properly evaluate potential impacts of a more detailed development program as was provided in the East Parcel Redevelopment DEIS and subsequently presented and analyzed in this FEIS document .

With respect to the preparation of a supplemental EIS, reference is made to the NYS DEC SEQR Handbook⁵ (the SEQR Handbook). The SEQR Handbook indicates that a supplemental EIS provides an analysis of one or more significant adverse environment impacts which were not addressed, or inadequately addressed, in a draft or final EIS. Further, the SEQR Handbook notes that a Supplemental EIS may be required if:

- the project sponsor proposes project changes which may result in one or more significant adverse environmental impacts not addressed in the original EIS;*
- the lead agency discovers new information, not previously available, concerning significant adverse impacts;*
- a change in circumstances arises which may result in a significant adverse environmental impact(s); or*
- a site-specific or project-specific analysis of potential significant adverse environmental impact(s) is needed for actions following a generic EIS⁶.*

The LDC contends that the proposed changes to the RDCP, refer to Exhibit III.A-6, result in less impact to the environment, and refer also to Response to Comment II-18. This includes an expanded

⁵ The SEQR Handbook, 3rd Edition, Division of Environmental Permits, New York State Department of Environmental Conservation, p. 143.

⁶ Ibid. p. 143

buffer area in the northern portion of the East Parcel, a reconfiguration of the active and passive recreations areas, inclusion of a court sport area with skate park, reduction of the proposed parking in the northern portion of the East Parcel from approximately 500 spaces to 4000 spaces, relocation and expansion of the proposed community center and the proposed creation of an at-grade connection out to Beekman Avenue. There has been no new information discovered or not previously available concerning significant adverse impacts and there has been no change in circumstances resulting from revisions to the East Parcel RDCP that may result in a significant adverse environmental impact. Lastly, the evaluation of the East Parcel was prepared as part of a site specific DEIS and not a Generic EIS review. As noted in Response to Comment III.A-6, the Village has conducted an extensive environmental review including the preparation of a Draft EIS, Final EIS, and LWRP consistency review and concluding in Environmental Findings for the Lighthouse Landing (now Edge-on-Hudson) project, portions of which included impacts and mitigation related to activities on the East Parcel.

Comment A-10:

Similarly, the LDC's sale of the railroad track sidings to the Metro North Railroad Company did not excuse the Village Planning Board from considering how a site plan for development of the "East Parcel" should screen the view of those tracks from the recreational uses of the Pocantico River, DeVries Park, and the future uses of the "East Parcel." The Special Use Permit left those details to be determined by the Planning Board. Until and unless the Special Use Permit's terms are duly amended, in accordance with law, the fact that the LDC segmented the title of from the railroad siding tracks from its title for the "East Parcel," does not excuse the LDC from its duties under SEQRA to find ways to (a) prevent run-off from the railroad sidings from contaminating the Pocantico estuary, and (b) provide for planting trees or other natural screening to enhance the viewshed of the lower Pocantico estuary lands and waters from the railroad uses of the railway sidings, and (c) design systems to handle the flood water that can build up because the railroad sidings constitute an embankment that prevents the Pocantico waters from reaching the Hudson (the former bed of the Pocantico River runs next to DeVries Park and the East Parcel and the railway sidings and the River's former trestle is still buried under the MetroNorth tracks, from which the former bed ran next to Kingsland Point Park into the Hudson). All the environmental impacts associated with these conditions still exist, and under the Special Use Permit for the General Motors Property, the Village Planning Board is presently responsible for dealing with them.

Nick Robinson, Letter 31, 9/30/16

Response:

Subsequent to the LDC taking ownership of the East Parcel, the LDC did learn that a portion of the East Parcel property included active rail sidings currently being used by Metro-North Railroad (MNR) that encroached on the East Parcel and, on or about 5/18/16, the LDC subsequently submitted an application for subdivision approval to the Village of Sleepy Hollow Planning Board (the "Planning Board"). During the course of the subdivision approval process, the Planning Board did note that the subdivision of the MNR Parcel does not share a common goal or purpose or any common impact with the East Parcel Redevelopment, and is not part of the East Parcel Redevelopment or part

of an identifiable overall plan with the East Parcel Redevelopment such that action on one will further preclude or limit consideration of alternatives of the other, or will reinforce the impacts reasonably anticipated from the other. The Planning Board further concluded that the subdivision of the MNR Parcel and the East Parcel Redevelopment need not be completed at or about the same time, and are functionally independent of one another, and approval of either will not commit the LDC to any action on or in the other.

The LDC notes that during the discussion of the proposed subdivision of the MNR Parcel, the Planning Board did raise the issue of providing landscaping and fencing along the western edge of the East Parcel and the proposed MNR parcel, which was reflected in the East Parcel RDCP and carried through as part of the revised East Parcel RDCP presented in this FEIS. Section III.C of the DEIS and this FEIS, along with Appendix C of this FEIS, provides analysis that documents the significant reduction in stormwater flows and overall enhancement of water quality from the East Parcel as a result of implementing the East Parcel RDCP.

It is unclear what the commenter is referring to with respect to contamination from the existing Metro-North railroad line stormwater runoff. There has been no documentation to this effect as part of any of the preceding environmental reviews associated with the Lighthouse Landing EIS or the Site Management Plans prepared as part of the Brownfield Cleanup Program for the East Parcel. The LDC does note that the East Parcel RDCP did and still proposes to include a stormwater management component along the western portion of the East Parcel that would capture whatever minimal stormwater runoff there might be from the Metro-North railroad sidings. The LDC has incorporated stormwater quality measures as part of the RDCP process. It is further noted, that the existing sidings that remain on the balance of the East Parcel are proposed to be removed and that portion of the East Parcel restored.

Comment III.A-11:

The standards for the LWRP were reflected in the Special Use Permit process and decisions, but have thus far been ignored in this purported LDC and Village SEQRA process for the LDC's East Parcel proposals. The Trustees need to confer with the hold-over appointees of the Village's Waterfront Advisory Committee, and/or reconstitute the Committee and then actively examine the LWRP standards for the East Parcel and its relationship to the Pocantico River, and the West Parcel and its relationship to the Hudson River.

Nick Robinson, Letter 31, 9/30/16

While the Draft EIS includes the Sleepy Hollow LDC's LWRP consistency review, Chapter 414 of Village Code requires review by the Sleepy Hollow Waterfront Advisory Committee ("WAC"). The WAC is the entity in Sleepy Hollow "primarily responsible" for implementing the policies, purposes, and project contained within Sleepy Hollow's LWRP.²² Any agency determination of consistency with the LWRP, therefore, must be based, at least in large part, on the recommendations of the WAC.²³
²² Sleepy Hollow Munc. Code § 414-4.B.

²³ See Sleepy Hollow Munc. Code § 414-5.E(2).

Abigail Jones, Letter 33, 9/30/16

Ensure consistency of the proposed project with Village of Sleepy Hollow Local Waterfront Revitalization Program, including proper consistency review with the Sleepy Hollow Waterfront Advisory Committee.

Abigail Jones, Letter 33, 9/30/16

With preparation of this Draft Environmental Impact Statement, and the SEQRA procedures currently being pursued by both the Board of Trustees of the Village of Sleepy Hollow, and the Sleepy Hollow Local Development Corporation as the new developer of the “East Parcel,” the Village turns it back on its environmental conservation responsibilities to protect both the Pocantico River, for itself and as a tributary of the Hudson River. These duties under State and Village environmental laws, and also under the federal Clean Water Act and Coastal Zone Management Act. The lands and waters east of the railroad tracks, between Beekman Avenue and DeVries Avenue, are ecologically, aesthetically, historically and hydrologically all one place. The so-called “East Parcel” cannot be divorced from the Pocantico estuary.

Nick Robinson, Letter 31, September 30, 2016

However, the process for the DEIS that the Sleepy Hollow Local Development Corporation (“LDC”) and Village Board of Trustees have released for the “East Parcel” is not in compliance with the applicable environmental laws. Since the Village Board of Trustees enabled the Sleepy Hollow Local Development Corporation to take title to the “East Parcel,” the Board appears to have abandoned its role as the governmental steward of the environment in the Pocantico estuary, as the regulator of the developer LDC, and conflates its governance duties with the mission of this new developer now responsible for one part of the General Motors Property

Nick Robinson, Letter 31, September 30, 2016

Response:

The Lead Agency disagrees with the assertions by the commenter that the DEIS process has not complied with the applicable SEQRA requirements. Moreover, the Lead Agency has incorporated the applicable criteria and requirements of the LWRP consistency review into the SEQRA process being conducted for the Proposed Action. The Village Board of Trustees has recently reactivated the Village of Sleepy Hollow Waterfront Advisory Committee (WAC) and have provided them with all relevant copies of pertinent information including prior consistency reviews and the East Parcel Redevelopment DEIS. The WAC has since had an opportunity to review the Proposed Action consistent with Section 414-5 of the Village Code, refer to Response to Comments III.A-20 through III.A-37.

Comment III.A-12:

The LDC’s proposal in the DEIS do not take into account the public trust doctrine in New York State law. The site is subject to the public trust doctrine, and provision must be made for public access to the Pocantico River from the East Parcel. The Village’s land use plans do not adequately reflect the duties the Village has under the NY public trust doctrine. The Planning Board site plans for the Special Use Permit were to have ensured compliance with the Village’s public trust duties, but since the

Planning Board's role in the East Parcel is unlawfully ignored at present, it become apparent that the Village is not complying with its Public Trust Doctrine obligations.

Nick Robinson, Letter 31, 9/30/16

Response:

The LDC refutes the notion that the East Parcel Redevelopment EIS did not take into account the public trust doctrine in New York State law. It is noted that the East Parcel is a distinct tax lot and separate from the tax lot associated with DeVries Park which is owned by the Village of Sleepy Hollow. The East Parcel does not have frontage on either the Pocantico or Hudson Rivers. The RDCP submitted as part of the East Parcel Redevelopment DEIS includes a multi-purpose trail connection to DeVries Park which has access to the Pocantico River. In addition, a portion of the Horseman's Trail located in DeVries Park also provides access to the Pocantico River. Further, it is noted that the RDCP as presented in the DEIS and revised and included in the subject FEIS includes uses dedicated for public use including active and passive recreation, multi-purpose trails, public streets, Village DPW, community center, amphitheater, and public parking. These uses benefit all of the people in New York State. It is important to note that the East Parcel has not been designated as parkland by the Village of Sleepy Hollow, the LDC or any other entity in New York State.

Comment III.A-13:

It is evident that the legal regulatory duties of the Village are distinct from the property interests of the LDC. To act as if these legal entities are congruent is to confuse their respective duties. The LDC is a developer, standing in the shoes of GM, Roseland, and Lighthouse Landing Ventures. The Village of Sleepy Hollow as a local government has fiduciary duties to the citizens and their environment, through the Trustees as legislators and regulators, and through the Village's Planning Board as land use regulators. The current SEQRA process muddied the waters and confuses these roles. The process needs to be clarified going forward. Because procedural due process has not been observed in this proceeding, we request that the Village correct the process and immediately consult about how to restore the Pocantico River estuary and adjacent parts of the "East Parcel," as a core component of any "East Parcel" plans or projects going forward.

Nick Robinson, Letter 31, 9/30/16

Response:

The LDC refutes the notion advanced by the commenter that due process was not followed with respect to the subject environmental review and preparation of the RDCP. The Sleepy Hollow LDC was initially created by the Village of Sleepy Hollow as an entity to receive property from General Motors and play a role in future projects that would benefit the Village of Sleepy Hollow. The LDC Mission Statement noted that the LDC was formed to undertake certain projects and initiatives for the benefit and to relieve the burdens of the Village⁷. The Deed transferring ownership of the East Parcel to the Village restricts the future uses of the East Parcel to those that are for municipal or public uses of the

⁷ http://www.sleepyhollowny.gov/sites/sleepyhollowny/files/file/file/ldc-_establishment_resolution-_res._122-_140909_00618017.pdf

*Village of Sleepy Hollow*⁸. *The Executive Summary and Project Description in the East Parcel Redevelopment DEIS identifies the different roles that the LDC (as funding agent), Village Board (Special Permit and Riverfront Development Concept Plan approval) and Planning Board (site plan approval) play as part of the environmental review and development process.*

The Village has, separate from the EIS process, conducted a survey which outlines public preference for different uses proposed for the East Parcel, refer to FEIS Appendix F. The Village Board has provided direction as reflected in the revised RDCP submitted as part of the FEIS document. The revised RDCP includes an expanded buffer area along the northern portion of the East Parcel that abuts Devries Park and the Pocantico River. It is noted that the Pocantico River is located on a separate tax parcel that is owned by the Village of Sleepy Hollow, please refer to FEIS Exhibit III.A-13, Property Ownership. Any improvement plans for the Pocantico River would be an action undertaken by and separate from the Proposed Action currently being considered as part of this EIS document. Lastly, it is noted that the Hubert Decision (refer also to Response to Comment III.A-6 and FEIS Appendix G) concluded that the reservation of certain space for any potential future creation of a Hudson River estuary or Pocantico River outlet should be stricken from the Lighthouse Landing Environmental Findings as it would not serve to mitigate any potentially adverse environmental impacts caused by the Lighthouse Landing development and is not part of any consideration of the subject East Parcel RDCP. At the conclusion of this environmental review, the LDC will issue Environmental Findings. The Village Board will also need to issue their own Environmental Findings as it relates to the issuance of a special permit and approval of a riverfront development concept plan. At that point, a specific site plan application can be prepared for submission to the Planning Board for site plan approval.

Comment III.A-14:

HHV did submit a letter (December 7, 2015) regarding the scoping that preceded this DEIS, and in that letter raised the importance of the eight acres that the General Motors final decisions (the FEIS, Findings and Special Use permit) allocated, as mitigation of adverse impacts, to HHV for enhancement of the Pocantico River estuary and adjacent banks, and noted the omission from the EAF. HHV wrote, in part, that “We note that a conceptual site plan for the East Parcel was not included with these [scoping] documents and neither includes any specific mention of Historic Hudson Valley’s potential future use of a portion of the East Parcel.” It is the obligation of the Planning Board, in site plan review, to determine how HHV would deal with the eight acres and plans to restore the Pocantico River. By ignoring this mitigation measure in the Special Permit, the LDC further segments the environmental analysis and impact decisions about real property allocations that remain integral considerations of the entire GM Property. At present, neither the LDC nor the Village Board of Trustees appear to have acknowledged that HHV letter or responded to it in the scoping (merely including the HHV letter as part of the public record for this DEIS).

Nick Robinson, Letter 31, 9/30/16

⁸ http://www.sleepyhollowny.gov/sites/sleepyhollowny/files/file/file/lcd-_east_parcel_deed-_recorded_00629793.pdf

There was eight acres in this site that was allocated to Historic Hudson Valley in the findings that the Board of Trustees adopted for the GM site as mitigation for the density and impact of the development of both the East and West Parcels. Those eight acres were to be used for a restoration -- expansion of the restoration. They had a provisional plan for a farm. They were going to do all sorts of interesting things. But it was, essentially, going to be open space and cultural space, natural space. That seems to have airbrushed -- been airbrushed out of the situation, and I think you've got -- you can't just do that, because that was a mitigation of impact. You need to have an offset of, what are you going to give us now for eight acres? And I suggest that you ought to take that eight acres and restore the estuary so you have a biologically conductive Pocantico River.

Nick Robinson, PH 9/20/16, p. 154

It does not appear that the LDC has as yet honored its obligation under the Special Use Permit to hand over the eight acres to HHV, so that HHV could pursue the options available to it.

Nick Robinson, Letter 31, September 30, 2016

Response:

As noted in the East Parcel Site Management Plan (refer to DEIS Appendix F, page 19) vegetable gardens and farming on the East Parcel are prohibited, which eliminated those potential future uses previously contemplated by Historic Hudson Valley (HHV). The LDC has met with representatives of HHV throughout the course of the process leading up to the preparation and acceptance of the DEIS document and subsequently as part of the preparation of the subject FEIS so as to discuss how redevelopment of the East Parcel could help advance HHV's mission. In addition, HHV submitted correspondence as part of the LDC's public scoping outline process which indicated that they had more immediate needs for overflow parking to help address larger functions held by HHV. The plans reflected therein respond to HHV's expressed concern that a parking resource be created that would allow for overflow parking for HHV's larger events. The LDC disputes the contention that there is an obligation under the Special Permit to "hand over" eight acres to HHV. It is noted on paragraph 9 on Page 25 of the 2011 Special Permit, (refer to Appendix G of this FEIS), that the eventual developer of the GM site (including the East Parcel) was to convey without any cost to the Village or its designee, approximately 45 acres as depicted on Figure No. 2 Public Open Space and Public Use Diagram. It was the obligation of the developer, to the extent each transferee agrees to accept it, to convey approximately eight acres to HHV and the balance to the Village or its designee. The Special Permit further notes that nothing in the Special Permit is intended to control or limit the terms and conditions of any such transfer to Historic Hudson Valley. The LDC contends that it has accommodated the expressed concerns raised by HHV relative to having access to overflow parking in the future so that it can confidently program for larger events knowing there is available overflow parking to satisfy demands. It is also important to note that the East Parcel Site Management Plan (refer to DEIS Appendix F) notes the DEC's restriction on the use of the East Parcel include a prohibition on vegetable gardens and farming.

Comment III.A-15:

The full long EIA form errs in C.1 by stating no land use controls apply to the “East Parcel” and omitting any reference to the binding provisions of the Special Use Permit granted for the development of the East Parcel.

Nick Robinson, Letter 31, 9/30/16

Response:

The commenter errs in understanding the intent of the question in Section C.1. of the EAF form. The EAF asks: “Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed?” There are no proposed revisions to adopted plans (e.g., LWRP) or ordinances (e.g., zoning) considered as part of the Proposed Action. The East Parcel Redevelopment DEIS clearly identifies (refer to Section III. A) that there are existing land use controls associated with the Riverfront Development Zoning District and other provisions related to stormwater management and flood prevention which regulate how the East Parcel can be redeveloped. As noted in Response to Comment III.A-6, the Special Permit issued by the Village as part of the Lighthouse Landing had only limited reference to the East Parcel because it was always contemplated that there would a subsequent environmental review that was more specifically drafted to address a RDCP for the East Parcel.

Comment III.A-16:

The full EAF errs in not mentioning the Village Waterfront Committee, from which the LWRP requires review and render advise, and to have its advice heard and responded to. LWRP Norms are not referenced, although clearly binding. The CEA designation underscores the need to apply the LWRP norms.

Nick Robinson, Letter 31, 9/30/16

Response:

Comment noted. At the time of the preparation and acceptance of the DEIS document the Village did not have a duly constituted Waterfront Advisory Committee. The Village has since reactivated the Waterfront Advisory Committee and a preliminary consistency review has been prepared and included with this FEIS document. (Refer to Appendix B).

It is noted that the LDC did review the Village’s LWRP goals and objectives for consistency as part of the DEIS. (Refer to Section III.A2.b).

Comment III.A-17:

Full EA form errs in indicating that no excavation of the East Parcel is planned (D.2.a), when surface excavation is clearly contemplated, and as a result no mitigation measures are covered in the DEIS. The fact that a water table lays just below the surface makes the site preparation especially problematic.

Nick Robinson, Letter 31, 9/30/16

Response:

The commenter errs in understanding the question raised in the EAF. D.2.a. asks “Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite).”

The Proposed Action does not include any excavation, mining or dredging operations.

Comment III.A-18:

Indeed, almost all of the prior visions for this parcel, including the Village’s Waterfront Concept Plan and the Lighthouse Landing proposal, kept the area adjacent to the Pocantico River either as a wetland, open space, and/or passive recreation area, thereby providing the necessary buffer between the river and the proposed development on the site.³ At various times in the past, there have been proposals to restore the wetlands on a 10-acre portion of the East Parcel, in the floodplains of the northeast corner of the GM Site, adjacent to the Historic Hudson Valley property. Past proposed redevelopment plans for this portion of the GM site included this area to be set aside as open space. The current proposed project, however, proposes this section of the Site to be parking for 500-plus spaces as well as active playing fields.

3. See, e.g., East Parcel EIS, Exhibits 1-3 to I-8

Abigail Jones, Letter 33, 9/30/16

Response:

As indicated in DEIS Exhibits I-3 through I-8, the Lighthouse Landing environmental review looked at planning the northern portion of the East Parcel and uses included asphalt parking, active and passive recreation facilities, 0.6 million gallon water tank and pump station, and potential expansion of the Philipsburg Manor Restoration facilities, including mitigation salt marsh.

It is noted that the proposed RDCP has been amended, refer to Exhibit III.A-6, and now includes a ±2.7 acre buffer area in the northern portion of the East Parcel, reconfigured passive and active recreation areas and an informal parking area with pervious treatment to accommodate approximately 400 cars. As noted in greater detail in response to Comment II-1, the proposed informal parking area is proposed to be designed with a stabilizing mesh located just below the surface that would allow stability to the area when used for parking or passive recreations uses and allow infiltration of rainwater during wet weather. An active recreation component that includes a skate park, and court sports has been added to the development program based on input from the public as part of this and other public outreach venues.

Comment III.A-19:

Observing due process of law requires that the Village annul this LDC SEQRA process and correct the deficiencies which the Pocantico Conservancy outlines here. We should begin with the initial public notice that the LDC and Village provided. It is more than an omission that the public notice for the DEIS was a rather selectively sent to only a handful of the 48 interested parties that appeared on

the circulation list for the General Motors/Roseland FEIS process (See the GM/Roseland Positive Declaration of April 7, 2003).

Nick Robinson, Letter 31, September 30, 2016

Response:

The Lead Agency disagrees with the assertions made by the commenter. The Lead Agency has undertaken a comprehensive and lengthy public notice and comment process in compliance with the applicable requirements, including SEQRA. The circulation list for the East Parcel EIS includes all known interested and involved agencies including Village Board, Planning Board and Building Department (it is noted that the WAC has since been reactivated after vacancies were filled and copies of the DEIS have been forwarded to them for their input), Westchester County, New York State DEC, New York State DOS, New York State OGS, New York State OPRHP, New York State DOT, FEMA, Army Corps of Engineers, Metro-North Railroad and the Tarrytown UFSD. In addition, notices were placed on the Environmental Notice Bulletin as required.

Comment III.A-20

Revitalize the deteriorated and underutilized waterfront area (Policies 1, 1A, 1B, 1C, 1E, 1F, 1G, 1H, 1J and 1K).

- The DEIS is consistent with Policies 1, 1A, 1E and 1K.
- Policies 1B, 1C, 1H and 1J are not applicable.
- WAC recommends additional consideration for the remaining Policies:
 - Policy 1F: WAC recommends that VoSH and the LDC explore ways to provide pedestrian access to the East Parcel from Barnhardt Park and the adjacent residential neighborhood and discuss with the Historic Hudson Valley creating continuity of the Horseman Trail, providing public access from DeVries Park to Route 9.
 - Policy 1G: WAC recommends the LDC pursue plans for vehicular, pedestrian and bicycle connections from Beekman Avenue and/or access with Clinton St or another access point.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

The LDC is committed to making a pedestrian connection between the East Parcel and Barnhart Park. Drawing No. SP1.4 of the DEIS RDCP drawing set provides a conceptual level evaluation of a pedestrian connection from Barnhart Park down to the East Parcel. The conceptual connection transitions through a series of switchbacks to accommodate the approximately 45 foot change in elevation and maintaining a 5% slope. Given that the LDC is currently in discussions with the owner of the former UAW property located along Beekman Avenue, there is the potential to bring an at-grade roadway out to Beekman Avenue which would include a sidewalk. As part of site plan review, specific details of the potential connection and exact location will be prepared. As part of the site planning for the revised RDCP, a tie-in to the existing Horseman's Trail at the HHV property is provided. In addition, given that the HHV property is privately owned, the East Parcel multi-purpose trail includes a connection to the proposed sidewalk system along Continental Street which would

provide an alternate route for the Horseman's Trail when the HHV property is closed.

Comment III.A-21

Retain and promote commercial and recreational water-dependent use (Policies 2 and 2A).

- WAC recommends additional consideration for Policies:
 - Policy 2: WAC recommends that recreational activities provided on or near the East Parcel property include water-related activities, and that, wherever possible, improved pedestrian access be provided to water-related activities (including but not limited to fishing, swimming and kayaking) on the Pocantico River and/or along the waterfront within Kingsland Point Park.
 - Policy 2A: Pursuant to Explanation #9 within this policy, LDC should consider moving the proposed HHV overflow parking lot further away from the Pocantico River shoreline.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)

Letter 41, 1/30/17

Response:

Comment noted. The lower portion of the Pocantico River just north of the East Parcel is located on lands owned and controlled by the Village of Sleepy Hollow. Any improvements related to enhanced waterfront access or water related activities and improvements would need to be initiated by the Village. It is noted that the redevelopment of the East Parcel does provide additional recreational activities for Village residents and a multi-purpose trail connection to DeVries Park. With respect to the design of the proposed Managed Overflow Parking proposed for the East Parcel, it has been reconfigured and relocated to more than 100 feet from the Pocantico River shoreline as illustrated in Exhibit III.A-6, Revised East Parcel RDCP.

Comment III. A-22

Strengthen the economic base of Sleepy Hollow smaller harbor areas by encouraging traditional uses and activities (Policy 4).

- This consideration point is not applicable.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)

Letter 41, 1/30/17

Response:

Comment noted.

Comment III.A-23

Ensure that development occurs where adequate public infrastructure is available to reduce health and pollution hazards (Policies 5, 5A and 5B).

- The DEIS is consistent with Policies 5, 5A and 5B.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)

Letter 41, 1/30/17

Response:

Comment noted.

Comment III.A-24

Expedite local permit procedures and use performance standards for development within the waterfront area (Policy 6).

- This consideration point is satisfied in cooperation with VoSH.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted. Upon completion of the environmental review process the LDC will need to get a Special Permit and Approval from the Village Board on the RDCP. At this point a specific site plan application will need to be prepared and submitted to the Planning Board for their review and approval.

Comment III.A-25

Protect significant and locally important fish and wildlife habitats from human disruption and chemical contamination (Policies 7, 7A, 7B, 7C, 8, 8A and 8B).

- Policies 7, 7A, 7B, 7C, 8 and 8B are not applicable.
- The DEIS is consistent with Policy 8A.
- The WAC is concerned about run-off from the ball fields and parking lots over the course of time and strongly advises the LDC and VoSH to put in place controls and monitoring to ensure that pesticides and other chemicals or contaminants are not used in the maintenance of the East Parcel property and DeVries Park.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted. The proposed Managed Overflow Parking Area and Daily Use Parking Area have been designed with permeable treatments that significantly reduce stormwater runoff. A preliminary design for the on-site stormwater management system has been prepared which will address stormwater quality before the water leaves the East Parcel. Presently, the East Parcel is almost entirely asphalt and there is very little to no stormwater treatment during storm events. The athletic field proposed north of the Continental Street Extension would be designed using a turf system that would not require the use of pesticides for maintenance. The LDC can work with the Planning Board as part of site plan approval to prepare a landscape maintenance plan that addresses the potential use, if at all, of pesticides or other chemicals.

Comment III.A-26

Encourage and expand commercial fishing facilities to promote commercial and recreational fishing opportunities (Policies 9 and 10).

- This consideration point is not applicable.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted.

Comment III.A-27

Minimize flooding and erosion hazards through nonstructural means, carefully selected, long-term structural measures and appropriate siting of structures (Policies 11, 13, 13A, 13B, 14, 15, 16, 16A, 16B, 17 and 17A).

- The DEIS is consistent with Policies 11, 13, 13A, 13B, 14, 15, 16, 16A, 16B, 17 and 17A.
- While the LDC has taken considerable measures to minimize flooding and erosion hazards through non-structural means, the WAC is concerned that some of these efforts will exacerbate flooding in DeVries Park, an area already burdened with frequent flooded conditions. The WAC recommends that VoSH review the DEIS plans relative to this particular issue and explore additional measures to minimize the likelihood of increased flooding in DeVries Park resulting from raising the level of the East Parcel by two feet or more.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

As part of the evaluation of the East Parcel redevelopment, specific hydraulic analyses (refer to DEIS Appendix C and FEIS Appendix C) were prepared that evaluated and calculated the existing flooding levels which were mapped in error by FEMA. In addition, the analysis evaluated potential impacts resulting from the importation of fill required as part of the NYS DEC mandated Site Management Plan (refer to DEIS Appendix F). The updated analysis prepared as part of the FEIS indicates that stormwater runoff is reduced during typical rain events over existing conditions.

Comment III.A-28

Safeguard economic, social and environmental interests in the coastal area when major actions are undertaken (Policies 18, 18A, 18B and 18C).

- The DEIS is consistent with Policies 18, 18A, 18B and 18C.
- The WAC recognizes the benefits of widening Continental Street to accommodate two-way traffic and a sidewalk, but is concerned about the potential for negative impacts on Continental Street residents. We recommend that the LDC explore additional measures that might help to reduce the negative impacts of the street-widening. Mitigation measures that should be considered include: 1. reconfiguring the roadway alignment to minimize taking of private property; 2. replacing lost resident parking spaces; 3. providing alternative means of access to and from the East Parcel and the new DPW; and 4. assessing additional traffic mitigating alternatives.
- The WAC notes that the proposed TUFSD bus repair facility is only consistent with Policy if SH obtains a direct or indirect economic benefit from the arrangement; the

LDC, therefore, should seek an agreement with TUFSD to compensate SH for the goods and service that will be provided.

- Similarly, the WAC recommends that the Village seek an agreement with HHV to provide SH with a direct or indirect economic benefit in return for the overflow parking spaces to be provided on the East Parcel.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

A conceptual improvement plan for Continental Street, refer to FEIS Exhibit III.D-3, has been prepared which includes: making Continental Street two-way along its entire length; providing for sidewalks along both sides of the street, projected increase of on-street parking from 63 spaces to 69 spaces; and, inclusion of traffic calming measures to enhance safety. The LDC contends that the proposed alignment minimizes the potential takings of private property to the maximum extent practicable, refer also to Response to Comment III.D-3. As noted in Response to Comment III.D-6, the LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual level plans that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. The creation of this at-grade connection will require the acquisition of several small portions of existing lots that front on Barnhart Avenue. The creation of a second outlet from the East Parcel will enhance circulation for DPW equipment accessing the southern portion of the Village once they have relocated from their existing location on River Street. This will also create an additional pedestrian access to the East Parcel from southern portion of the Village that is currently not available.

Regarding the proposed bus garage for the TUFSD, the comment is noted, there would need to be an agreement between the LDC and School District that would adequately compensate the LDC for construction of any facility. The LDC and representatives of the School District have had preliminary conversations but have not concluded any arrangements.

Similarly, the LDC has discussed arrangements for the use of the Managed Overflow Parking with representatives of HHV that will require HHV to be responsible for traffic and parking management during those events.

Comment III.A-29

Maintain and improve public access to the shoreline and the water-related recreational facilities while protecting the environment (Policies 1, 1A, 1B, 1D, 1E 1F, 1H, 2, 2A, 4, 9, 19, 19A, 19B, 19C, 19D, 19E, 19F, 20, 20A, 20B, 21, 21A, 21B, 21C, 22 and 22A).

- As proposed in the DEIS, the East Parcel project is generally consistent with Policies 1, 1A, 1B, 1D, 1E 1F, 1H, 2, 2A, 4, 9, 19, 19A, 19B, 19C, 19D, 19E, 19F, 20, 20A, 20B, 21, 21A, 21B, 21C, 22 and 22A.
- The WAC notes that the East Parcel property itself contains no shoreline, but it abuts several other parks with existing, or potential future water-related activities, so it is important that the project be planned to maximize connectivity from the East Parcel and improve public access for village residents to adjacent parklands.

- As proposed in the DEIS, the project improves public access by extending Continental Street into and across the East Parcel and building a new bridge over the railroad tracks, providing access to the West Parcel and the Hudson River Greenway/Riverwalk and other water-related resources and activities.
- To be consistent with the Policies that relate to #10, the WAC considers it important that the proposed bridge over the railroad be designed to accommodate vehicular, pedestrian and bicycle traffic.
- Beyond the East Parcel Development Project proposed in the DEIS and overseen by the LDC, the WAC recommends that the LDC, the BoT and VOSH consider additional ways to connect and coordinate the East Parcel property with other parklands that include potential for water-related activities; the below is recommended for consideration:
 - i. Restore the viaduct roadway to Beekman Ave for pedestrians and bicyclists only, providing needed southern access to and from Beekman Ave, the inner village, Hudson Harbor, Ichabods, Horan's Landing and the Tarrytown train station to the south.
 - ii. Evaluate the viability of building a new vehicular roadway from the East Parcel to Beekman Avenue, as proposed in Section IV, #6 -- Alternative Access -- on page IV-5 in the DEIS; study the benefits vs. costs, including the purchase of the UAW property if necessary.
 - iii. Evaluate the possibility of rehabilitating the Devries Park walking bridge to Kingsland Point Park⁹.
 - iv. Provide kayak access and shoreline activity along the south bank of the Pocantico River.
 - v. Provide a link to the Hudson River Greenway/Riverwalk from the new Continental Street bridge over the railroad and open pedestrian and bicycle access from the West Parcel to Kingsland Point Park waterfront.
 - vi. Create continuous access through the Horseman Trail from DeVries Park to Route 9, which may require collaboration with the Historic Hudson Valley. Another alternative would be to connect the trail to the sidewalk on Continental Street.
 - vii. Develop a natural trail along the north bank of the Pocantico River, using the Devries Park bridge and exiting on Bellwood Avenue.
 - viii. Create a protected bicycle path along Bellwood and DeVries Avenues to provide access from Route 9 to DeVries Park and water-related activities along the Pocantico River. A protected bike path would also serve to calm traffic by narrowing the roadways, and could incorporate a planted median that would be in keeping with the character of the neighborhood.
 - ix. Additional connections could also be made from the Horseman Trail to:
 1. Old Croton Aqueduct (OCA)
 2. Rockefeller State Park
 3. North/South County Bike/Trailway and the Tarrytown-Kensico Trailway/Bikeway Plan (from the OCA to the BRP)

⁹ A few members of the WAC visited the walking bridge and were informed by Pace University researchers that Metro North had conducted a study on the safety and soundness of the pedestrian access bridge at DeVries Park and issued a DEC BUD report which indicated that the bridge is structurally sound and can easily and safely be rehabilitated. Those members of WAC recommend the BoT obtain copies of the report from Metro North for consideration.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

The RDCP presented in both the DEIS and this FEIS include a series of multi-purpose trails suitable for use by both pedestrians and bicyclists that run throughout the East Parcel. The trail systems connect to both DeVries Park in the north and Barnhart Park in the south. In addition, the trail system now connects to a proposed sidewalk system as part of the improvements to Continental Street, refer to FEIS Exhibit III.D-3.

The proposed Continental Street Overpass (the “Overpass”) is proposed to include two lanes of traffic and a sidewalk located on one-side. The Overpass has been designed consistent with New York State public right-of-way accessibility guidelines (PROWAG) by including a pedestrian route within the right-of-way of the subject roadway. The current design of the Overpass does not include dedicated bike lanes given the lack of available easement width on the West Parcel. The inclusion of dedicated directional bike lanes would require an additional 8-10 feet of pavement (bridge) width.

The LDC is currently in the process of having the existing viaduct structure that connects to Beekman Avenue removed given its deteriorated condition and cost-prohibitive measures needed to bring the structure up to contemporary standards for use by the DPW. However, as noted in Response to Comment III.D-6, the LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual level plans (refer to FEIS Exhibit III.A-29) that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. This at-grade connection has conceptually been configured to include a sidewalk system that would connect to the existing system along Beekman Avenue and Barnhart Park. Beyond the obvious benefit of creating an alternative at-grade connection to Beekman Avenue, the purchase of the property brings with it certain development rights that could be exercised in the future.

The DeVries Park walking bridge is located on lands owned by the Village of Sleepy Hollow and Westchester County with an easement over the Metro-North rail lines. The LDC contends that the improvement of this structure is not related to any impact resulting from the Proposed Action and would be the responsibility of others.

As noted in Response to Comment III.A-21, the lower portion of the Pocantico River just north of the East Parcel is located on lands owned and controlled by the Village of Sleepy Hollow. The LDC contends that any improvements related to enhanced waterfront access or water related activities and improvements would need to be initiated by the Village of Sleepy Hollow.

As noted in Response to Comment III.A-20, site planning for the revised RDCP includes a tie-in to the existing Horseman’s Trail at the HHV property boundary. In addition, given that the HHV property is privately owned, the East Parcel multi-purpose trail includes a connection to the proposed sidewalk system along Continental Street which would provide an alternate route for the Horseman’s Trail when the HHV property is closed.

As noted in Response to Comment III.D-32, the proposed bicycle network raised by the various commenters is beyond the scope of the Proposed Action and does not address any potential significant adverse impacts posed by the Proposed Action. This is an issue that needs to be addressed at the Village-wide level as part of policy and capital improvement planning. It is noted that the RDCP for the East Parcel includes a series of multi-use trails which allow for pedestrian and bicycle circulation throughout the Project Site and connect to Barnhart Park in the south with DeVries Park in the north. In addition, pedestrian sidewalks are proposed as part of the Continental Street overpass, as part of the conceptual planning for the Continental Street corridor, and along the proposed at-grade roadway that would connect the East Parcel with Beekman Avenue.

The additional connections from the Horseman's Trail to other points in the Village is beyond the scope of the Proposed Action and does address any potential significant adverse impacts posed by the Proposed Action. This is an issue that needs to be addressed at the Village-wide level as part of policy and capital improvement planning.

Comment III.A-30

Protect and Restore historic and archeological resources (Policies 23, 23A, 23B and 23C).

- This consideration point is not applicable.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted.

Comment III.A-31

Protect and upgrade scenic resources (Policies 25,25A and 25B).

- The DEIS is consistent with Policies 25, 25A and 25B.
- To better comply with this consideration and associated policies, the LDC should consider additional foliage to screen the DPW and other structures on the upper level. Consideration should also be given to relocating the DPW and other buildings back closer to the cliff, and perhaps angling them East/West to reduce the impact on river views from above and on views from Edge on Hudson and recreation areas on the lower level.
- The LDC should create a physical 3D model of the proposed development and adjacent neighborhoods and parks to assist with public outreach and education efforts.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

As noted in Response to Comment III.B-5, the residential neighborhood to the east of the East Parcel sits above the proposed location of the DPW facility at approximately elevation 65. The DPW facility area is proposed to be raised by approximately 12 feet so as to effectively protect the facility from

potential flooding or climate change issues. The first floor elevation of DPW structures would be approximately elevation 19. While detailed designs have not been prepared, preliminary evaluation of proposed building heights for the new DPW structures would be approximately 20 feet. This would leave the buildings approximately 25 feet below the surrounding neighborhood, and the Lead Agency contends this would not impede views from adjacent neighborhood. Further, the existing dense vegetation located along the easterly-most property line will, to the maximum extent practicable, be preserved to act as a buffer and screen the activities proposed to occur at the DPW site. In addition, the LDC has proposed fencing along its easterly most property line to further buffer and screen activities. These specific details would be provided at the site plan submission and review stage before the Planning Board. Refer to FEIS Exhibit I-4, Aerial Perspective for a perspective rendering of the currently proposed development of the East Parcel.

Comment III.A-32

Site and construct energy facilities in a manner which will be compatible with the environment and contingent upon the need for a waterfront or water location (Policies 27, 30, 31, 33, 35, 35A, 35B, 35C, 35D, 35E, 36, 37, 38, 39, 39A, 40, 40A, 41A, 42, 43 and 44).

- This consideration point is not applicable.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted.

Comment III.A-33

Protect surface water and groundwaters from direct and indirect discharge of pollutants and from overuse (Policies 30, 31, 33, 35, 35A, 35B, 35C, 35D, 35E, 36, 37, 38, 39A, 40, 40A, 41, 42, 43 and 44).

- The Policies related to this consideration are generally consistent or inapplicable. However, the WAC recommends that the BoT review the LDC's plan regarding catch-basins to determine whether the plan is sufficient. The WAC recommends that the BoT engage the Village Engineer and/or third party experts to review the LDC's plan with respect to this point and to determine whether additional mitigation is needed to ensure appropriate protection of surface and ground waters.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Section III.C of this FEIS and Appendix C, include responses to stormwater quality issues and a proposed stormwater runoff analysis. The stormwater runoff analysis identifies the proposed mitigation measures to be implemented as part of the redevelopment of the East Parcel. Further, as part of specific site plan review, the Village of Sleepy Hollow Planning Board and its consultants will have an opportunity to review the proposed plan in more detail.

Comment III.A-34

Perform dredging and dredge spoil in a manner protective of natural resources (Policies 15, 35, 35A, 35B, 35C, 35D and 35E).

- This consideration point is not applicable.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted.

Comment III.A-35

Handle and dispose of solid and hazardous wastes and effluents in a manner which will not adversely affect the environment nor expand existing landfills (Policies 34, 34A, 35, 35A, 35B, 35C, 35D, 35E, 36, 39 and 39A).

- The DEIS is consistent with Policies 34, 34A, 35, 35A, 35B, 35C, 35D, 35E, 36, 39 and 39A.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted.

Comment III.A-36

Protect air quality (Policies 41, 41A, 42 and 43).

- The DEIS is consistent with Policies 41, 41A, 42 and 43.
- The WAC urges the LDC and VoSH to consider controls and monitoring to ensure that the air quality is protected after construction, particularly when the DPW site is in use, e.g., enact policy to limit DPW engine idling and fumes from back-up generators.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

Comment noted. The items noted in the comment would be under the control of the Village of Sleepy Hollow relative to the operations of the facility.

Comment III.A-37

Protect freshwater wetlands (Policy 44).

- The DEIS is consistent with Policy 44.
- The WAC is concerned about run-off from the ball fields and parking lots over the course of time and strongly advises the LDC and VoSH to consider controls and monitoring to ensure that pesticides and other chemicals or contaminants are not used in the maintenance of the recreation fields and parking lots.

Village of Sleepy Hollow Waterfront Advisory Committee (WAC)
Letter 41, 1/30/17

Response:

See Response to Comment III.A-25.

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SUBJECT SITE INFORMATION:

PARCEL OWNER:

SLEEPY HOLLOW LOCAL DEVELOPMENT CORPORATION
28 BEEKMAN AVENUE, SLEEPY HOLLOW, NEW YORK

AS SHOWN ON THE OFFICIAL TAX MAP OF THE TOWN OF MOUNT PLEASANT
SITUATED IN:

VILLAGE of SLEEPY HOLLOW
TOWN of MOUNT PLEASANT
COUNTY of WESTCHESTER
STATE of NEW YORK

COUNTY SHEET No.: 96
BLOCK No.: 7839, 7842, 7855

NO JURISDICTION

WESTCHESTER COUNTY DEPARTMENT OF HEALTH
NEW ROCHELLE, NEW YORK

THIS MAP DOES NOT CONSTITUTE A SUBDIVISION AS DEFINED BY CHAPTER 873, ARTICLE X OF THE WESTCHESTER COUNTY SANITARY CODE. PERMISSION IS HEREBY GRANTED FOR THE FILING OF THIS MAP IN THE OFFICE OF THE WESTCHESTER COUNTY CLERK, DIVISION OF LAND RECORDS. THE APPEARANCE OF THE SIGNATURE OF THE COMMISSIONER OF HEALTH ON THIS PLAT IS NOT AN ENDORSEMENT AND DOES NOT IN ANY WAY INDICATE CONFORMANCE WITH THE DEPARTMENT'S RULES AND REGULATIONS PERTAINING TO WATER SUPPLY AND SEWAGE DISPOSAL.

EACH PURCHASER OF PROPERTY SHOWN HEREON SHALL BE FURNISHED A TRUE COPY OF THIS PLAT SHOWING THIS ENDORSEMENT. ANY ERASURES, CHANGES, ADDITIONS OR ALTERATIONS OF ANY KIND, EXCEPT THE ADDITION OF SIGNATURES OF OTHER APPROVING AUTHORITY AND THE DATE THEREOF MADE ON THIS PLAN AFTER THIS APPROVAL, SHALL INVALIDATE THIS APPROVAL.

APPROVED BY THE ASSISTANT COMMISSIONER OF HEALTH ON BEHALF OF THE DEPARTMENT OF HEALTH, DATE 9/16

APPROVED BY THE VILLAGE OF SLEEPY HOLLOW PLANNING BOARD:

LISA SANTO, CHAIR 11/18/16 DATE
EXPIRES:

VILLAGE CLERK / ADMINISTRATOR:

Paula A. McCarty 11/30/16 DATE

APPROVED FOR FILING IN THE WESTCHESTER COUNTY CLERKS OFFICE, DIVISION OF LAND RECORDS:

DAVID SCHROEDER, CHAIR 11/22/16 DATE
SLEEPY HOLLOW LOCAL DEVELOPMENT CORPORATION
PROPERTY OWNER OF RECORD

ALL TAXES DUE TO DATE HAVE BEEN PAID.

WICKI M. ANDERSON, RECEIVER OF TAXES 11/22/16 DATE
TOWN OF MOUNT PLEASANT

SARA DIGALCOWO, VILLAGE TREASURER 11/22/16 DATE
VILLAGE OF SLEEPY HOLLOW

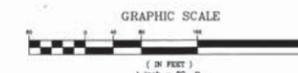
I, TERRY BERGENDOFF COLLINS, THE LAND SURVEYOR WHO PREPARED THIS MAP, DO HEREBY CERTIFY THAT THE SURVEY ON WHICH THIS MAP IS BASED WAS COMPLETED ON 03/21/2016.

TERRY BERGENDOFF COLLINS, L.S. 08/31/2016 DATE

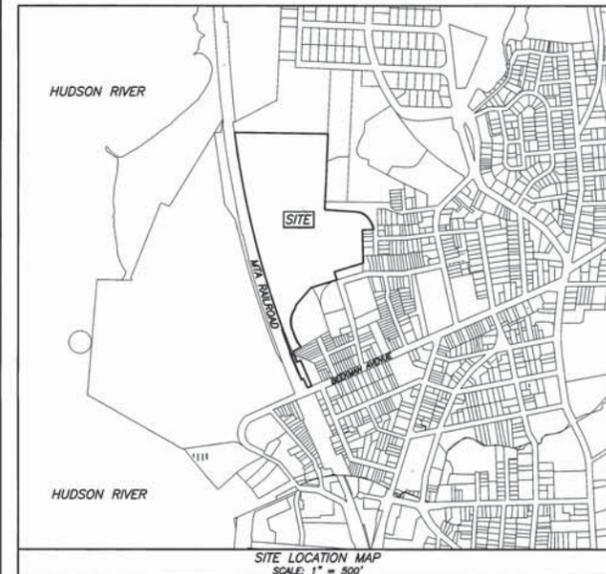
ADJACENT PROPERTY OWNERS

OWNER / NAME	SECTION/BLOCK/LOT	ADDRESS
VILLAGE OF SLEEPY HOLLOW	01/115.7-4-13	DEVRIES AVENUE
HISTORIC HUDSON VALLEY	01/115.7-4-14	MAIN STREET
HISTORIC HUDSON VALLEY	01/115.11-2-1	CONTINENTAL STREET
JENKINS	01/115.11-2-76	86 HOWARD STREET
ZOUMBOULIS	01/115.11-2-75	84 HOWARD STREET
DIRETTINHO	01/115.11-2-74	82 HOWARD STREET
KALUCKY	01/115.11-2-73	80 HOWARD STREET
SOUSA	01/115.11-2-72	90 HOWARD STREET
MANNARELLI	01/115.11-2-71	51 ELM STREET
VILLAGE OF SLEEPY HOLLOW	01/115.11-1-3	ELM STREET
VILLAGE OF SLEEPY HOLLOW	01/115.11-1-40	ELM STREET
VILLAGE OF SLEEPY HOLLOW	01/115.11-1-74	BARNHARDT AVENUE
CHIMBO	01/115.11-1-73.1	29 BARNHARDT AVENUE
UNION BUILDING CORPORATION	01/115.11-1-75.2	27 BARNHARDT AVENUE
MIDTOWN TRUCKAGE VENTURES LLC - C/O ARGENT VENTURES	01/115.11-1-84	193 BEEKMAN AVENUE
	01/115.6-1-2	RIVERSIDE DRIVE

ZONING	
THIS IS TO CERTIFY THAT ALL LOTS AND PARCELS SHOWN ON THIS PLAT COMPLY WITH THE REQUIREMENTS OF THE ZONING ORDINANCE OF THE TOWN OF MOUNT PLEASANT, WESTCHESTER COUNTY, NEW YORK, AND ANY VARIANCES GRANTED THEREFOR BY THE SLEEPY HOLLOW ZONING BOARD OF APPEALS.	
SIGNATURE	DATE



CONSENT TO FILE		PLANNING BOARD ENDORSEMENT		REVISIONS	
THE UNDERSIGNED OWNER OF THE PROPERTY HEREON STATE THAT THEY ARE FAMILIAR WITH THIS MAP, ITS CONTENTS AND ITS LEGENDS, AND HEREBY CONSENT TO ALL ITS TERMS AND CONDITIONS AS STATED HEREON, AND TO THE FILING OF THIS MAP IN THE OFFICE OF THE CLERK OF THE COUNTY OF WESTCHESTER.		APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE VILLAGE OF SLEEPY HOLLOW, NEW YORK, ON THE 11/18/16 DAY OF NOVEMBER, 2016.		DATE	DESCRIPTION
BY: <i>Paul Schrodler</i> DATE: 9/9/16		BY: <i>Lisa Santo</i>		08/31/16	NO JURISDICTION NOTE
DAVID SCHROEDER, CHAIR SLEEPY HOLLOW LOCAL DEVELOPMENT CORPORATION 28 BEEKMAN AVENUE SLEEPY HOLLOW, NEW YORK		LISA SANTO, CHAIR VILLAGE PLANNING BOARD VILLAGE OF SLEEPY HOLLOW			



GENERAL NOTES

SURVEY NOTES:

1. THIS MAP IS BASED ON A FIELD SURVEY COMPLETED 03/21/2016.
2. SOURCE OF TITLE: DEED FROM MT. PLEASANT TOWN INDUSTRIAL DEVELOPMENT AGENCY TO SLEEPY HOLLOW LOCAL DEVELOPMENT CORPORATION, DATED 12/22/2016, RECORDED 12/24/2014 AS CONTROL NUMBER 543173286.
3. THE PREMISES SURVEYED ARE DESIGNATED AS SECTION 115.11, BLOCK 1, LOT 2 AND 85, ON THE VILLAGE OF SLEEPY HOLLOW TAX MAP. TOTAL LOT AREA = 1,232,327 S.F.± OR 28,290 AC.±
4. THE LOCATION OF ALL UNDERGROUND UTILITIES ARE NOT SHOWN. THE LOCATION OR COMPLETENESS OF UNDERGROUND INFORMATION CANNOT BE GUARANTEED. VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO EXCAVATION OR CONSTRUCTION.
5. REFER TO LIBER 6002 CP 477, LIBER 6002 CP 418, LIBER 6812 CP 715 AND LIBER 7232 CP 421 FOR METES AND BOUNDS OF THE EXISTING EASEMENTS SHOWN HEREON.

SUBDIVISION NOTES:

1. NO BUILDING PERMIT SHALL BE ISSUED FOR ANY LOT CONTAINED IN THIS SUBDIVISION UNTIL INDIVIDUAL ENGINEERED IMPROVEMENT PLANS ARE PREPARED FOR SAID LOT INDICATING BUILDING FOOTPRINTS, DRIVEWAY LOCATIONS, GRADING, DRAINAGE AND ALL ASSOCIATED SITE IMPROVEMENTS AS WELL AS LOT RESTRICTIONS, LIMITS OF DISTURBANCE AND INDIVIDUAL TREES TO BE PRESERVED.
2. THIS SUBDIVISION COMPLIES WITH NYSDEC PHASE II STORMWATER REGULATIONS.

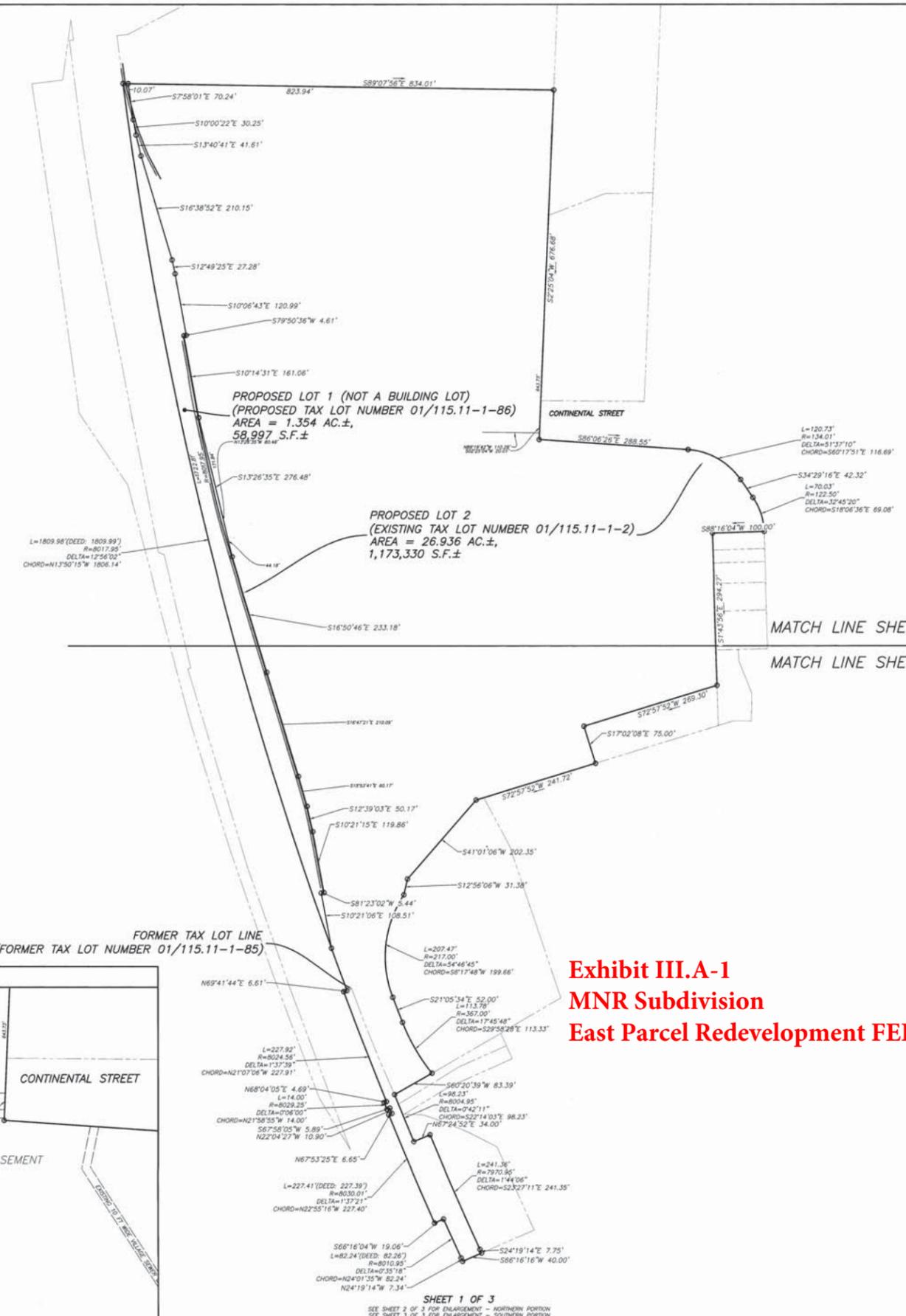
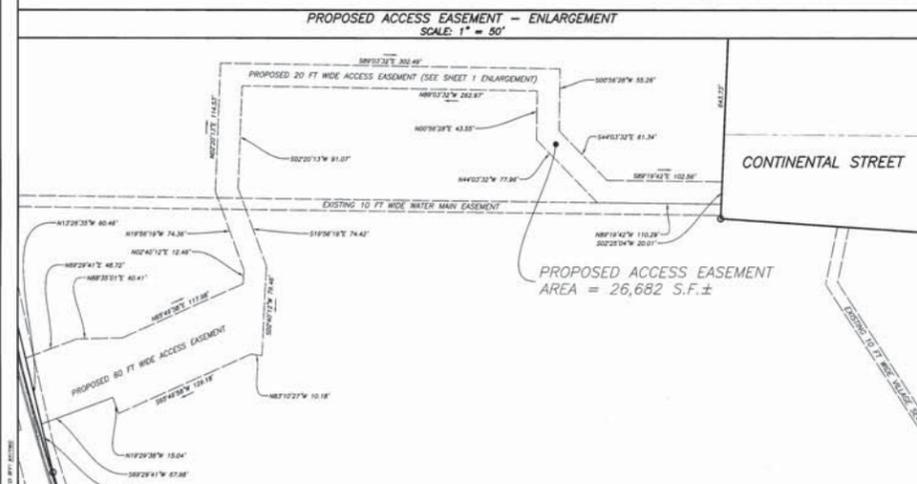


Exhibit III.A-1
MNR Subdivision
East Parcel Redevelopment FEIS

SURVEYOR'S SEAL
TERRY BERGENDOFF COLLINS, L.S. 08/31/2016

COUNTY OF WESTCHESTER FILING ACCEPTANCE
WESTCHESTER COUNTY COMMISSIONER OF FINANCE: [Signature]
COMMISSIONER OF FINANCE

FINAL SUBDIVISION PLAT
SLEEPY HOLLOW LOCAL DEVELOPMENT CORPORATION
TOWN OF MT. PLEASANT - VILLAGE OF SLEEPY HOLLOW
WESTCHESTER COUNTY STATE OF NEW YORK
AUGUST 16, 2016
SCALE: 1" = 80'
COPYRIGHT © 2016 TERRY BERGENDOFF COLLINS, ALL RIGHTS RESERVED

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**Riverfront Development Concept Plan for the East Parcel
Sleepy Hollow, NY**



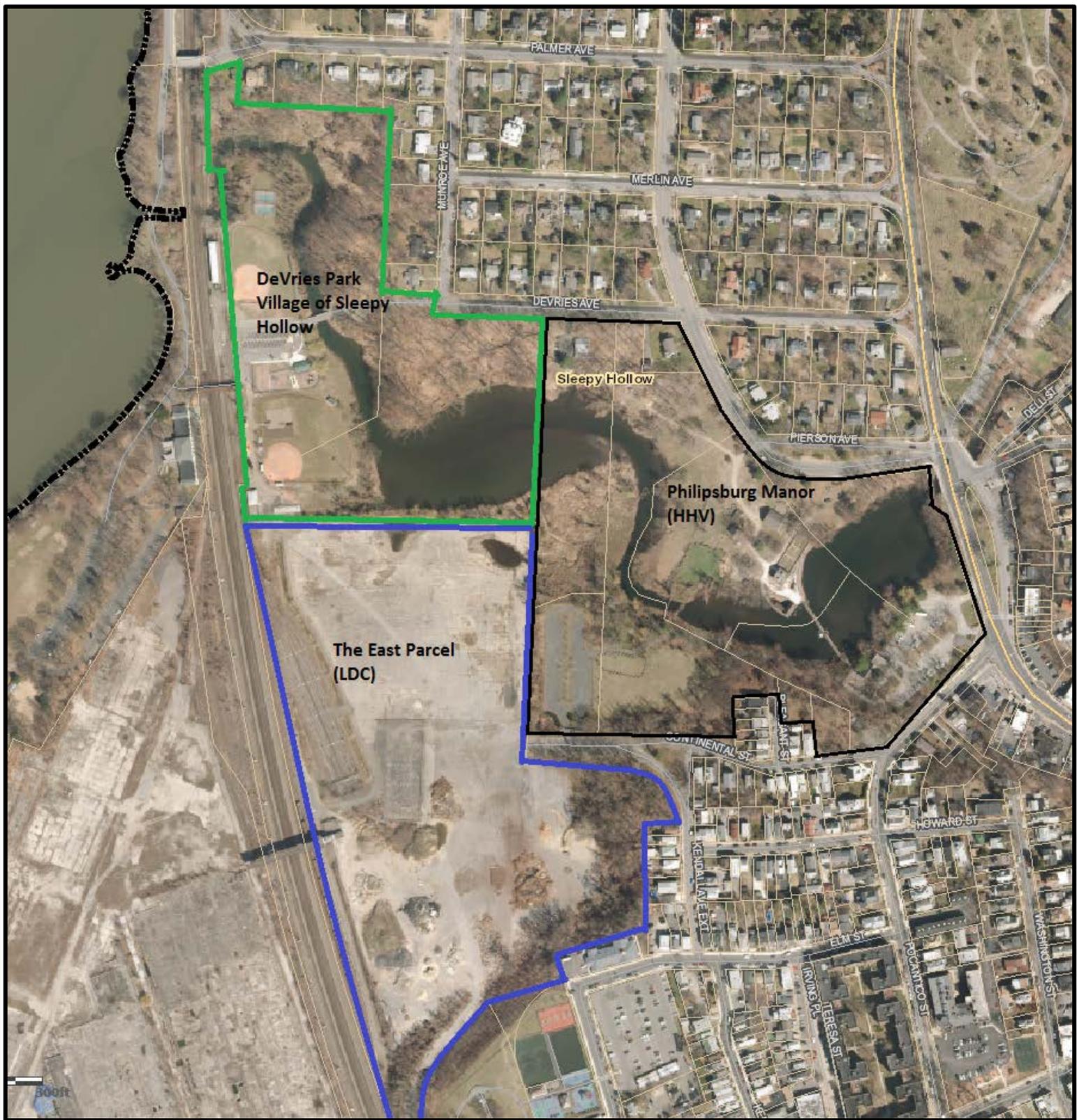
Draft Illustrative Site Plan
03.06.2017



Exhibit III.A-6
Revised RDCP
East Parcel Redevelopment

**West Parcel
(Edge-on-Hudson)**

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Source: Westchester County GIS

Exhibit III.A-13
Property Ownership
East Parcel Redevelopment FEIS

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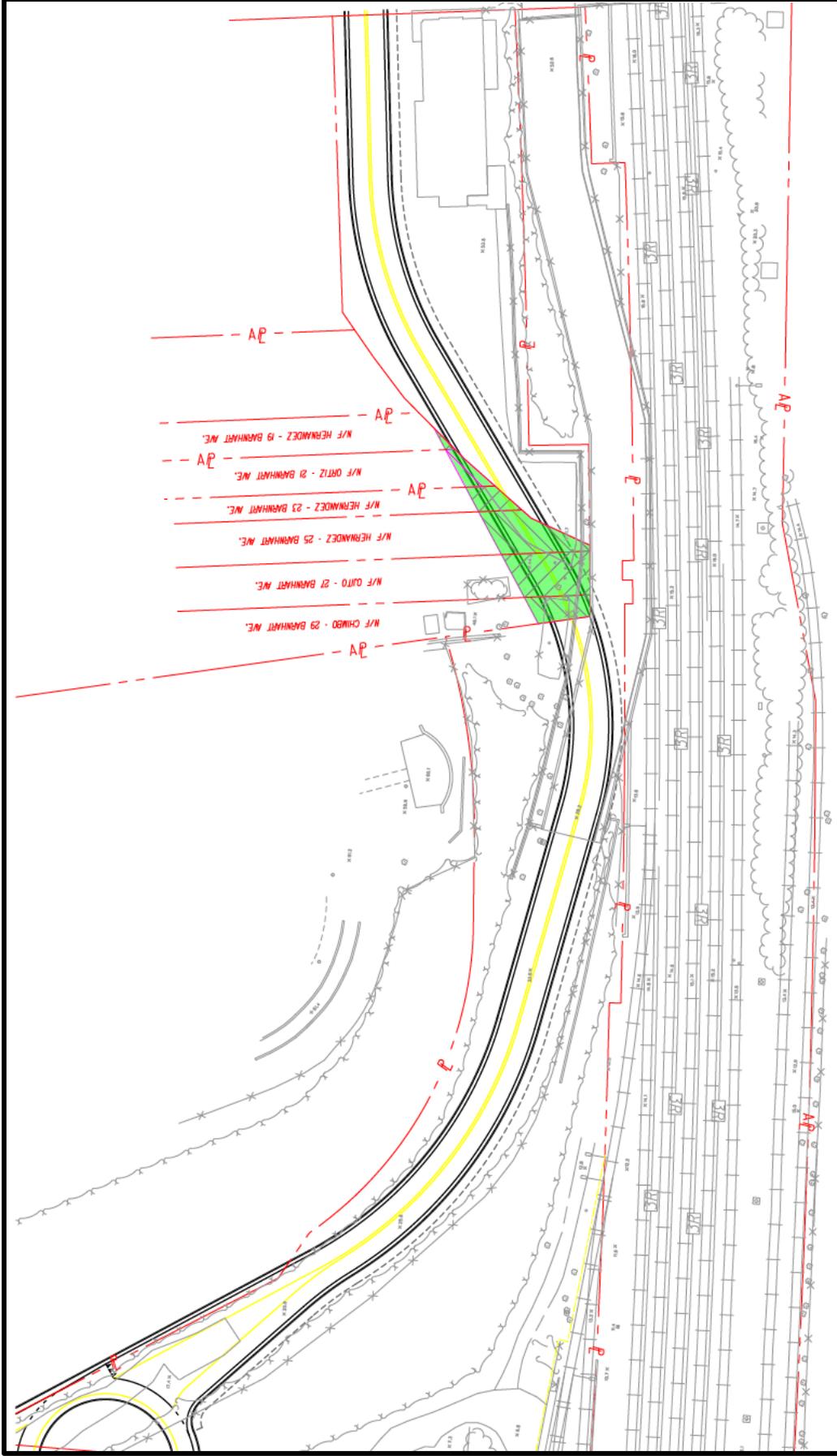


Exhibit III.A-29
Conceptual Alignment Proposed
Clinton Street Extension
East Parcel Redevelopment FEIS

Source: WSP/Parsons Brinkerhoff

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Comment III.B-1:

The second row of Table E-1 (Visual Resources) notes that the proposed vehicular overpass would be "consistent in height with the existing pedestrian overpass above the Metro North rail tracks." To be consistent with the existing overpass would require that a minimum of 24 feet of clearance beneath a new structure be provided. It should also be noted that the proposed vehicular overpass is not in the exact same location as the existing- pedestrian overpass, and-the-vehicular overpass appears-to be wider and longer.

Michael Schiffer, Letter 22, 9/27/16

Response:

As noted, the horizontal alignment of the existing pedestrian overpass differs from that of the proposed Continental Street Overpass. This is due to a variety of factors, most notably the need to bring the proposed roadway down to grade on the West Parcel while avoiding planned buildings and the roadway network on The Edge on Hudson property. The vertical clearance of the proposed Continental Street Overpass above the Metro-North railroad would need to meet Metro-North bridge design standards. As noted in response to Comment II-2, the LDC understands that it would need to go to Metro-North and the Metropolitan Transportation Authority for review and approval of any overpass construction.

Comment III.B-2:

A proposed fence treatment along the western property line is referenced in "Section B. Visual Resources" (Page B-3). Metro-North recommends the fencing be eight feet in height and non-scalable (e.g., chain link with black vinyl cladding). Metro-North further recommends safety signage placed on the fence to warn against trespassing and the danger of active railroad tracks. SHLDC should also arrange to maintain the fence. An entry permit and approval by Metro-North for the fence design and construction must be obtained.

Michael Schiffer, Letter 22, 9/27/16

Response:

Any proposed fencing will be constructed on LDC property and subject to approval of the Village of Sleepy Hollow Planning Board pursuant to Section 450-40.F of the Village Code as part of the site plan approval process. The proposed RDCP shows a landscape buffer with wetland mitigation plantings and perimeter fencing to discourage access to Metro-North property. As shown in FEIS Exhibit III.B-2, this buffer will physically and visually screen the Metro-North property from the East Parcel.

Comment III.B-3:

Though the DEIS indicates on page 111.B-3 that the Conceptual Landscape Plan (Exhibit 111.B-9) proposes a landscape treatment along the eastern property line of the East Parcel adjacent to the

Philipsburg Manor Restoration (PMR) site overflow parking lot, no new buffer plantings appear to be shown along the common property line between the two properties; only existing vegetation is clearly identified on that plan. The EIS should provide additional information on the proposed buffer plantings and include a conceptual planting plan depicting the proposed buffer treatment along the common property line between PMR site and the East Parcel.

Waddell Stillman, Letter 25, 9/29/16

Response:

Below is a listing of proposed buffer plantings included on a conceptual planting plan, located on page SP.3-1 and 2 of the updated Conceptual Plan which illustrates the proposed buffer treatment along the common property line between PMR site and the East Parcel.

The approach is to utilize native plant species, which are increasingly being used in public parks, along roadsides and beside waterways where they bring people in touch with nature. Once established, native plants often require little maintenance. A native plant is one that naturally occurs in a region without having been introduced from elsewhere by people. Westchester County natives plants include mosses, ferns, grasses, sedges and rushes, wildflowers, trees, shrubs, and vines. Natural design will incorporate salt tolerant native woodlands and meadows, as well as transition zones between the buffer zone.

East Parcel Buffer Plantings - Plants for the Upland Bank - Salt Tolerant Native Plants for Upland Banks and Riparian Buffers (tolerates wind, airborne salt, salt in soil):

Deciduous Trees

<i>Amelanchier canadensis</i>	<i>Shadbush, serviceberry</i>
<i>Celtis occidentalis</i>	<i>Common Hackberry</i>
<i>Liquidambar styraciflua</i>	<i>Sweet gum</i>
<i>Nyssa sylvatica</i>	<i>Black tupelo</i>
<i>Prunus serotina</i>	<i>Black cherry</i>
<i>Quercus alba</i>	<i>White oak</i>
<i>Quercus palustris</i>	<i>Pin Oak</i>
<i>Quercus rubra</i>	<i>Red oak</i>
<i>Taxodium distichum</i>	<i>Bald cypress</i>

Evergreen Trees

<i>Ilex opaca</i>	<i>American holly</i>
<i>Juniperus virginiana</i>	<i>Eastern red cedar</i>
<i>Magnolia virginiana</i>	<i>Sweetbay magnolia</i>

Shrubs

<i>Ceanothus americanus</i>	<i>New Jersey Tea</i>
<i>Clethra alnifolia</i>	<i>Sweet pepperbush</i>
<i>Ilex glabra</i>	<i>Inkberry</i>
<i>Morella pennsylvanica</i>	<i>Northern Bayberry</i>

<i>Prunus maritima</i>	<i>Beach plum</i>
<i>Vaccinium corymbosum</i>	<i>Highbush blueberry</i>
<i>Viburnum dentatum</i>	<i>Arrowwood</i>
Grasses	
<i>Andropogon virginicus</i>	<i>Broomsedge</i>
<i>Panicum virgatum</i> 'Heavy Metal'	<i>Switch grass, tall</i>
<i>Panicum virgatum</i> 'Cloud Nine'	<i>Switch grass, short</i>
<i>Panicum virgatum</i> 'Rotstrahlbusch'	<i>Switch grass, red leaves</i>
<i>Schizachyrium scoparium</i>	<i>Little Blue Stem</i>
<i>Spartina patens</i>	<i>Saltmeadow hay</i>
Vines	
<i>Campsis radicans</i>	<i>Trumpet creeper</i>
<i>Lonicera sempervirens</i>	<i>Coral honeysuckle</i>
<i>Parthenocissus quinquefolia</i>	<i>Virginia creeper</i>
Herbaceous	
<i>Aquilegia canadensis</i>	<i>Columbine</i>
<i>Symphotrichum novi-belgii</i>	<i>New York aster</i>
<i>Asclepias tuberosa</i>	<i>Butterflyweed</i>
<i>Echinacea purpurea</i>	<i>Purple coneflower</i>
<i>Pontederia cordata</i>	<i>Pickeralweed</i>
<i>Liatris squarrosa</i>	<i>Blazing star</i>
<i>Rudbeckia triloba</i> v. <i>triloba</i>	<i>Thin Leaved Coneflower</i>
<i>Solidago sempervirens</i>	<i>Seaside goldenrod</i>
Ferns	
<i>Dennstaedtia punctilobula</i>	<i>Hay-Scented Fern</i>

Comment III.B-4:

The DEIS does not include a proposed photometric plan that could be used to evaluate potential impacts from proposed site lighting to be installed on the East Parcel as part of development of the Riverfront Development Concept Plan (RDCP). Instead, it indicates on page 111.B-3 that the proposed lighting plan will conform to Village Code requirements, with some examples of those requirements, but does not provide further detail. Historic Hudson Valley (HHV) supports the concept of lighting the Shared Parking area(s) but notes that the creation of light pollution directed towards the PMR site would have a significant adverse impact on HHV's efforts to preserve the 18th-century character of that National Historic Landmark. HHV would like the Shared Parking area(s) to be adequately but not excessively illuminated, and would like some assurance (a) that the proposed lighting plan will be designed to use shielded luminaires that are directed away from the PMR site; (2) that the source of any proposed lighting will not be visible from the PMR site; and (3) that the proposed luminaires to be installed in the Shared Parking area(s) will be mounted at heights that will minimize visual impacts on the PMR site while still producing a uniform level of illumination.

Waddell Stillman, Letter 25, 9/29/16

Response:

A general lighting zone plan has been prepared, (refer to Exhibit III.B-4) which proposes lighting treatments according to site use and location within the East Parcel. Included on the plan are photo precedent examples that generally convey potential lighting types being considered. As specified (if desirable), site lighting will be designed to minimize impacts to the PMR site, including using luminaires with appropriate cutoff and mounting heights. Mounting heights of light fixtures in the Shared Parking Area (i.e. managed parking field) and multi-use paths in the landscape buffer will be designed to provide adequate lighting while trying to minimize mounting height to provide the least impact to the PMR site as practicable.

Comment III.B-5:

Are they going to block views from the area above them, the views of the Hudson that we all value so much? And what about -- are the train tracks going to remain at the level they're at while the level of the rest of it is raised up? Because, actually, that would provide somewhat of a buffer for both the noise, which is substantial as measured when they were looking at the noise that the rock crusher would make, and that would help buffer it. Can we buffer it further?

Ann White, PH 9/12/16, p. 94

Response:

The proposed RDCP includes elevating most of the East Parcel as part of either the requirements of the NYS DEC Site Management Plan or as a design element to raise critical infrastructure out of a potential flood plain. With that said, the elevation of the proposed DPW buildings will be at approximately 19 -20 feet. The elevation of the area around the Village of Sleepy Hollow Senior Center is approximately 70 feet. As illustrated in Exhibit III.B-5, existing views from the Senior Center and Barnhart Park toward the West Parcel and the Hudson River beyond will not be obstructed by improvements to the East Parcel. .

The existing Metro-North rail lines are at elevation 10 feet to 12 feet generally as they run south to north along the western boundary of the East Parcel. The portion of the East Parcel due east of the existing Metro-North rail lines is at approximately elevation 5 to 7 feet. Based on the NYS DEC SMP requirements, a minimum of two feet of clean fill would need to be provided on the East Parcel. While final grades have not been determined, the addition of the two feet of clean fill on the East Parcel would still mean that those portions of the East Parcel due east of the Metro-North rail lines would remain below the existing grade of the rail lines.

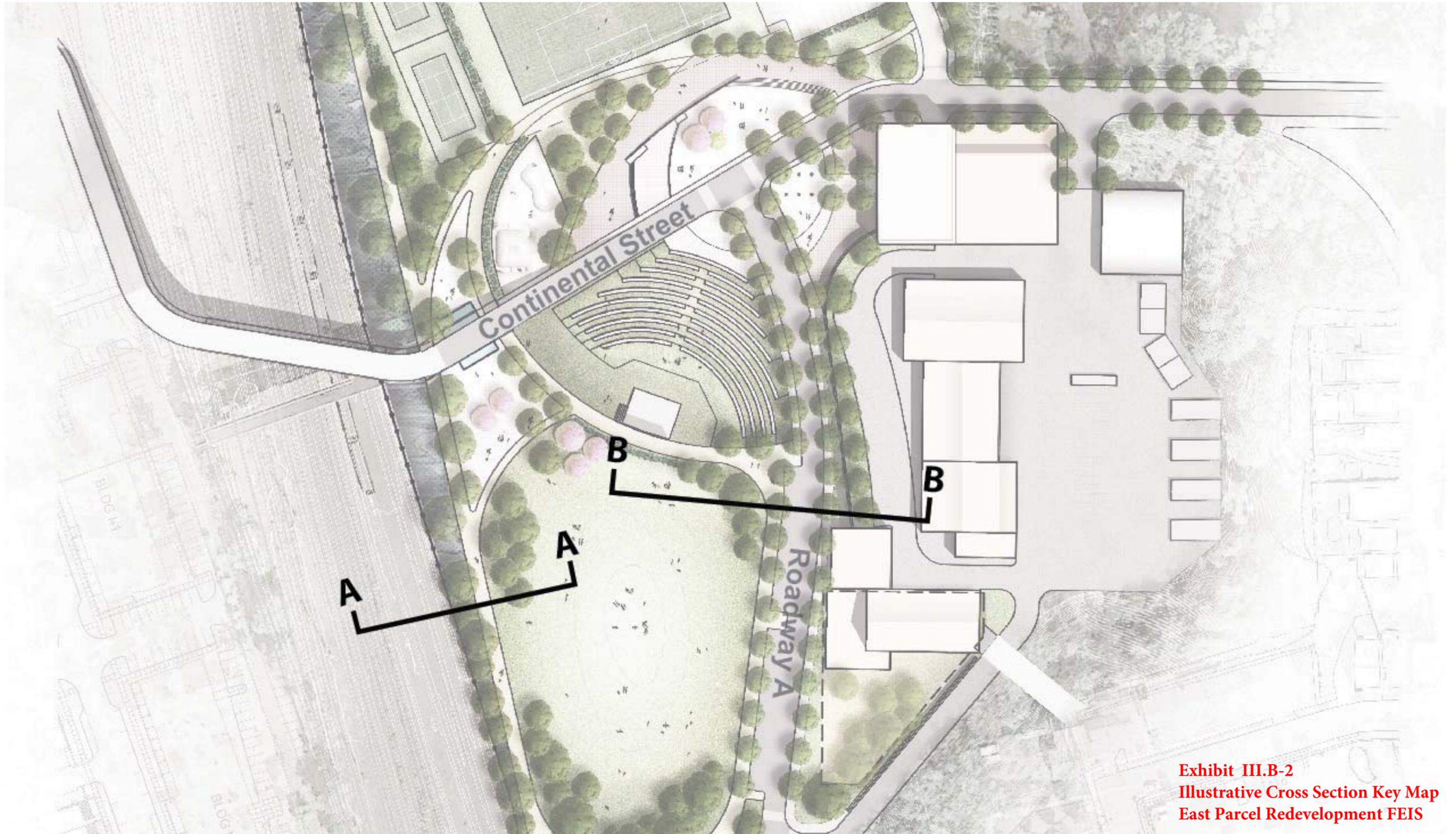
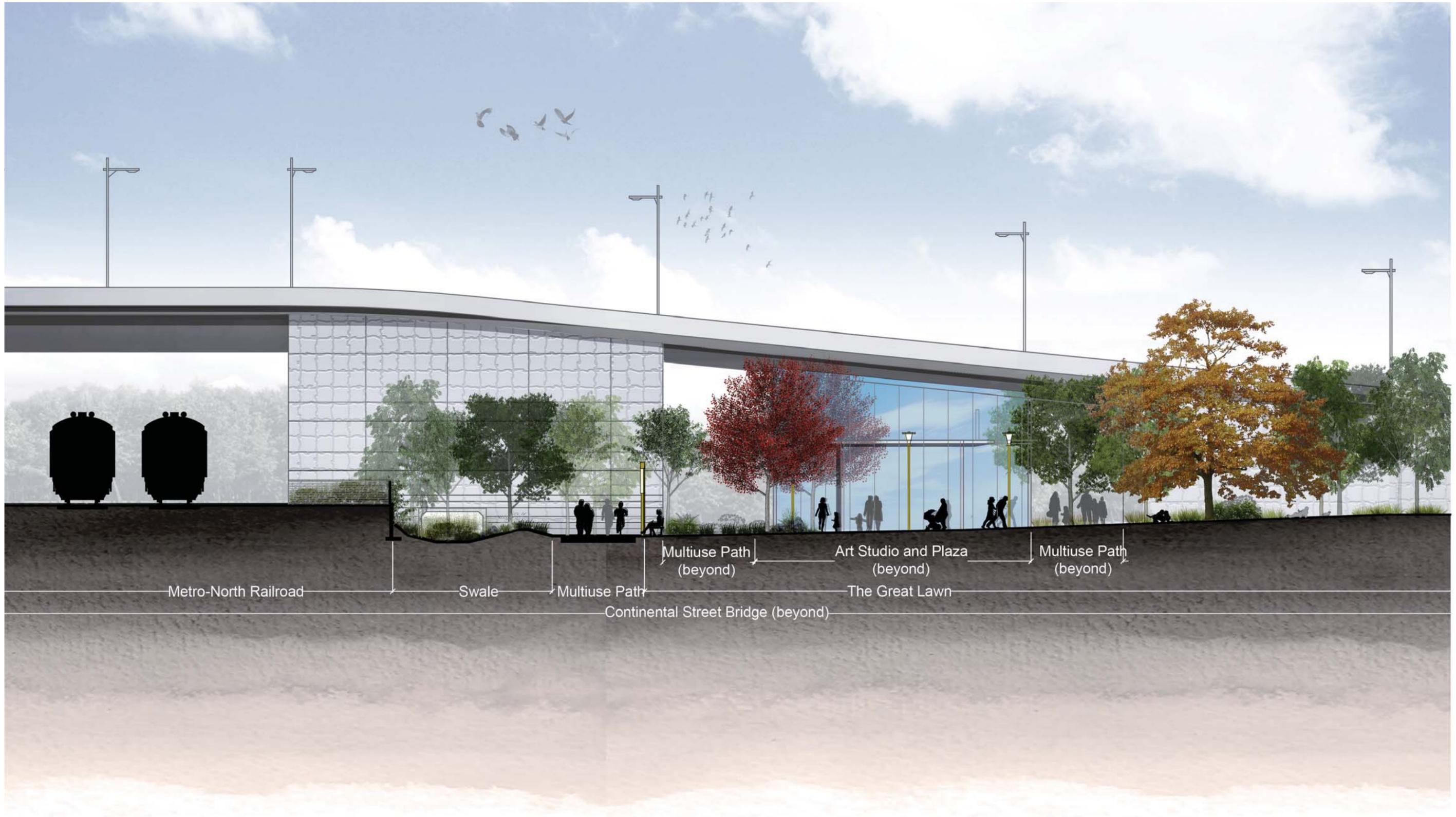


Exhibit III.B-2
Illustrative Cross Section Key Map
East Parcel Redevelopment FEIS



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**Exhibit III.B-2a
 Illustrative Cross Section A-A
 East Parcel Redevelopment FEIS**

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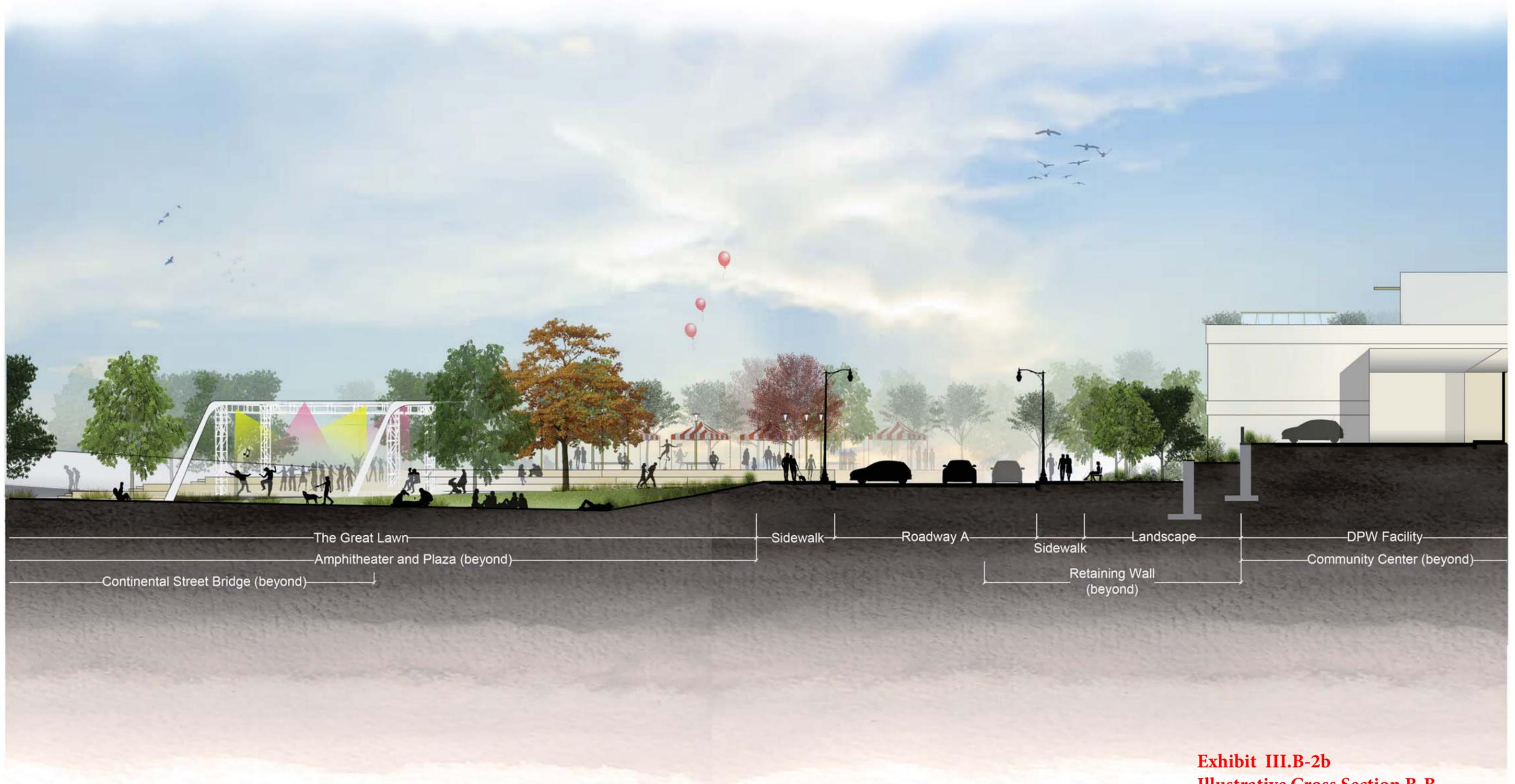


Exhibit III.B-2b
Illustrative Cross Section B-B
East Parcel Redevelopment FEIS

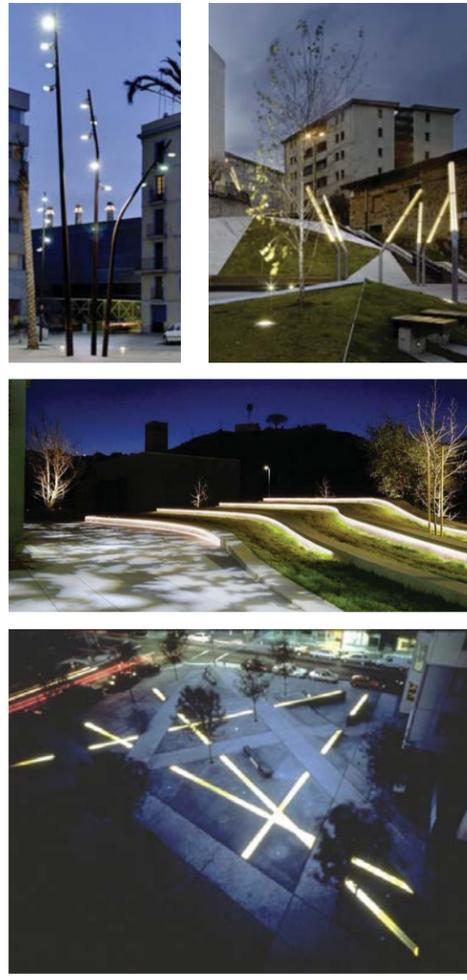
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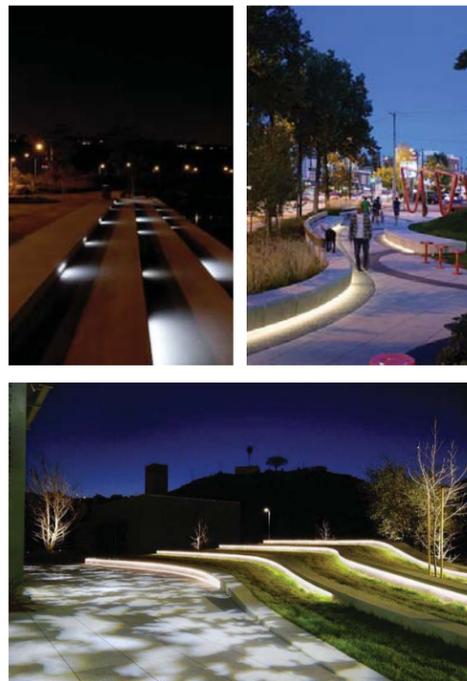
**Exhibit III.B-2c
 Illustrative Cross Section B-B Night View
 East Parcel Redevelopment FEIS**

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Plaza light zone



Amphitheater light zone

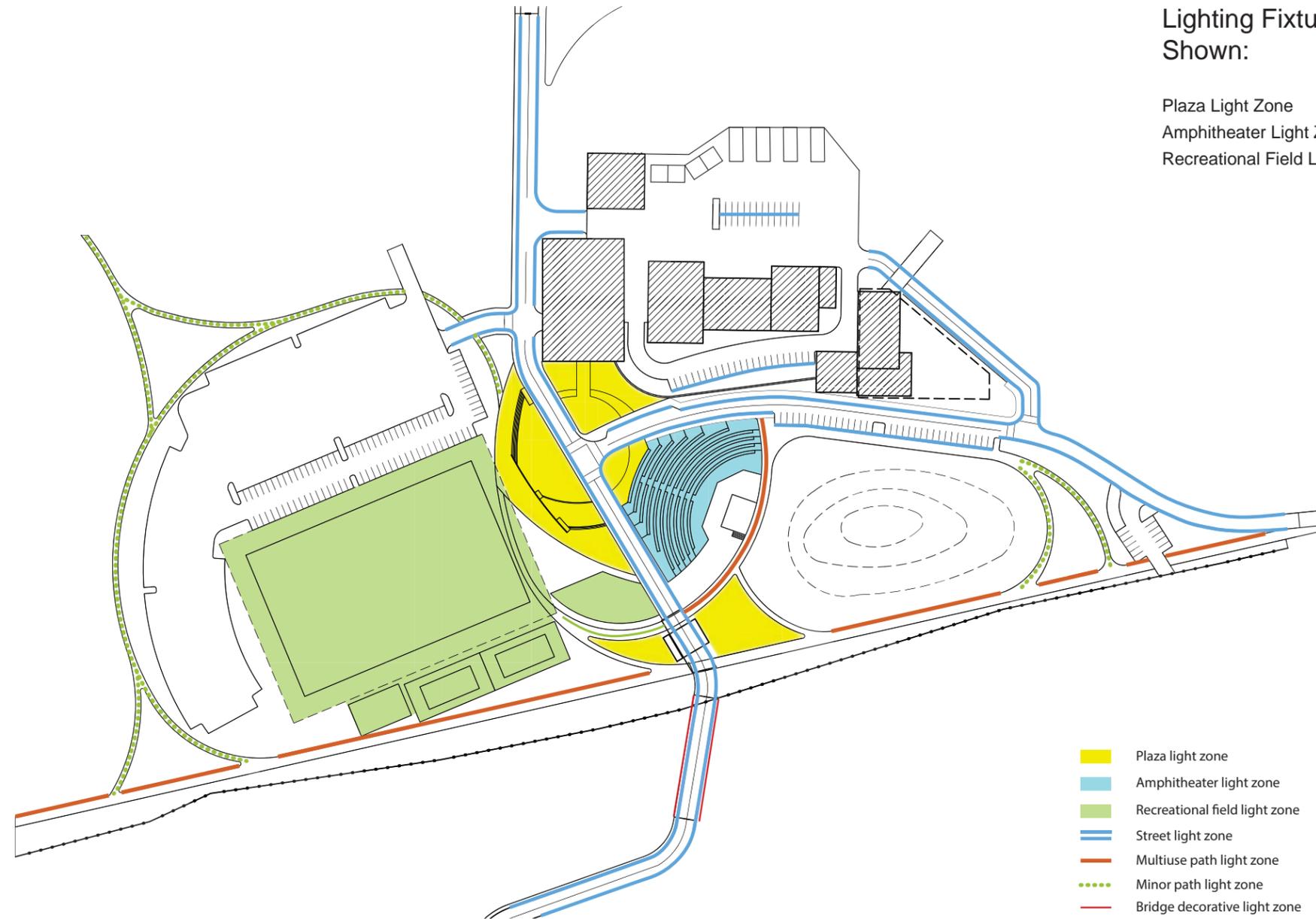


Recreational field light zone



Lighting Fixture Type Examples Shown:

- Plaza Light Zone
- Amphitheater Light Zone
- Recreational Field Light Zone



- Plaza light zone
- Amphitheater light zone
- Recreational field light zone
- Street light zone
- Multiuse path light zone
- Minor path light zone
- Bridge decorative light zone

Exhibit III.B-4
Concpetual Lighting Plan
East Parcel Redevelopment FEIS



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Street light zone



Multiuse path light zone



Minor path light zone

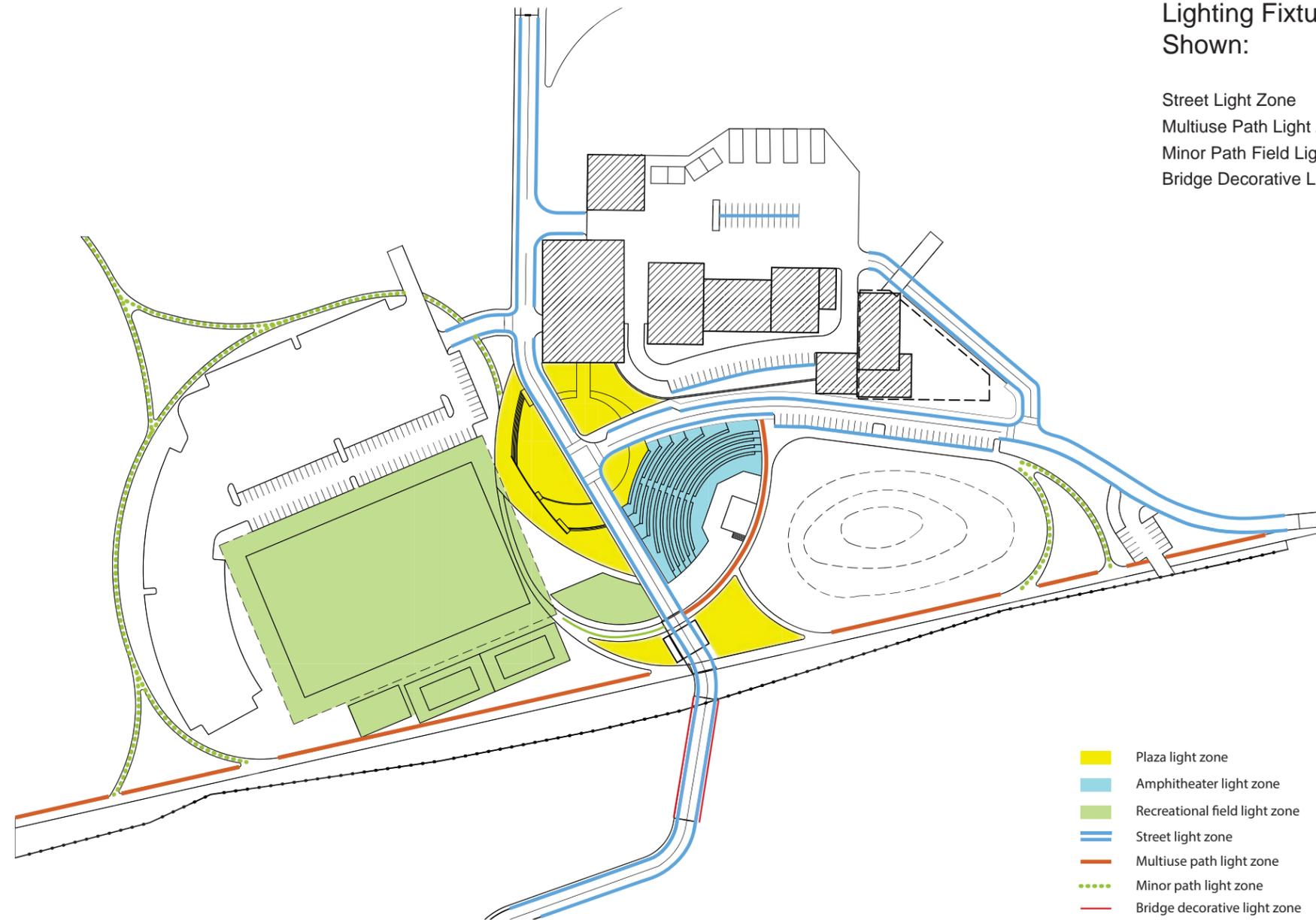


Bridge decorative light zone



Lighting Fixture Type Examples Shown:

- Street Light Zone
- Multiuse Path Light Zone
- Minor Path Field Light Zone
- Bridge Decorative Light Zone



- Plaza light zone
- Amphitheater light zone
- Recreational field light zone
- Street light zone
- Multiuse path light zone
- Minor path light zone
- Bridge decorative light zone

Lighting Concept - Precedent Examples

Riverfront Development Concept Plan for the East Parcel Sleepy Hollow, NY



Exhibit III.B-4
Conceptual Lighting Plan
East Parcel Redevelopment FEIS

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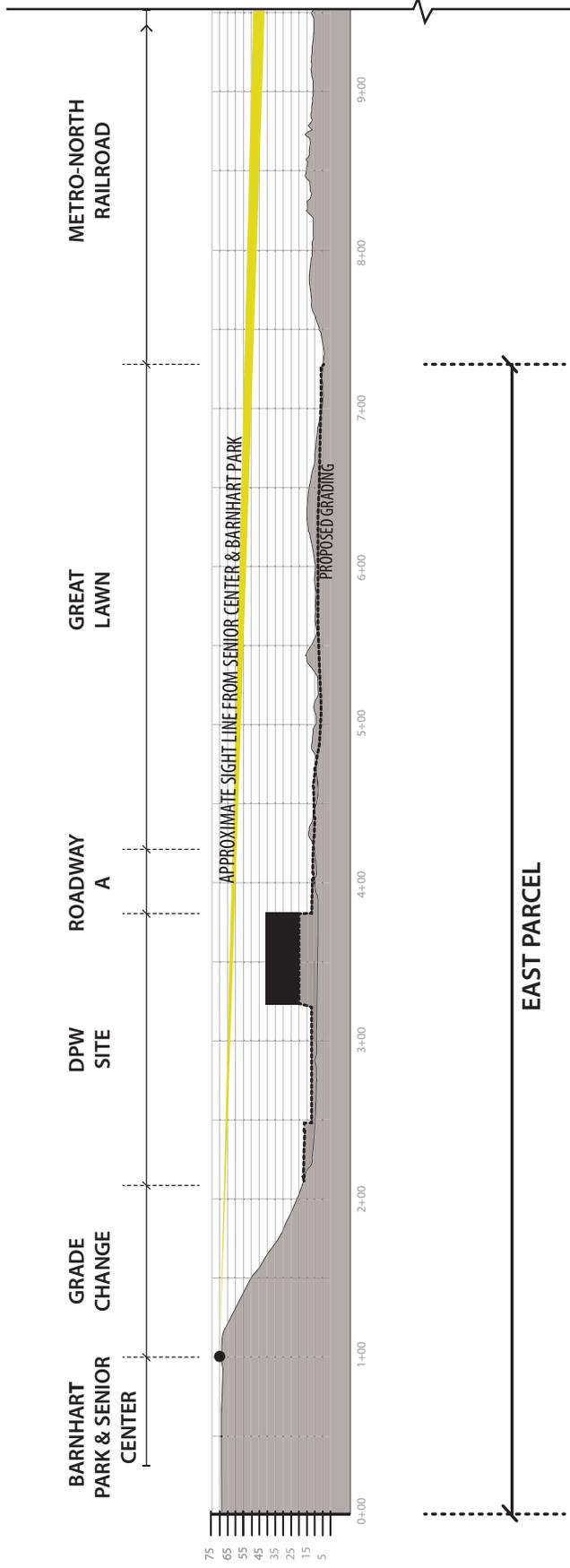


Exhibit III.B-5
Cross Section Through Proposed DPW
East Parcel Redevelopment FEIS

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Comment III.C-1:

The East Parcel is nearly at sea level, and has a water table less than 2 feet below the surface. Storm water has no place to go, except to run off into the Pocantico, and Devries park already floods from heavy rainfall. The East Parcel needs top (sic) design a flood retention and storage area, or a pumping system to move storm (sic) water across the railroad tracks into the Hudson. Any discharge into the Pocantico will flood DeVries Park, and the Historic Hudson Valley (HHV) historic site, and could eventually back up into the Manor itself (The DEC is under a state mandate to map this flooding area, but DEC has not yet released its maps.

Nick Robinson, Letter 16, 9/16/16

Response:

The depth to water table and elevation of the Pocantico River in relation to the East Parcel are understood and have been considered in the site design. Stormwater runoff from the Proposed Action will be conveyed by gravity to two existing discharge points as described in the Stormwater Management section of DEIS. Although the drainage catchment on and around the East Parcel is approximately 32 acres, it makes up approximately 0.3% of the Pocantico River's watershed. The fact that the East Parcel catchment is such a small percentage of the Pocantico River's watershed supports the assumption that flood events on the Pocantico River will typically cause flooding conditions on the East Parcel and Devries Park, rather than flooding conditions in the Pocantico being created solely by the East Parcel.

In a less frequent, intense storm event such as the 100-year storm, as the Pocantico River's flood stage rises, the resulting tailwater condition will cause stormwater runoff generated by the East Parcel to be retained on the East Parcel. Flooding of the East Parcel due to such an event would begin within the stormwater treatment corridor and rise proportionally with the magnitude of the storm event and the flood stage in the river.

The flood waters generated on the East Parcel are assumed to recede proportionally as the flood stage of the Pocantico River recedes. Pumping of stormwater from the inundated areas of the East Parcel is deemed unnecessary and infeasible, as all of the proposed critical infrastructure that would require a dry environment is to be located above the flood elevation. Recreational areas are intended and designed to become inundated during such a flood event, as they are not considered to be critical.

Comment III.C-2:

Site Grading and Drainage – DEIS Section III.C.1.g describes a “two-dimensional hydrodynamic model” prepared by the Sleepy Hollow Local Development Corporation’s consultant for the East Parcel site that calculates Base Flood Elevations for the East Parcel and adjoining areas different from those shown in the Preliminary Flood Insurance Rate Maps issued by the Federal Emergency Management Agency in 2014. Exhibit III.C-5 shows the results of the model, including an area of “Flood Inundation” extending over the Metro-North railroad tracks and nearly all of the Edge-On-

Hudson (EOH) site. Please provide 1" = 50' grading plans for the East Parcel, and describe the flooding elevations that are projected over the tracks and EOH site under the model.

Andrew Tung, Letter 21, 9/27/16

Response:

The preliminary results of the two-dimensional hydrodynamic model, provided in Figures 1 through 4 of the DEIS Appendix C, show 100-year flood elevations (in NAVD 88) is 14.2 feet at the East Parcel Site. Subsequent to the DEIS submission the model has been finalized based on conversations with FEMA regarding the modeling methodology. The revised results indicate that the 100-year flood elevations at the East Parcel is slightly lower at 13.6 feet. At the Edge on Hudson site, on the west side of the Metro-North Railroad tracks, the revised results indicate that the 100-year base flood elevation is 13.5. The Final Hydraulic Report is included in FEIS Appendix C. Revised grading plans are provided in the RDCP plans provided with this FEIS.

Comment III.C-3:

The DEIS discussion of Stormwater Management does not clearly identify the amount of fill that is proposed to be added to the East Parcel north of the proposed Continental Street Overpass or describe how that fill will alter flooding conditions in that area of the East Parcel. The DEIS discussion of Grading and Erosion Control on page 111.E-4 notes that approximately 100,000 cubic yards of fill material will be required and that proposed grades in the area south of the Continental Street Overpass will be raised by approximately 12 feet. In the area north of the proposed Continental Street Overpass, the DEIS suggests that existing grades would be raised by at least 2 feet, but does not address how the addition of fill in that location or elsewhere on the East Parcel would affect flooding conditions in areas that remain in the floodplain. While not directly stated, it would appear that the narrative on page 111.C-10 indicating that recreational spaces "will be constructed in the floodplain below the BFE" would also be applicable to the proposed Shared Parking area(s) to be established on the East Parcel. Additional information is needed to understand the conclusion presented on page 111.C-11 that proposed pervious material would "allow for maximum infiltration and minimum impact of flooding" in compliance with Village Code Chapter 220.

Waddell Stillman, Letter 25, 9/29/16

Response:

The two-dimensional hydrodynamic model has been finalized to include the proposed grading of the East Parcel. The results indicate that there is no discernable difference in water surface elevation in adjacent areas within the floodplain during the 100-year event as compared to the existing condition. The Final Hydraulic Report is included in Appendix C.

Comment III.C-4:

In order to minimize flooding impacts on parking for HHV Programs and Village uses, the grading of the East Parcel north of the proposed Continental Street Overpass should be designed to prevent the creation of potential ponding areas in the Shared Parking area(s). Keeping the area well-drained and available to use for parking is consistent with longstanding agreements between the owners of the East Parcel and HHV since at least 1989. The proposed elevations in that area should be no lower than adjacent areas on the East Parcel. If those objectives are not already incorporated into the design of the proposed stormwater management plan for the East Parcel, then the following additional questions should be addressed:

- a. What is the anticipated frequency and duration of flooding in the Shared Parking area(s)? To best accommodate HHV parking requirements, runoff should be fully drained from the Shared Parking area(s) within no more than four (4) hours after any normal storm event (i.e., 10-year storm and those occurring with greater frequency) . Can this objective be achieved by the proposed stormwater management plan?
- b. If the proposed Shared Parking area(s) become flooded, it is possible that flood waters will carry silt and debris from other areas. In that event, what type of clean-up of the Shared Parking area(s) would be required to render them usable for parking again?
- c. What type of additional mitigation measures can be incorporated into the Proposed Action to ensure that the Shared Parking area(s) are actually usable by HHV whenever any HHV Programs are scheduled?

Waddell Stillman, Letter 25, 9/29/16

Response:

The proposed grade elevations in the parking area north of the Continental Street Overpass slightly higher (approximately 1-foot) than currently exists. The duration of any flooding on the East Parcel will largely depend on the magnitude of the flood event and the rate at which the Pocantico River recedes. It is important to differentiate between a “flooding” event and a “normal” rainfall-runoff event.

The revised Managed Overflow Parking (MOP) area consists of a permeable structurally reinforced grass treatment over a gravel reservoir with an underdrain system that will convey runoff to a stormwater treatment system that will ultimately discharge to the Pocantico River. Under more frequent, “normal” (non-flooding) storm events (e.g., the 1-year, 24-hour storm, which would produce approximately 3.5” of rain over a 24 hour period), the MOP area will drain by gravity to the Pocantico River, which has a normal stage at a lower elevation than the East Parcel stormwater system. The gravel reservoir and underdrain system will collect, temporarily store, and release the infiltrated stormwater, thus ensuring that the MOP area is drained and ready for use after “normal” rainfall events.

Silt and debris are expected to be deposited in flooded areas, including the grass-covered MOP. After the flood waters recede, accumulated sediment deposited on the grass layer of the MOP would be hosed off and the area inspected and repaired as necessary.

HHV will need to provide, consistent with past practice with the Village when HHV is hosting larger events, a traffic management plan that will coordinate parking and circulation services.

Comment III.C-5:

I also made a note that the report by Parsons Brinckerhoff reviewed the level -- the hundred-year flood level that was determined by FEMA was substantially higher than they thought it should be, and they had recommended that you apply for a revision of that level. And so one of my questions is: Are you proposing to do that? And if you did that, would we be able to not have to raise the level as far? And would that be a savings that would be beneficial to us?

Ann White, PH 9/12/16, p. 95

Response:

The LDC will be requesting a Letter of Map Revision from FEMA as part of the site plan approval process when on-site topography and grades will be further refined. However, the proposed elevation of the DPW garage facility will remain above the minimum required elevation in order to mitigate potential further sea level rise.

Comment III.C-6:

Maybe if the parking were green and not as much asphalt; but it sounds like you're going to round that bend into a lot of blacktop, and that's not going to be attractive. And you are going to have water problems with that, because the soil won't be able to absorb any of the moisture that's coming down.

Michelle Gonzalez, PH 9/20/16, p. 144

Response:

The revised plan includes "green" parking spaces that make up the proposed Managed Overflow Parking (MOP) area. This area, covering approximately 3.2 acres of the East Parcel north of the proposed Continental Street Overpass, will incorporate a permeable, structurally reinforced grass cover treatment equipped with a gravel reservoir and underdrain system to eliminate impacts associated with ponding and impermeable site soils as well as impacts associated with rapid runoff that would occur with an impervious surface such as asphalt. Tree plantings are proposed throughout the proposed MOP area, which will further enhance the visual appeal and aid in stormwater management in this area.

Comment III.C-7:

The bottom line is that we do not know what the affect of this proposed development will be on the stormwater, flooding, and water quality issues on the site or on the Pocantico River, and these

adverse environmental impacts must be evaluated before this project can have a final environmental impact statement issued.

Abby Jones, PH 9/20/16, p. 165

Analyze and develop alternatives or mitigation measures, as appropriate, to minimize and treat stormwater runoff on and from the Site, and to prevent water quality degradation in the Pocantico and Hudson Rivers. Take a hard look at additional reasonably likely adverse environmental impacts from the proposed project, and develop alternatives and/or mitigation measures to avoid or reduce those impacts.

Abigail Jones, Letter 33, September 30, 2016

The Sleepy Hollow LDC must undertake a full evaluation of stormwater management prior to issuing the Final Environmental Impact Statement (“Final EIS”) for the proposed project in order to comply with SEQRA.

Abigail Jones, Letter 33, September 30, 2016

Response:

Specifically as it relates to potential flooding, the LDC has prepared hydrological studies for the lower portion of the Pocantico River, essentially from Route 9 west to the Hudson River. The evaluation concludes that the FEMA base flood elevation flood is not accurate (refer to Appendix C of the DEIS and Appendix H of this FEIS). The stormwater management plan prepared as part of the DEIS and further refined as part of the FEIS, indicates a significant reduction in stormwater quantity leaving the Project Site and enhances stormwater quality for that portion of the stormwater that does make its way to the Pocantico River.

The stormwater management analysis concludes that there would be no potential significant adverse environmental impact related to either stormwater quality or quantity from the LDC parcel on the adjacent Pocantico River parcel. DEIS Tables C7 and C8 demonstrate that the Proposed Action will result in significant decreases in both the peak flow rate of stormwater runoff and volume of stormwater runoff compared to existing conditions for more frequent storm events, which are typically the storm events that generate pollutant loads. A reduction in peak flow will benefit the Pocantico River by reducing erosion in receiving channels, while the reduction in volume will lead to a decrease in pollutant loads being exported from the East Parcel. Runoff generated by the proposed Department of Public Works area will pass through three stormwater treatment mechanisms, consisting of an oil/water separator, followed by a hydrodynamic separation unit, and, finally an approximately 1,200 feet long, 8 feet wide low-slopes open-channel vegetated swale prior to discharge to the Pocantico River.

Pollutant loading calculations are included in the FEIS that compare the annual loads of Total Suspended Solids (TSS) and Total Phosphorus (TP) generated by the East Parcel under existing conditions, proposed conditions without treatment, and proposed conditions with treatment provided. After treatment, the Proposed Action will reduce annual TSS and TP loads by 91% and

100%, respectively. These significant reductions in pollutants exported from the East Parcel annually will lead to improved water quality in the Pocantico River.

There will be coordination between the Village and the LDC regarding revisions to the RDCP that right now include the provision of a ±2.7-acre vegetated buffer area along the northern portion of the East Parcel that would provide additional stormwater water quality treatment and stormwater runoff control, as well as habitat for ecological enhancement. The proposed vegetated buffer is part of the Proposed Action's stormwater controls, which also include permeable parking surfaces. In addition, standard stormwater treatment practices including a bio-swale and hydrodynamic separation units are proposed to provide formal treatment of stormwater runoff. These stormwater controls are designed to work together, providing a holistic approach to stormwater management.

Comment III.C-8:

The East Parcel is situated in the flood plain of the Pocantico River, and it shares with DeVries Park and the HHV parcels the Pocantico River's seasonal flooding and periodic massive flooding (Hurricanes Floyd, Irene and Sandy). Since the water table of the East Parcel is nearly at the surface, being always the same depths (from 3-10 feet) at the surface of the land fill, there is no place for the water to go underground (dry wells are impossible since this site was once all a part of the Hudson River's Slapperin' Haven Bay, before being filled in). Rain water ponds regularly in the East Parcel, and flows into the Pocantico through sheet run-off and via two "ditch intermittent artificial streams," which are point sources for which DEC has never issued a SPDES Permit as required under State law and the federal Clean Water Act. It is imperative as a matter of both hydrology and ecology, as well as restoring and maintaining water quality standards, for the Village of Sleepy Hollow's government to treat the "East Parcel" and the adjacent Pocantico estuary as one inter-related reality. The LDC's DEIS has "air brushed" the Pocantico out of all its presentations. This ecological illiteracy is contrary to the express obligations provided for the environmental impact assessment procedures and documentation required by SEQRA.

Nick Robinson, Letter 31, 9/30/16

The EIS needs to address the immediate off-site impacts on the estuary of the Pocantico. It's silent on that now, and I think it needs to do it for at least two reasons. One is flooding. It's one thing to say you'll put in fill and raise up the garage to an 18-foot level that would be above the flood surge of Superstorm Sandy and what we think will be further flood surges. But the impact statement shows, without dealing with the fact, that there are two water courses that flow through the parking lot now into the Pocantico. They are classified by the Department of Environmental Conservation as intermittent artificial water courses. If you're going to deal with the flow of water that already exists and that has been mapped on the site, you either have to make a water feature to flow that water out or put in a storm drain. Either way, you'll probably have to deal with the fact that this water goes into the Pocantico. And during a flood, it won't go anywhere; because the Pocantico will have a flood surge coming up from the Hudson and then coming down from the watershed.

Nick Robinson, PH 9/20/16, p. 148

Response:

The RDCP prepared as part of the DEIS document included a small area of land at the northern portion of the Project Site that was intended to provide a buffer area to the north. It is noted, that the DEIS document, refer to Section III-C, identifies measures to address and mitigate potential stormwater quality impacts. Given the comments raised by the public and conferring with the Village Board, the RDCP has been revised to include an expanded vegetated buffer area in the northern portion of the Project Site of approximately 2.7 acres. This expansion was incorporated to mitigate further potential stormwater impacts and provide a natural buffer to wetlands that may exist along the Pocantico River. In addition to the vegetated buffer, green infrastructure and low impact development techniques such as pervious parking surfaces and tree plantings will further reduce stormwater runoff. Refer to LDC responses to Comments III.C-1, C-4, C-6, and C-7 above for more information.

Further, the Applicant has prepared an invasive species management plan for the Project Site. Invasive species in the East Parcel will be removed as part of the overall development of the Site. The Applicant has prepared a conceptual landscape plan that includes a proposed planting program that includes native species. These additional mitigation measures are designed to mitigate to the maximum extent practicable any potential significant adverse environmental impacts that may occur to the ecological areas neighboring the Project Site to the north.

It is acknowledged that stormwater runoff generated by the East Parcel currently discharges to the Pocantico River and will continue to do so in the redeveloped condition. As such, the stormwater runoff analysis and pollutant loading calculations do consider the Pocantico River and the East Parcel as one inter-related entity. The stormwater peak runoff flow rates and volumes and pre- and post-development pollutant loads calculated and presented in this FEIS demonstrate that the Proposed Action will result in a net improvement in water quality as compared to existing conditions.

Comment III.C-9:

The full EAF errs in stating that no run-off waters will impact any adjacent property, and that no alteration or encroachment on adjacent water bodies is to happen (D.2.b).

Nick Robinson, Letter 31, 9/30/16

Response:

It is noted that the EAF is typically used to assist Involved Agencies in determining, at an early stage in the environmental assessment review process, potential significant adverse environmental impacts. The EAF is merely a tool by which to determine whether a potential significant environmental impact exists (which the Lead Agency found), and does not represent a comprehensive assessment of those potential impacts as included in the DEIS and FEIS. The analysis prepared and included in the DEIS and FEIS document the mitigation provided in the way of project design (introduction of pervious treatments replacing pervious surface area), stormwater management and stormwater quality which enhances proposed conditions over existing conditions.

The subject environmental review process has discussed potential impacts to on-site wetlands and proposed mitigation and has provided analysis which indicates that there is no impact to adjacent waterbodies as a result of the Proposed Action. .

Comment III.C-10:

The Village has prepared, and offers on-line at its webpage, a “Multi-hazards Mitigation Plan” (September 2014), prepared by Cashin Associates. The DEIS ignores this study altogether, although it address the flooding affecting the “East Parcel” and the Pocantico estuary. The DEIS does not incorporate the many federal, State, County, and other studies of flooding in this area of the Pocantico estuary and Hudson River. The Village DEIS makes no reference to how it will anticipate implementing the *NYS Community Risk and Resilience Act*, adopted by the State legislature and signed into law by the Governor. The East Parcel is at risk to both flood surges and flood waters, and water inundation. No provision is made for either impounding flood waters or pumping them over or below the MetroNorth railway tracks and embankment, and on into the Hudson. To develop the East Parcel without designing and providing for such systems is to put residents and park users at risk of life and limb during hazardous weather conditions, not to mention costly damage to Village and other property interests. Designing way to cope with predictable flooding condition today will save the Village future expenses in emergency response costs, will enhance the property values in the areas along the East Parcel, above Continental Street, and also across the Pocantico in the neighborhood of Philipse Manor. Most significantly, since flood conditions in the Pocantico Estuary inextricably link the “East Parcel” with the Pocantico watershed, any flood management must be based on an entire hydrologic study of the area. The Village of Sleepy Hollow cannot “klick this can” down the road any further. This “East Parcel” development presents the opportunity to address flooding.

Nick Robinson, Letter 31, 9/30/16

The only way to take the rain water off of that site, the normal, bad rain water, not withstanding storms like we've all experienced living here for a while, 1999, Hurricane Floyd, and 2011, Tropical Storm Irene, when this all flooded, it is to put in a collection system and pumping. And where are you going to pump it? You're either going to pump it under or over the railroad tracks when you build your crossway. You can bring it across the tracks there and over into the Hudson, or you're going to pump it into the Pocantico. But it has no place to go in the Pocantico. This is a natural basin that used to be a -- -- all been filled in. And the water has to go somewhere. And there's nothing in the EIS that tells us where the water's going to go, how you're going to collect it, and how you're going to pump it off site. This is not a small problem. It can be solved. Engineering systems can be developed to do it, but the EIS has to look at it. The fact that the DEC classifies these, quote, ditch artificial intermittent streams, as a part of the East Parcel, should indicate this is a major water feature that needs to be taken into account.

Nick Robinson, PH 9/20/16, p. 149

And that multi-hazard mitigation plan was to take the dangerous places on our village and anticipate the problems that will come with more intense climate change and try to get ready for them. Raising the garage up to 18 feet is one way of getting ready for them. But the planning board granted a permit last December without an impact statement and without integrating it into the studies that you're doing now, to allow a lot of fill on that site. The water table is right below the surface of that so-called parking lot. The water table is five feet below, three feet in some places, maybe a little more than seven feet in others. But, basically, you can't put the water into the ground. One of the techniques this village has used with the new site plans is to require a underwater storm drain that would put the water back into the ground and disburse it. This site can have no storm drains. The water is at the surface. It used to be a bay. So we've got to come up with a use of that multi-hazardous mitigation plan and put it to work.

Nick Robinson, PH 9/20/16, p. 152

Response:

Based on modern weather prediction and notification technologies, the type of storm/tidal event that would generate a flood event from the Pocantico River onto the East Parcel is entirely predictable, such as was the case in recent history with Hurricane Sandy. The elements of the Proposed Action that will be subject to flooding are non-critical recreational areas that contain no structures. Advance notice of a potentially flood-causing storm event will allow the Village adequate time to close and secure the East Parcel recreation areas ahead of the storm event.

The depth to water table and elevation of the Pocantico River in relation to the East Parcel are understood and have been considered in the site design. The majority of the East Parcel will drain to a Stormwater Management Corridor consisting of a wide, low gradient vegetated swale located along the western edge of the East Parcel that will convey runoff from south to north to an outlet structure that will discharge to the Pocantico River at the same location as the existing discharge. The proposed vegetated buffer area is sloped less than 2 percent toward the Pocantico and will shed water via non-erosive sheet flow from the northeast corner of the East Parcel.

It is acknowledged that intense, less frequent storm events will cause the Pocantico to rise. As the Pocantico River's flood stage rises, it will create a tailwater condition that will cause stormwater runoff generated by the East Parcel to back up into up into the East Parcel beginning with the Stormwater Management Corridor and rising proportionally with the magnitude of the storm event and the flood stage in the river. The flood elevation on the East Parcel is intended to recede as the flood stage of the Pocantico River recedes.

Pumping of stormwater from the inundated areas of the East Parcel is deemed unnecessary and infeasible, as all of the proposed critical infrastructure that would require a dry environment is to be located above the flood elevation. Recreational areas would be inundated during a flood event, as they are not considered to be critical infrastructure and would not be used during the type of storm event that could generate flooding conditions on the East Parcel.

Comment III.C-11:

A final stormwater management plan is needed in order to fully determine what will need to be done for the Site (see, e.g., Section II), there are a number of considerations that the Sleepy Hollow LDC must incorporate into the SEQRA review process. The final design of the proposed project needs appropriate protections installed on-site that will increase the ecological value of the redevelopment of the East Parcel and protect the habitat and stormwater functions of the Pocantico River.

Given that the Site is currently almost completely covered by concrete slab, any reduction in the impervious surface would provide at least some ecological benefit to the site. However, because the site and neighboring areas are subject to regular flooding, the redevelopment should be designed with the *explicit goal* of retaining storm and flood waters to the maximum extent possible. This would be compatible with recognition of the Pocantico River as a scenic, historic, and ecological asset. Yet the proposed project for the Site leaves almost no buffer zone – and no *ecologically or hydraulically meaningful* buffer zone – for the Pocantico River at the north end of the Site.

The Site is located in the floodplain of the Pocantico River, which regularly floods.¹⁰ Currently, 71% of the Site (20.3 acres) is covered with impervious asphalt pavement.¹¹ Through the removal of the slab concrete, redevelopment of the Site, and use of permeable pavers for at least some of the proposed parking on Site,¹² the Draft EIS states that the proposed project will reduce the amount of impervious surfaces to 11.2 acres (39%) and will create 17.5 acres of new pervious area.¹³ This would be a commendable reduction in pervious surfaces on the Site.

10. See East Parcel Draft EIS, at II-2.

11 East Parcel Draft EIS, at III.C-3.

12 Permeable pavers should be the *minimum* technology implemented for parking on the Site.

13 The Environmental Assessment Form (“EAF”), Appendix A to the Draft EIS, at page 9 of 13, however, states that there is currently 24 acres of impervious surface on the Site and that the reduction after completion of the proposed project would only be 4 acres so that there would remain 20 acres of roads, buildings, and other paved or impervious surfaces on the Site. The Sleepy Hollow LDC must rectify these worrisome discrepancies between the Draft EIS and EAF before it issues the Final EIS for the proposed project.

Abigail Jones, Letter 33, 9/30/16

Please consider redistributing some of the parking spots to offset this focused parking area and make other areas of the site easier to access, especially for those with mobility impairments. Since not all spots will be used all the time, consider the use of permeable materials for the parking areas instead of macadam (blacktop). This would be more aesthetically pleasing than viewing a sea of blacktop.

Raul Moras, Letter 37, 9/30/16

Response:

The revised site plan includes an approximately 2.7-acre vegetated buffer area and sections of reinforced permeable grass parking between the major East Parcel program elements and the Pocantico River. These features are intended to separate the East Parcel from the Pocantico River and enhance the ecological quality of the Pocantico's riparian corridor.

As stated above, the revised Managed Overflow Parking (MOP) area consists of a permeable reinforced grass treatment over a gravel reservoir with an underdrain system that will convey runoff to a stormwater treatment system that will ultimately discharge to the Pocantico River.

The extensive reduction of existing impervious surfaces combined with the proposed grading, landscaping plan with extensive native tree and shrub plantings, green infrastructure/LID elements such as permeable parking areas and riparian buffer, wetland mitigation, and vegetated open-channel Stormwater Management Corridor will significantly reduce the volume and peak flow rates of stormwater runoff generated by the East Parcel to levels well below existing conditions. These proposed distributed controls follow current approaches to stormwater management and are entirely appropriate for the redevelopment of the East Parcel.

Comment III.C-12:

It is unclear whether the Sleepy Hollow LDC evaluated the impact of the following on stormwater issues on the Site: cutting down trees on the southern portion of the Site (where the DPW building would go); raising only a portion of the Site above floodplain elevation (again, where the DPW building would go); and discharging collected stormwater into the Pocantico (which floods during major rain events); and likely storm surge impacts from the Pocantico. The “stormwater management plan” referred to in the East Parcel Draft EIS at III-C.6 does not contain the engineering plans, calculations, and other details required to adequately evaluate the planned stormwater treatment. Without more detailed runoff modeling and pollutant loading estimates, informed review of the proposed stormwater management is impossible and its level of performance cannot be predicted. The Sleepy Hollow LDC must take a “hard look” at these likely adverse environmental impacts *and* develop measures to avoid or mitigate those impacts as part of its SEQRA review.

Additionally, application of project-wide site-specific green infrastructure and low-impact development measures via the SEQRA process would serve to partly address the many concerns raised with respect to flooding on the Site and with respect to water quality in the adjacent Pocantico River. Low impact development techniques are critical for the protection of the water quality and ecological functions of the Pocantico and Hudson Rivers. Stormwater management at the site must include treatment of runoff prior to discharge into the Pocantico River, to remove floatable debris, sediment, and chemical pollutants. Green infrastructure reduces runoff during and after storm events by allowing storm water to infiltrate where it falls. It also helps regulate stream flow by allowing ground water recharge. As a condition of its SEQRA review, the Sleepy Hollow LDC should require that all aspects of the overall project include site-specific green infrastructure measures.

Abigail Jones, Letter 33, 9/30/16

Response:

Pollutant loading calculations are included in the FEIS that compare the annual loads of Total Suspended Solids (TSS) and Total Phosphorus (TP) generated by the East Parcel under existing conditions, proposed conditions without treatment, and proposed conditions with treatment provided. The Proposed Action will result in annual TSS and TP loads of 91% and 100%, respectively, below existing conditions. These significant reductions in pollutants exported from the East Parcel annually can be expected to improve water quality in the Pocantico River.

Stormwater runoff from the revised East Parcel plan was analyzed at the edge of the East Parcel in two areas. The first is a design line (Design Line 1) that includes the East Parcel's entire northeast boundary with the Pocantico River, including the ditch that forms the boundary between the East Parcel and the neighboring Historic Hudson Valley property. The second point of analysis is where runoff leaves the East Parcel at the northwest corner (Design Point 2). The design line and design point were selected to facilitate a detailed comparison of stormwater runoff peak flow rates and stormwater volumes generated from the East Parcel by several design storms under existing conditions versus the redeveloped condition. Revised stormwater drainage maps for the existing and proposed conditions are included as Exhibits III.C-12a and III.C-12b.

This revised analysis was performed using HydroCAD software. HydroCAD is a computer-aided design program for modeling stormwater hydrology and hydraulics that is based primarily on the United States Department of Agriculture, Soil Conservation Service (USDA, SCS) TR-20 method combined with standard hydraulic calculations. This program was used to analyze the 1-year, 10-year, 25-year, and 100-year, 24-hour design storms. All stormwater runoff model input and output data are included in FEIS Appendix H... FEIS Table C.-12a and Table III.C-12b provide a comparison of the stormwater runoff modeling results, which demonstrate a significant decrease in both stormwater peak runoff flow rates and runoff volumes.

The stormwater infrastructure on the site was designed in accordance with the New York State Stormwater Management Design Manual (SMDM), which provides the performance standards that form the basis for stormwater compliance with the Federal Clean Water Act in New York State. Green Infrastructure Planning Practices and Techniques were provided throughout the revised site layout. The Green Infrastructure Practices section of the SMDM includes Reduction of Impervious Cover and Open Space Design as methods of implementing Green Infrastructure principles. The stormwater runoff methodology used in the DEIS and this FEIS utilizes each watershed's soil and cover conditions to quantify both the rate at which stormwater is shed from the Site as well as the volume of runoff. The SMDM also includes performance standards for structural-based green infrastructure design, such as the permeable pavement incorporated into the Managed Overflow Parking (MOP) area and the proposed vegetated buffer area. Refer to the response to Comment III.C-11 for further discussion of green infrastructure and low-impact development features.

Table III.C-12a
Percent Reduction of Stormwater Peak Runoff Flow Rate

	Peak Runoff (cfs)			Peak Runoff (cfs)			Peak Runoff (cfs)			Peak Runoff (cfs)		
	1-Year, 24-Hour Storm			10-Year, 24 Hour Storm			25-Year, 24 Hour Storm			100-Year, 24 Hour Storm		
	Pre	Post	% Change	Pre	Post	% Change	Pre	Post	% Change	Pre	Post	% Change
1	17.07	2.4	86%	34.13	14.6	57%	41.8	21.60	48%	53.2	32.96	38%
2	39.3	19.9	49%	88.1	63.12	28%	110.6	84.85	23%	144.0	117.57	18%

Source: WSP

Table III.C-12b
Percent Reduction of Stormwater Runoff Volume

Design Point	Runoff Volume (ac-ft)			Runoff Volume (ac-ft)			Runoff Volume (ac-ft)			Runoff Volume (ac-ft)		
	1-Year, 24-Hour Storm			10-Year, 24 Hour Storm			25-Year, 24 Hour Storm			100-Year, 24 Hour Storm		
	Pre	Post	% Change	Pre	Post	% Change	Pre	Post	% Change	Pre	Post	% Change
1	1.233	0.2	80%	2.556	1.0	61%	3.2	1.44	55%	4.1	2.156	47%
2	3.7	2.2	41%	8.4	6.052	28%	10.6	8.02	25%	14.0	11.094	21%

Source: WSP

Refer to the response to Comment III.C-11 for a detailed response that addresses the commenter’s concerns regarding green infrastructure and low-impact development features.

Comment III.C-13:

The Draft EIS must include, among other things, a statement and evaluation of the potential significant adverse environmental impacts (including impacts to the physical, chemical and biological parameters of water quality) at a level of detail that reflects the severity of the impacts and the reasonable likelihood of their occurrence, and also identifies applicable and significant reasonably related short-term and long-term impacts, cumulative impacts, and other associated environmental impacts.¹⁶

16. See 6 NYCRR § 617.9(b)(5).

The portion of the Pocantico River adjacent to the East Parcel is classified as C(T), meaning that water quality must support fishing, must be suitable for fish, shellfish, and wildlife propagation and survival (including trout), and must be suitable for contact and non-contact recreation.¹⁷ The Draft EIS does not evaluate potential impacts of the proposed project on these best usages of the Pocantico River.

A Final EIS for the East Parcel redevelopment cannot be issued until a hard look is taken at these reasonably anticipated potential impacts *and* measures are developed to avoid or minimize to the maximum extent practicable¹⁸ the following impacts:

- Potential adverse impacts to water quality, habitat, and ecological functions of the Pocantico River and the stormwater runoff of the proposed project, as discussed herein. Reasonably related short-term and long-term impacts, cumulative impacts, and other

associated environmental impacts, including impacts from the new Edge-on-Hudson development project along the Hudson River.¹⁹

- Climate change, flood surge (known to occur from the Pocantico River), and/or sealevel rise impacts on the proposed project.²⁰

17 6 NYCRR §§ 864.6, Table 1, 701.8, 701.25(a).

18 See 6 NYCRR §§ 617.9(b)(5)(iv), (v).

19 6 NYCRR § 617.9(b)(5)(iii)(a).

20 See also New York State Community Risk and Resilience Act.

Abigail Jones, Letter 33, 9/30/16

Response:

The FEIS evaluates the potential impacts and describes the requisite mitigation or elimination of those impacts contained within the proposed redevelopment plan for the East Parcel. The FEIS and revised plan include analysis of stormwater peak runoff flow rates and volumes for a range of storm events a pollutant loading analysis, an invasive species management plan, a detailed landscaping plan, erosion and sediment controls during construction, stormwater treatment systems, and green infrastructure/ LID treatments, all of which overwhelmingly indicate that the Proposed Action will not yield significant impacts to the Pocantico River. In fact, the revised plan and FEIS show a marked improvement in stormwater runoff compared to the existing conditions of the past several decades.

Stormwater impacts on the Pocantico from activities occurring on adjacent properties such as Edge-on Hudson and the HHV property are outside the scope of the Proposed Action and are assumed to have been addressed through the SEQRA process at the time when those sites were planned, developed, or expanded.

The impact of climate change on the study area were considered for the Proposed Project design life (i.e. 50 years). In accordance with the NY Community Risk and Resilience Act (CRRRA) and associated regulation entitled Chapter 6 of the New York Codes, Rules and Regulations, Part 490, in accordance sea level rise and increases in precipitation were assessed as part of the modeling effort. The Final Hydraulic Report is included in Appendix C.

Comment III.C-14:

It is SHEAC's understanding that the scope of the flooding and stormwater management assessment for the DEIS was limited to the boundaries of the East Parcel.

Stormwater run-off and floodplain conditions do not respect politically created boundaries and fences. Therefore, SHEAC recommends the expansion of the scope of DEIS to include the area of Devries Park abutting the East Parcel from the East Parcel boundary to the Pocantico River to better address flooding and stormwater run-off issues both affecting and impacted by East Parcel

development. Such expanded analysis should also include a mitigation plan that addresses both sides of the fence, so to speak, all the way to the shoreline of the Pocantico River.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

Response:

Comment noted. The stormwater and floodplain analysis prepared as part of this environmental review included the lower portion of the Pocantico River not just the East Parcel. The stormwater management plan mitigates potential impacts resulting from the Proposed Action for both stormwater quality and quantity. Stormwater runoff from the revised East Parcel plan was analyzed at the edge of the East Parcel in two areas. The first is a design line (Design Line 1) that includes the East Parcel's entire northeast boundary with the Pocantico River, including the ditch that forms the boundary between the East Parcel and the neighboring Historic Hudson Valley property. The second point of analysis is where runoff leaves the East Parcel at the northwest corner (Design Point 2). The design line and design point were selected to facilitate a detailed comparison of stormwater runoff peak flow rates and stormwater volumes generated from the East Parcel by several design storms under existing conditions versus the redeveloped condition. See response to Comment III.C-12 for further discussion of the stormwater runoff analysis. This is separate from the hydrologic and hydraulic model, also part of this FEIS, which was developed to analyze floodplain response of the entire lower Pocantico River in response to the Proposed Action. It is noted that that during site plan development, specific plans will be prepared for the reconfiguration of the existing stormwater outlet structure that currently connects the East Parcel to the Pocantico River, this will be coordinated with the Village of Sleepy Hollow.

Comment III.C-15:

Given the likelihood of severe flooding down here, it doesn't make a whole lot of sense, if I were working from scratch, to put the Village garage and the school district's buses on a site which is in harm's way. The backside of the Village is uphill. It's high. It's safe. And you could have a property facility sited further away. That would open up more space for recreation and other things down here. It would also mitigate the traffic and so on that's necessary on that site. So I ask you to think twice about whether you really want to design a infrastructure facility which your own mitigation hazard study says is probably in the wrong place; and it hasn't been built yet.

Nick Robinson, PH 9/20/16, p. 152

Response:

The Village of Sleepy Hollow does not own or control existing vacant land in the eastern portion of the Village that is located at higher elevations that could be used as an alternate location for a new DPW facility. The East Parcel was provided to the Village, or its designee, in part, as mitigation for the development of the Lighthouse Landing, now Edge on Hudson development. The

LDC's design team did refer to the Village's Hazard Mitigation Plan (http://www.sleepyhollowny.gov/sites/sleepyhollowny/files/file/file/final_multi_hazard_mitigation_plan_9_2014.pdf) and noted that there is very little in the way of discussion of the reuse of the East Parcel for the uses proposed in this environmental review. The LDC's design team did prepare an extensive evaluation of the floodplain and floodway conditions in the lower portion of the Pocantico River in addition to the potential impacts related to climate change. Those design considerations have helped inform the site design and the elevation of the proposed DPW facility. The site design allows for the DPW to be unaffected during those infrequent times when there might be flooding on portions of the East Parcel and access now includes a proposed roadway out to Beekman Avenue in addition to Continental Street.

Comment III.C-16:

If you drench that out, not only do you have fill to use in the restoration of a coast line and some fill to raise up the surface, but the basin can absorb more water. Right now, it doesn't have any space to absorb water. It's a degraded system. The impact studies need to look at that adjacent system. And if you plant wetlands there or restore the wetlands and create a wetlands buffer, or as the PMIA has wisely suggested, planting a tree buffer, a wall of green, you could basically absorb a lot of flood water. Wetlands have a huge hyper-logic absorption capacity. They suck up water, and they hold it. They release it slowly. So you could have a wetlands system which is a flood control system, looks good, helps wildlife, and is aesthetically pleasing, and you won't have a straight line.

Nick Robinson, PH 9/20/16, p. 153

Response:

The LDC has implemented several of the commenter's recommendations in the revised plan. An approximately 2.7-acre low-sloped vegetated buffer has been included in the revised plan. Refer to LDC responses to comments III.C-7, C-8, C-10, and C-11 and III.E-4, E-5 and E-12 for additional discussion of the proposed buffer area.

The plan includes creation of approximately 0.84 acres of wetland mitigation area along the western edge of the East Parcel. This wetland mitigation is discussed in more detail in the LDC's responses to comments III.E-4, E-5, and E-7.

In addition, an open-channel, low-gradient vegetated stormwater swale is proposed, which will provide additional opportunities for stormwater management and habitat creation on the East Parcel.



Legend

- Impervious Surfaces
- Grass/Open Space
- 1/4-Acre Residential
- Meadow
- Gravel ROW
- Woods

Exhibit III.C12a

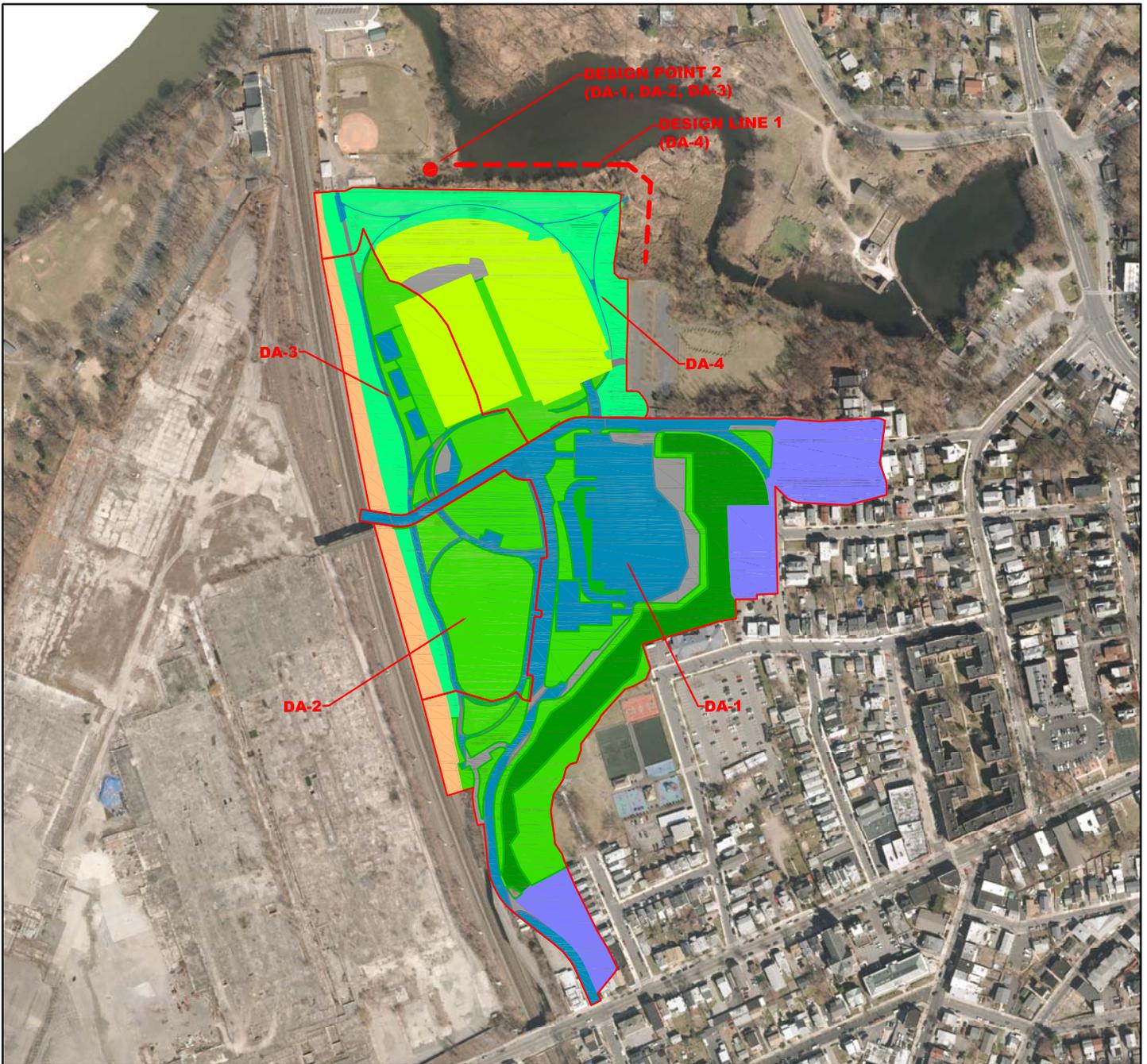
Pre-Development Drainage

Project: East Parcel Redevelopment

Prepared For: Sleepy Hollow Local Development Corporation



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Legend

- Redeveloped Impervious
- New Impervious
- Grass/Open Space
- 1/4-Acre Residential
- Meadow
- Gravel ROW
- Woods
- Permeable Pavement

Exhibit III.C-12b

Post-Development Drainage

Project: East Parcel Redevelopment

Prepared For: Sleepy Hollow Local Development Corporation



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Comment III.D-1:

The Village, separate from the LDC, commissioned a traffic evaluation for portions of the Route 9 roadway (the Route 9 Report), including the intersections of Broadway/Pocantico Street/Old Broadway and Broadway/Pierson/Old Broadway. This report was prepared after the adoption of the Scoping Outline. It would be helpful if a review the findings of the Route 9 Report could be conducted and some feedback provided as to whether it would affect the conclusions of the traffic analysis prepared for the DEIS.

Sleepy Hollow LDC, Letter 35, 9/22/16

The Critical need to reconfigure the intersection of Pocantico and Route 9. You have a terrific study that you had done. It has four different proposals from the Village and one from the State DOT. And somehow or other, you would need to bring those together and persuade the DOT that this is an important, urgent project.

Ann White, PH 9/12/16, p. 92

Response:

The Village's Pedestrian and Vehicular Traffic Summary Report, dated January 15, 2016 and prepared by TRC, (the Route 9 Report, refer also to FEIS Appendix E), includes analysis of existing traffic and pedestrian flows during the Halloween event season in October. The Route 9 Report provides analysis of the evening peak hour on Thursday, Friday, Saturday and Sunday and recommends several measures to improve safety in the area. Two Route 9 intersections were analyzed in the Route 9 Report: (1) Pierson Avenue/Old Broadway and (2) Pocantico Street/Old Broadway/Phillipsburg Manor. The latter intersection was also evaluated in the DEIS. The Route 9 Report and the East Parcel DEIS traffic study were compared to determine whether the Village's Route 9 Report's findings for the Route 9 intersection with Pocantico Street and Old Broadway would affect the conclusions of the traffic analysis prepared for the DEIS.

The DEIS contained recommendations for the intersection of Route 9 and Pocantico Street/Old Broadway that included signal phasing and timing modifications along with traffic management by police officers during the large Halloween events.

The Route 9 Report included five (5) separate conceptual plans depicting recommendations to improve traffic and pedestrian safety. Concept Plan 1 (CP-1) was essentially the same as VHB's recommendation for this intersection, as described above. The remaining plans recommend closure of the Phillipsburg Manor driveway at the signalized intersection with Route 9 and Pocantico and relocating the driveway to Pocantico Street, to the west of Route 9. Other major improvements include restricting Old Broadway to one-way southbound flow (on two (2) concept plans) and reconfiguring Old Broadway to meet Route 9 to the north of its current intersection with Route 9 and Pocantico Street (on one (1) concept plan). All plans include modifications to crosswalks and sidewalks to improve pedestrian safety.

The Route 9 Report does not include analysis of potential significant adverse impacts to traffic flow with the recommended modifications to the roadway system. The Route 9 Report was submitted for Village review and recommends that the concept plans be discussed with NYSDOT.

The various recommendations in the Route 9 Report will have to be evaluated by the Village and the NYSDOT. As part of the evaluation process, further analysis will be required as closure/relocation of the Phillipsburg Manor driveway or a change in directional flow on Old Broadway would affect traffic circulation. These would be proposals initiated by parties other than the LDC and are not related to the Proposed Action.

VHB conducted additional analyses of the intersection of Route 9 with Pocantico Street and the Phillipsburg Manor driveway. For CP-1, VHB's Saturday event traffic volume projections (which were noted to be considerably higher than the peak-hour volumes in the Route 9 Report and, therefore, are considered conservative) resulted in an average vehicle delay through the intersection of 34.5 seconds (Level of Service (LOS) "C"). This was more than the 16.6 seconds per vehicle delay (LOS "B") from the Route 9 Report for Saturday October 10 and the 22.0 seconds per vehicle delay (LOS "C") for Saturday October 24 (again indicating the conservative nature of VHB's projections).

Intersection capacity analyses were then conducted for VHB's Saturday event traffic volumes for CP-2, CP-3 and CP-4/5 (CP-4 and CP-5 are effectively the same, from an intersection capacity perspective). These analyses indicated that the intersection would operate at LOS "C" with average vehicle delays of 20.3 seconds, 23.9 seconds and 23.8 seconds for CP-2, CP-3 and CP-4/5, respectively. Since the DEIS correctly determines that event conditions can be accommodated with appropriate event traffic management techniques, it is concluded that the Route 9 Report will not affect the conclusions of the traffic analysis prepared for the DEIS. It is further concluded by the LDC's traffic engineer that all options presented in the Route 9 Report will provide adequate capacity to accommodate future traffic volumes.

Comment III.D-2:

The LDC notes that the street direction for Howard Street was changed by the Village Board after the preparation of the traffic analysis for the East Parcel. It would be helpful if the traffic analysis could also be reviewed with this new condition and whether it substantially changes the conclusions.

Sleepy Hollow LDC, Letter 35, 9/22/16

Response:

The DEIS was prepared while Howard Street permitted two-way flow between Kendall Avenue and Pocantico Street. With the modification to one-way flow, traffic destined to Howard Street must access the roadway from the north via Continental Street or from the south via Kendall Avenue and Elm Street. To determine if this new traffic pattern would impact the conclusions of the DEIS, traffic counts were conducted in October 2016 with the current one-way eastbound flow on Howard Street.

The peak hour volumes in the DEIS were compared to the October 2016 peak hour volumes and revised to reflect the current traffic patterns on Howard Street. The adjustments to the DEIS traffic

volumes are shown in Exhibit III.D-2 below. Capacity analyses were conducted with the revised Existing, No-Build and Build peak hour volumes and the results of the analyses are shown in Tables III.D-2a and III.D-2b.

**Exhibit III.D-2:
Howard Street Peak Hour Volume Adjustments**

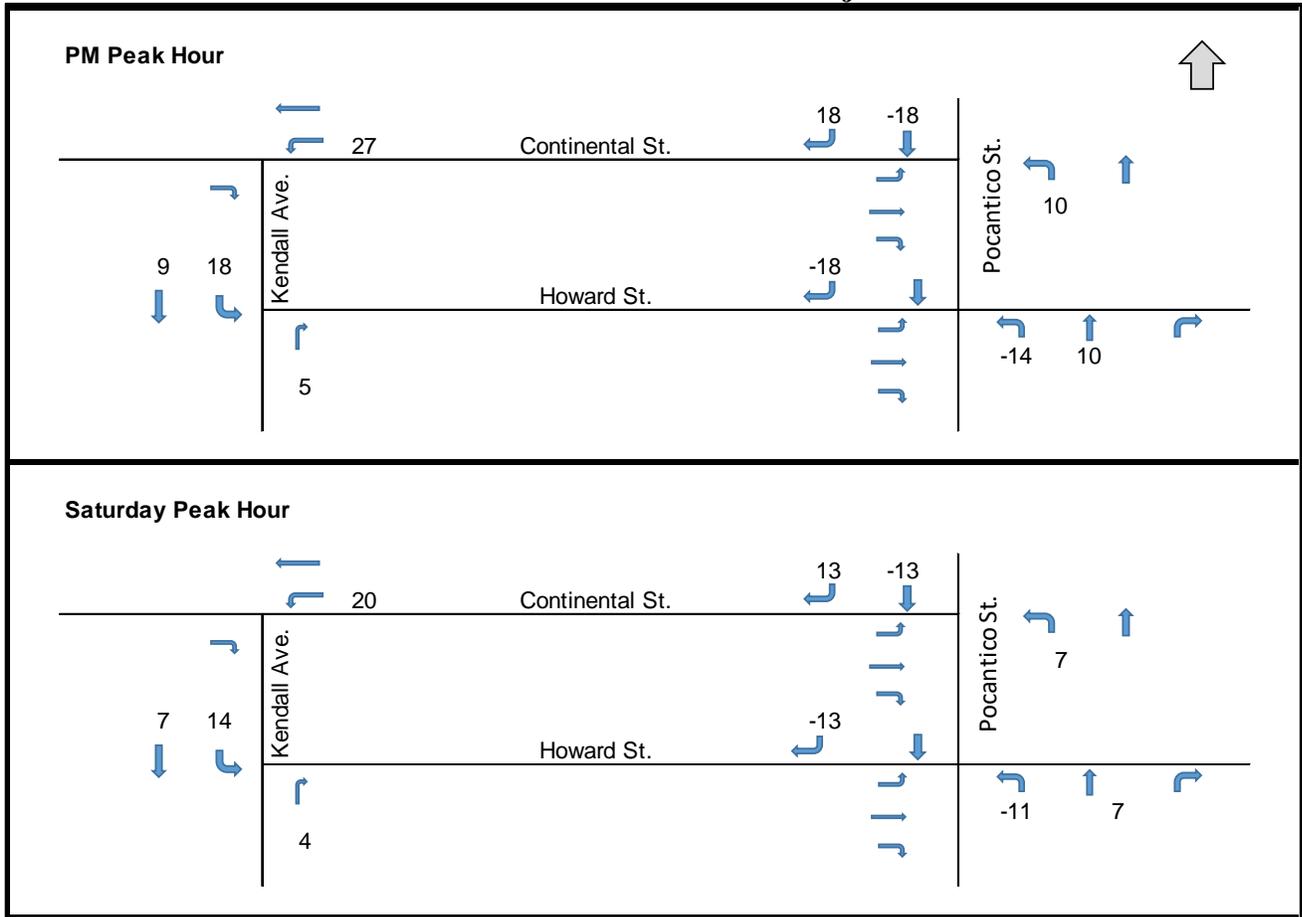


Table IIID-2a
Capacity Analysis Summary - with modification to Howard Street circulation

Intersection	Approach	Lane Group	PM Peak Hour						Saturday Event Peak Hour					
			Existing		No-Build		Build		Existing		No-Build		Build	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Pocantico St & Continental St (unsignalized)	EB	LR	B	11.3	B	12.5	C	17.5	B	10.4	B	11.6	F	603.7
	NB	LT	A	0.7	A	0.6	A	2.0	A	0.6	A	0.5	A	6.5
	SB	TR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Continental St & Pleasant St (unsignalized)	EB	LR					A	0.0					A	0.0
	WB	TR	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
	SB	LR	A	8.9	A	8.9	B	11.0	A	8.8	A	8.8	C	22.0
Continental St & Kendall Ave (unsignalized)	EB	R	A	0.0	A	0.0			A	0.0	A	0.0		
	EB	TR					A	0.0					A	0.0
	WB	LT	A	6.7	A	6.7	A	2.3	A	6.3	A	6.1	A	1.4

Source: VHB

Table III.D-2b
Capacity Analysis Summary with Mitigation Measures and with Modification to Howard Street circulation

Intersection	Approach	Lane Group	Saturday Event Peak Hour							
			No-Build		Build		Build with Police Control		Build with All-way Stop & EB Widening	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Pocantico St & Continental St (unsignalized)	EB	LR	B	11.6	F	603.7	D	54.4		
	EB	L							D	30.1
	EB	R							B	12.1
	NB	LT	A	0.5	A	6.5	D	54.6	F	54.9
	SB	TR	A	0.0	A	0.0	A	8.5	E	38.8

Source: VHB

As can be seen from the FEIS Tables III.D-2a and III.D-2b, and when compared to the same tables in the DEIS (DEIS Tables 3 and 6), the analyses indicate that the levels of service will remain the same as those reported in the DEIS. Therefore, the change in Howard Street to one-way traffic flow will not impact the conclusions of the DEIS.

Comment III.D-3:

The DEIS notes on page 111.D-1 that Continental Street will be improved from Kendall Avenue to Pocantico Street to accommodate two-way traffic. However, the DEIS contains no narrative or graphic description of the planned improvements. In order to evaluate potential impacts and needed mitigation associated with that feature of the Proposed Action, the EIS should include a plan depicting the proposed improvements (e.g., proposed alignment and width of Continental Street and location of proposed sidewalks and/or shared bike/pedestrian paths in relation to the existing street right-of-way). That analysis should also identify the properties adjacent to the existing street right-of-way that may be affected by those improvements and the extent of any potential encroachment onto private property if the proposed improvements cannot be accommodated within the existing street right-of-way. Information should also be provided on the duration of the construction phase associated with the Continental Street improvements as well as the time of the year when that work is expected to be undertaken, particularly in relation to the schedule of Programs planned at the adjacent Philipsburg Manor Restoration site. There is no mention of this activity in DEIS Section 111.G (Construction).

Waddell Stillman, Letter 25, 9/29/16

The document does not specify what measures will be used to implement two-way traffic on Continental St. Which properties would be taken? Which homes would be demolished? Where would parking be eliminated? All of this needs to be laid out because implementing two-way traffic underpins the 700 new parking spaces and railroad overpass to Edge on Hudson that the LDC proposes. Unfortunately, some of the DEIS even obscures this situation by saying "primary access to the Project Site will be from Continental Street along its current configuration and alignment." (PDF p 46, DEIS)

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p.136

Response:

Continental Street will serve as the main access to the East Parcel from Pocantico Street and Route 9. A conceptual plan has been developed; refer to FEIS Exhibit III.D-3 that accommodates two-way traffic and sidewalks on both sides of Continental Street without the need to demolish any structures. It would however, require the acquisition of small strips of property along the front of three properties and the rear/side of one property as shown on the plan.

The concept plan will increase slightly the number of on-street spaces along Continental Street going from 63 spaces to 69. The on-street parking will need to be reconfigured to accommodate the new roadway pattern such that on-street parking located east of Pleasant Street will be relocated to an area on Continental Street west of Pleasant Street.

The construction process to improve Continental Street is expected to take approximately six (6) months to complete and will be scheduled so as not to coincide with the largest events scheduled at HHV. Access to the residential properties along Continental Street and Pleasant Street and the HHV overflow parking area will be maintained during the course of construction.

Comment III.D-4:

And I see the East Parcel as an opportunity to go beyond the connectivity within the parcel, but to address more fully in the DEIS how we can mitigate the lack of connectivity that currently exists and the shortage of parking in different areas.

Ann White, PH 8/23/16, p. 39

Response:

Comment noted. The East Parcel FEIS identifies an improvement program for Continental Street that will increase the overall number of on-street parking by six spaces. In addition, the FEIS RDCP includes parking for ±637 vehicles, ±237 of which are dedicated for full time use and the balance available for large event activity as part of a managed parking program.

Comment III.D-5:

The DEIS, and I did read the transportation chapter, goes into quite a lot of detail on the Continental Avenue -- the Continental Street connection and the intersections that are problematic to there. One possibility that I would suggest is a point where it meets Pocantico, maybe consider a traffic circle.

Ann White, PH 8/23/16, p. 40

Response:

A traffic circle or roundabout requires a minimum diameter of almost 100-feet as well as flared entry and exit lanes on each leg. Given these design requirements, replacing the standard "T"-intersection of Pocantico Street and Continental Street with a roundabout would require the taking of all or part of three residential lots as well as property owned by HHV. Further, the steep grade of southbound Pocantico Street is not ideal for a roundabout. The DEIS has concluded that the intersection will operate at acceptable levels of service in the future under typical (non-event) conditions and during event periods, with implementation of the recommended event traffic management measures. Therefore, a roundabout or traffic circle is not needed at this intersection based on the DEIS conclusions, the property taking that would be required as well as the vertical curvature of Pocantico Street.

Comment III.D-6:

I think it's critical that the connection be made from Continental Street across. I was shocked, quite frankly, when I moved here and started walking to find that the only way into Kingsland Point Park was from the north in. So people from the Village have almost no access to that. I see the East Parcel having the possibility of ending up creating additional ways through for people walking, biking, and driving. And that crossing over the railroad tracks is critical for that.

Ann White, PH 8/23/16, p.41

In order to ensure no road connection is set up from Palmer Avenue via Kingsland Point Park, or DeVries Avenue, via DeVries Park, into the former GM site, the Village must provide for a vehicular

crossing on the East Parcel to the GM site East Parcel. This crossing is allowed as the former GM overpass has preserved the right of way for a road to cross over the Metro North railroad tracks., However, the Village and the Development are no back-tracking and revising of the traffic plan for a cross-over. This regressive breach of prior promises, made to the former Planning Board and the neighborhoods, needs to be reversed, and the second cross provided for public safety and traffic flows in and out of the GM West Parcel. If this new overpass is not provided, it is only a matter of time when the traffic will be routed through Philipse Manor. PMIA was strong on this issue 10 years ago, and needs to renew its concern and strong position in favor of the second cross south of the Pocantico River, NOW. If PMIA does not prevail on this issue, it will see the Manor, especially the areas between Palmer Avenue and DeVries Avenue, badly affected by a r alenr3eds (sic) with a new arterial road system. [Since Kingsland Point Park is dedicated Park Land, no new road can lawfully be put through the Park since this would alienate the park, and could only be done lawfully by an act of the legislature. To avoid such an illegality, East Parcel another road would be likely located through the Manor].

Nick Robinson, Letter 16, 9/16/16
Philipse Manor Garden Club, PH 9/20/16, p. 161

A second bridge across the railroad tracks is a very important safety feature. It's very clear in all the studies when I was on the planning board, you cannot rely on just Beekman Avenue. But I do think you should take a second look, even though I know Metro-North doesn't want you to, at the viaduct, at the road that comes down next to the cliff or the old General Motors union building. I know that's a difficult structure, but it can be engineered, and you can have a second entrance which would relieve the traffic on Continental Street, give an additional exit and egress for both cars and emergency vehicles, and it could be engineered in a way that didn't adversely impact the site.

Nick Robinson, PH 9/20/16, p. 156

Response:

The redevelopment of the East Parcel includes a proposed new bridge constructed across the Metro-North Railroad tracks that will connect the West Parcel's Edge-on-Hudson development to the East Parcel and provide a secondary means of access for the West Parcel, in addition to the access to Beekman Avenue. The bridge will also allow bicyclists and pedestrians to travel between the East and West Parcels. The existing viaduct from Beekman Avenue to the East Parcel is currently closed due to structural issues and is to be demolished. It is noted that the LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual plans that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. The creation of this at-grade connection will require the acquisition of several small portions of existing lots that front on Barnhart Avenue.

The creation of a second outlet from the East Parcel will enhance circulation for DPW equipment accessing the southern portion of the Village once they have relocated from their existing location on River Street. This will also create an additional pedestrian and vehicular access to the East Parcel from southern portion of the Village that is currently not available.

Comment III.D-7:

Pedestrian and bicycle circulation. Page II-6 of the draft EIS notes that "pedestrian and bicycle access is proposed as part of an interconnected series of trails running throughout the western portion of the site" connecting DeVries Park and Barnhart Park. To complement this, we recommend that the Continental Street extension and bridge be designed to include bicycle lanes in each direction in addition to the sidewalk discussed in the draft EIS. Using a "complete streets" approach for Continental Street would promote more non-motorized travel within the GM re-development, on both sides of the tracks.

Edward Burroughs, Letter 2, 8/17/16

First, the importance of accommodating pedestrians and bicyclists as well as cars in accordance with the Complete Streets policy that you adopted in May.

Ann White, PH 9/12/16, p. 91

We want to make sure that that bridge is a bike-able bridge and connects everything.

David Hodgson, PH 8/23/16, p.44

New roadways must have designated bike lanes or parallel bike paths.

Dan Convissor, PH 9/20/16, p. 142

The streets surrounding the East Parcel need dedicated facilities for people walking and cycling. This will encourage people of all ages and abilities to walk and ride to and through the East Parcel, keeping the number of people driving to and parking at the parks as low as possible.

The LDC's planning and/or implementing off-site transportation facilities is appropriate and doable, as the LDC's desires altering Continental St for two-way traffic.

Sidewalks are missing on the segments of Devries Ave and Munroe Ave closest to Devries Park. This drastically limits the number of people who will walk to the East Parcel from The Manors.

Key streets people will use for cycling to the East Parcel from The Manors include Devries Ave, Munroe Ave and Pierson / Bellwood Aves. These streets are wide enough to easily accommodate bicycle lanes.

Dan Convissor, Letter 29, 9/30/16

SHEAC recommends that all new roadways within the site include sidewalks and dedicated bike lanes (or parallel paths) for their entire lengths, and that this design requirement be incorporated into all alternatives within the DEIS.

SHEAC further recommends the DEIS note that a supplementary planning document is needed to ensure that there are safe routes for pedestrians and cyclists from communities surrounding the East Parcel. It is important to encourage people of all ages and abilities to walk and bike to and through the East Parcel, thus keeping the number of people driving to and parking at the parks as low as possible. These measures will also improve Sleepy Hollow's general quality of life, environment and economy.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

Response:

The RDCP presented in the DEIS and the revised RDCP both included a series of multi-purpose trails that run throughout the East Parcel. The multi-purpose trails are intended to be designed to accommodate both pedestrian and bicycle users. As noted in Response to Comment III.D-3, a conceptual level improvement plan has been prepared for the Continental Street corridor (refer to Exhibit III.D-3). This plan includes the creation of a two-way traffic pattern along the entire length of Continental Street and the inclusion of sidewalks along the entire length where previously there were significant stretches without sidewalks. The plan as presented in FEIS Exhibit III.D-3 requires acquisition of some minimal slivers of property in order to accommodate this design concept. The Project traffic engineers have prepared conceptual level plans that included bike lanes in both directions along Continental Street; refer to Exhibit III.D-7a-c. Incorporating this design feature along with sidewalks, consistent with Complete Streets concepts would require substantially more acquisition of property including the demolition of up to three existing residences and encroachment onto three additional properties.

The Continental Street Overpass (the “Overpass”) is proposed to include two lanes of traffic and a sidewalk located on one-side. The Overpass has been designed consistent with New York State public right-of-way accessibility guidelines (PROWAG) by including a pedestrian route within the right-of-way of the subject roadway. The current design of the Overpass does not include dedicated bike lanes given the lack of available easement width on the West Parcel. The inclusion of dedicated directional bike lanes would require an additional 8-10 feet of pavement (bridge) width.

The LDC notes that the RDCP includes the connection of the East Parcel via multi-purpose paths to Barnhart Park in the south, to DeVries Park in the north and ultimately to the adjacent neighborhoods. Further, the proposed overpass includes a sidewalk and can accommodate bicycle traffic making an east-west physical connection to the Edge on Hudson community, Kingsland Point Park and the Hudson River shoreline. The proposed sidewalk system along Continental Street will allow for a more convenient connection to the Broadway corridor. Finally, the proposed at-grade connection to Beekman Avenue will create additional opportunities for connections to the southern portion of the Village.

Comment III.D-8:

We would like to express our concern about the possibility of egress from the East Parcel via Devries, as we may not be able to attend tonight’s meeting. This would obviously significantly increase the traffic at that end of Philipse Manor. Children and pedestrians are often using these streets and, additionally, it would increase the traffic load at the Broadway/Pierson traffic light.

We assume it will also be close to the Devries playground, another problem.

Leslie and Annette Camilleri, Letter 6, 8/23/16

Prohibit any vehicular traffic between Devries Park & the East Parcel.

o Support the creation of a pedestrian & bicycle path to connect Devries Park & the East Parcel.

PMIA, Letter 15, 9/16/16

Prohibit any vehicular traffic between Devries Park & the East Parcel. Vehicular access from the East Parcel to Philipse Manor will negatively impact the wetlands surrounding the Pocantico River as well as the river itself. Instead we support the creation of a pedestrian & bicycle paths to connect Devries Park & the East Parcel by creating a non-vehicular access that will reduce the need of residents to drive from one location to the other.

PMIA, Letter 32, 9/30/16

We would like to prohibit any vehicular traffic between DeVries Park and the East Parcel, and also support the creation of a pedestrian and bicycle path to connect DeVries Park and the East Parcel.

Katherine Golub, PH 9/20/16, p. 134

Prohibit any vehicular traffic between Philipse Manor streets, specifically Palmer Avenue and DeVries Avenue, and the East Parcel or any part of the former GM site.

Philipse Manor Garden Club, Letter 17, 9/19/16; PH 9/20/16, p. 161

Response:

Comment noted. There is no proposal to create a vehicular connection from the East Parcel to the Philipse Manor neighborhood to the north. As indicated previously, the RDCP does include a multi-use trail that connects the East Parcel to DeVries Park.

Comment III.D-9:

The DEIS traffic counts were only for peak hours. Can you please provide the estimated 24 hour volumes for Continental St just west of Pocantico St in both directions for the build scenario?

Hopefully the information would have hourly projections, though if that's not available, daily totals will suffice. The days desired are a normal weekday and an event weekend. Which event was used as the basis for the weekend event projections?

Dan Convisor, Letter 8, 8/25/16

I think it was not taken into consideration in that document that the HHV had also mentioned that they would increase the number of events if, of course, parking is going to be increased down there. I don't think the traffic study took that into consideration, at all.

Martina Brown, PH 9/12/16, p. 86

Response:

Standard engineering methodologies and practice require an evaluation of peak hour conditions. That is typically all that is required, as the peak hour represents the worst case in terms of traffic flows. It follows then that, if traffic conditions are acceptable during the peak hour of the day, conditions will

also be acceptable during all other hours of the day. Nevertheless, daily (24-hour) traffic volumes for Continental Street have been calculated for the Build condition for a typical weekday, a typical Saturday and a Saturday with HHV special events. The daily Build traffic volumes include background traffic, Edge-on-Hudson traffic, East Parcel project traffic and HHV traffic (on Saturday only). The daily trips are shown in the following Table III.D-9.

**Table III.D-9
Daily Traffic Volumes on Continental Street**

Day/Condition	Background Traffic	Edge-on-Hudson Traffic	Project Trips	HHV Event Trips	Total Daily Traffic
Typical Weekday	790	2,500	410	-	3,700
Typical Saturday	410	2,450	475	-	3,335
Event Saturday	410	2,450	0	1,845 ¹	4,705
DEIS Saturday	410	2,450	3,400 ²	-	6,260

1. Represents actual event trips from Saturday October 29, 2016 daily traffic count on Continental Street.
 2. Includes HHV event traffic. DEIS estimate of HHV event traffic (3,400 vehicles) is based on parking lot turnover, and is significantly higher than actual counted daily event traffic (1,845).

As shown in Table III.D-9, on a typical weekday it is projected that 3,700 vehicles will travel on Continental Street in a 24-hour period. On a typical Saturday (without an HHV event), it is estimated that there will be 3,335 daily trips. On a Saturday with multiple large special events at HHV, there will be an estimated 4,705 daily trips. By comparison, the DEIS daily trip estimate for Continental Street on a Saturday with multiple events is 6,260, which is 33 percent higher than the calculated event Saturday daily trips, resulting in a conservative analysis provided in the DEIS. It is noted that the creation of the proposed overpass will divert traffic that previously would have traveled down Beekman Avenue to Route 9.

Comment III.D-10:

I am told that Traffic volumes for both peak hour and daily volume are found on pages 13 and 14 of the Traffic Appendix (Appendix E) in the DEIS. Traffic Appendix page 14 (PDF page 124) has current daily volumes. Projected daily motor vehicle volumes does not exist. I'm still curious which event was used for the "saturday event" modeling.

Dan Convissor, Letter 12, 9/7/16

Response:

DEIS Exhibits III.D-2 and III.D-3 (found on pages 13 and 14 of the Traffic Impact Study located in DEIS Appendix E and on pages III.D-13 and III.D-14 of the DEIS) provide the existing volumes for the weekday AM and PM peak hours and the Saturday midday peak hour. As pointed out, the daily

traffic volumes on Continental Street are discussed on page 14 in the traffic appendix (refer to DEIS Appendix E). As indicated on page 23 of the Traffic Impact Study (PDF page 133 in the DEIS Appendix), traffic associated with a large event at Phillipsburg Manor was estimated as potentially 1,140 trips for the Saturday midday peak hour.

New traffic counts were conducted during the busy Halloween period in October 2016 along Continental Street. The counts were conducted from Friday October 7 to Thursday November 3, 2016 encompassing multiple Halloween events at Philipsburg Manor (Horseman's Hollow) and at the Old Dutch Church (Irving's Legend). The counts also include days with no events scheduled. The counts indicated an average of approximately 100 midday Saturday peak-hour trips for events using the HHV overflow lot in October and a maximum of 120 on the Saturday before Halloween, as compared to the potential 1,140 peak-hour trips evaluated in the DEIS. Of these 1,140 event trips, the DEIS analysis estimated that 746 event trips would use Continental Street during the Saturday midday peak hour (410 entering trips; 336 exiting trips). It is therefore, concluded that the DEIS analysis is conservative. It is noted that the DEIS assumed that there could be multiple events going on in the East Parcel on a Saturday, as well as at HHV.

Comment III.D-11:

The lack of vehicle access to the east site from Devries is short-sided and would hurt Philipse Manor residents/traffic several ways:

- a) forcing them to drive around through the inner village to the other east side access roads.
- b) forcing inner-village residents to access Devries Park through Philipse Manor rather than driving/walking there via the east parcel.

Carl Aridas, Letter 18, 9/20/16

Response:

The East Parcel will provide vehicular access to/from the West Parcel via a new bridge to be constructed over the Metro-North Railroad tracks. The bridge will also allow bicyclists and pedestrians to travel between the East and West Parcels. A pedestrian and bicycle connection will be provided from the East Parcel to Devries park, thereby connecting Edge-on-Hudson, the East Parcel, Devries park, Philipse Manor and the Village downtown for pedestrians and cyclists. In addition, as noted in Response to Comment III.D-6, the LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual plans that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. The creation of a second outlet from the East Parcel will enhance circulation for DPW equipment accessing the southern portion of the Village once they have relocated from their existing location on River Street. This will also create an additional vehicular and pedestrian access to the East Parcel from southern portion of the Village that is currently not available.

Comment III.D-12:

The sole focus of the "Traffic and Transportation" section was analyzing intersection "Levels of Service" during peak hours. It lacks examination of the negative impacts on air and noise pollution,

traffic safety and social cohesion. These impacts will be significant for the residents of both Continental St and Pocantico St.

Dan Convissor, Letter 20, 9/26/16, PH 9/20/16, p.137

Response:

The traffic analysis provided in the DEIS was prepared in accordance with the approved Scoping document and included all of the required traffic analysis. One of the thresholds with respect to a potential significant adverse impact to air quality from a traffic perspective is the presence, or creation of, failing intersections, where traffic comes to a standstill and cars are left idling at an intersection for extended periods. The Level of Service analysis prepared as part of the DEIS revealed that there would be no intersections that would operate at failing levels of service. The proposed conceptual improvement plan for the Continental Street corridor includes enhancements relative to traffic circulation and safety in the form of two-way circulation, raised cross walks, speed humps, raised intersections and the incorporation of sidewalks on both sides of the street.

Comment III.D-13:

You definitely need something going out into Philipse Manor. You just can't knock it into our neighborhood anymore. We lived through GM 40 years of my life. We're tired of all the traffic. The people from the Manor are not going to come all the way around and up and through Continental Street to get to this place and go back out.

Lois Kyle, PH 9/20/16, p. 166

Response:

There are currently no plans to construct a roadway from the East Parcel to the Philipse Manor neighborhood. A proposed conceptual improvement plan has been prepared for the Continental Street corridor that includes enhancements relative to traffic circulation and safety in the form of two-way circulation, raised cross walks, speed humps, raised intersections and the incorporation of sidewalks on both sides of the street.

Comment III.D-14:

So I think, you know, making Continental a two-way street -- it needs to be looked at that there are other outlets. Kendal maybe is another way out; so that we can leave Continental a one-way street.

Martina Brown, PH 9/12/16, p. 87

Response:

If Continental Street were to remain one-way between Kendall Avenue and Pleasant Street, all traffic exiting via the west end of Continental Street from the East and West Parcels would have to travel on Kendall Avenue to Howard Street as Kendall Avenue does not allow travel in the southbound direction to Elm Street. Providing two-way flow on Continental Street was determined to be a more direct route for traffic destined to Pocantico Street and Route 9.

Comment III.D-15:

The "Trip Distribution and Assignment" subsection says Continental St will serve 72% of the entering trips and 59% of the exiting trips. (PDF p 196, DEIS) Those figures are likely underestimating the situation. Motorists heading to the Restoration's big events are largely from out of town and will be traveling on Route 9. Chances are nearly all event trips will use Continental St under the LDC's proposed plan.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 138

Response:

It is anticipated that some event patrons will access the overflow parking areas for HHV events by using the new bridge connecting the West Parcel to the East Parcel. As noted in the response to Comment III.D-10, the Saturday midday event traffic estimate of 1,140 peak-hour vehicles (570 entering trips; 570 exiting trips) is considerably higher than the highest midday Saturday peak-hour event traffic (120 total trips) and higher than the 230 Saturday night peak-hour event trips counted on Continental Street during the Halloween events in October 2016. As described on page III.D-23 of the DEIS, the 1,140 event trip estimate assumes that, within the same hour, two-thirds of the parking area would turnover during the Saturday midday hour, resulting in 570 event vehicles exiting the overflow parking area followed by 570 event vehicles arriving. Of these 1,140 event trips, 746 event trips would use Continental Street during the Saturday midday peak hour (410 entering trips; 336 exiting trips) which is significantly higher than the 120 total trips counted during the Saturday midday peak hour during the Halloween events in October. The DEIS Saturday event condition is, therefore, considered a worst-case condition and the actual analyses indicate that traffic can be accommodated.

Comment III.D-16:

The "Transportation and Land Use" section only provides peak hour vehicle counts. It must clearly lay out a complete picture of expected traffic flows, including hourly counts for entire days, daily totals, ticket sales, occupancy, etc. While some of this is touched on in a footnote of the "Land Use and Zoning" section (PDF p 89, DEIS), that's no place for such essential information. On 2016's peak night, 10/29, I calculate there will be over 1,300 cars attending Historic Hudson Valley (HHV) events.¹ In addition, HHV anticipates the large, dedicated parking resources will let them expand programming, so the DEIS' event day traffic analysis needs to be based on even bigger projections.

1. Horseman's Hollow has 9 slots of 325 attendees each. Irving's Legend has 4 slots that have at least 104 attendees each. (HHV's website) 3.75 people per party, 1.5 cars per party. (PDF page 89, DEIS) Math: $((9*325) + 4*104) / 3.75 * 1.5 = 1,336$

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 138

Response:

The DEIS was prepared in accordance with the approved Scoping document and includes all of the required traffic analysis prepared using accepted traffic engineering methodologies. The traffic analysis was informed by input from HHV as to their historical use patterns for special events. The

event peak hour trip estimates used in the traffic analysis have been found to provide an extremely conservative analysis of event traffic conditions.

Comment III.D-17:

Widening Continental St and building the railroad overpass and/or the ramp to Beekman Ave will create a shortcut from the north to Tarrytown's train station area. These roadway expansions will also make driving easier, inducing new motor vehicle trips, not just redistributing the existing and projected ones. The DEIS must either account for this growth or put forth measures to limit through traffic.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 139

Response:

It is not anticipated that the redevelopment of the East Parcel will draw cut-through traffic for drivers from the north destined to the Tarrytown train station as the travel path that drivers would have to take through the East Parcel and Edge-on-Hudson development would be somewhat circuitous. The travel route would also be longer from both a distance and time standpoint than existing routes. It is not clear where the commenter is drawing certain conclusions that there is an existing or future demand for transit ridership originating to the north of the East Parcel.

Comment III.D-18:

While conceptual level plans have been considered in the past with respect to, a potential at-grade connection to Beekman Avenue, it would be helpful if WSP could prepared a layout that would allow for an at grade connection so as to better understand what, if any, properties may be involved other than those owned by the Village and or the LDC.

Sleepy Hollow LDC, Letter 35, 9/30/16

There's been discussion of building a new road between the East Parcel and Beekman Ave via the old UAW property. It's not covered in the DEIS. Have those ambitions been put down or will that be considered at a later point in time?

Dan Convissor, Letter 10, 8/29/16

The Village is very interested in seeing the Beekman Ave connection built as part of the long-range, unified project. It therefore it needs to be in the core of the DEIS.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 139

Implement the Beekman Ave connection. This route would bring The Restoration's attendees through downtown Sleepy Hollow, dramatically increasing potential patronage for our businesses.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 141

Response:

As noted in Response to Comment III.D-6, the LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual level plans that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. The creation of this at-grade connection will require the acquisition of several small portions of existing lots that front on Barnhart Avenue.

The creation of a second outlet from the East Parcel will enhance circulation for DPW equipment accessing the southern portion of the Village once they have relocated from their existing location on River Street. This will also create an additional vehicular and pedestrian access to the East Parcel from southern portion of the Village that is currently not available.

Comment III.D-19:

The proposal includes 695 new parking spaces, but PDF page 11 of the DEIS mistakenly states that 585 spots will be constructed. The DEIS must clearly indicate that the total number of parking spaces in the area would be (an astounding) 818 and account for the vehicles they would draw.

500 HHV

85 Park

45 Community Center

65 DPW

695 Proposed New Parking Spaces

78 Existing HHV Overflow Lot

45 Existing Devries Park

818 Total Parking Spaces

The DEIS fails to consider a variety of parking and access options that meet the LDC's objectives and have a better financial, social and environmental cost/benefit profiles.

Rather than spending significant funds and squandering public land on new parking spaces, the majority of event parking should use existing paved areas. For example Old Broadway, Dell St, Bellwood Ave, Pierson Ave and Devries Ave (which has been done before). Plus the parking lots in Devries Park, Elm St, Morse School and the High School are available. To provide HHV the stability they desire, the Village could enter a long term commitment for providing these parking locations. HHV's website ticketing process can be upgraded to preallocate a parking area to each vehicle.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 139

The alternatives within the DEIS identify the creation of 695 new parking spaces, in addition to the 123 already in the area. SHEAC recommends that the site be left as "green" as possible and that

consideration should be given to greatly reducing the amount of additional parking. Also, bicycle parking should be identified within all alternatives.

In addition the DEIS should clarify how it was determined that the Philipsburg Manor parking needs during their special events could not be met by utilizing the village's existing streets and parking lots.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

I would like to reiterate that 500 spaces is about the size of a Walmart parking space. It's way more than what we need for our village residents to come there. It's something that takes away and will add traffic.

David Hodgson, PH 9/20/16, p.135

All new parking for The Restoration should be dropped. Proposed car parking for the park, community center and DPW should be cut in half and be replaced by an equivalent number of bike parking spaces. (Cycling will be the quickest way to the East Parcel from a good chunk of The Manors.) All spaces, including those for DPW, need to be metered. These steps free up more area for recreation and encourage public health and engagement.

Dan Convissor, Letter 20, 9/26/16

Back when GM, Roseland and the Village were in negotiations, The Restoration was an educational, interpretive facility. Donating 8 acres to them for a demonstration "farm"² seemed like a good thing and was intended to ameliorate the West Parcel's intensive land use. Since then The Restoration has become an amusement park and HHV wants to put parking on the land. So instead of mitigating the West Parcel development, the proposed 500 parking spaces will exacerbate it. If negotiations were happening now, would the parties have donated those 8 acres?

2. Farm is in quotes because everyone knew whatever was grown there could not be eaten.

Dan Convissor, Letter 20, 9/26/16

We also urge this board to meet with Historic Hudson with respect to the parking of visitors. The 500 parking spaces designated in the initial plan is excessive. We believe the parking should be marked with signage as to where the patrons park. Also, as stated by other members of the public, parking in other areas of the village may be an alternative.

Cheryl Cappello, Letter 27, 9/29/16

The first point is I wanted to address the 500 parking spots that were put in also per request of -- from the HHV. In my view, it is too many, and I think you could definitely reduce that. And also -- because it also sounded like the HHV had, kind of, almost, threatened the Village, saying we will pull events out if we don't get those parking spots. And I think it's very important that we really consider -- and I know it's a big tourist attraction, but that we consider the community first, and then we worry about the tourists that are coming in.

Martina Brown, PH 9/12/16, p. 86

I am concerned about the inclusion of parking spaces for Historic Hudson Valley. There are more creative and environmentally friendly ways to address overflow parking for an event that occurs during one season a year. Similar to their arrangement for offsite parking with Kykuit tours, lots at train station or high school may be available, for example, as well as temporary street parking.

John Norwood, Letter 30, 9/30/16

Response:

The revised RDCP includes the following parking program:

<i>Full time parking for field and East Parcel uses</i>	<i>73</i>
<i>Community Center</i>	<i>60</i>
<i>East Parcel on-street</i>	<i>39</i>
<i>Managed event parking field</i>	<i>400</i>
<i>DPW</i>	<i>65</i>
<i>Total (approx.)</i>	<i>637 spaces</i>

Comment III.D-20:

Don't build the railroad overpass or just make it a path for people walking and biking.

Dan Convissor, Letter 20, 9/26/16

Response:

Comment noted.

Comment III.D-21:

Instead of widening Continental St, manage DPW and park traffic via signalization that alternates the street's direction between eastbound and westbound as needed.

So consider, instead of widening Continental Street, making a two-way signalization so you can flip the direction of the traffic as needed, and also shift a large quantity of the car parking to bicycle parking.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p.141

Response:

A two-way signalization in which only one direction of traffic operates at a time is typically used in construction zones as a temporary traffic control measure and it is not recommended as a permanent mitigation measure. This condition currently exists within the Village as the developer of the Edge on

Hudson parcel is rehabilitating the Beekman Avenue Bridge. Furthermore, it is not desirable from a traffic circulation standpoint, to implement this on Continental Street given the event traffic flows in which patrons for one event may arrive at the same time as patrons from a previous event are departing. This will cause queuing that may back up to Pocantico Street and impact through traffic on Pocantico Street with impacts potentially extending to Route 9.

It is not anticipated that motorists will bike rather than drive to the HHV events in large numbers as these events generally occur at night in October.

Comment III.D-22:

Kendall Ave Extension can be made two way and/or used temporarily for exiting event vehicles by adjusting parking regulations on the 150' nearest Elm St.

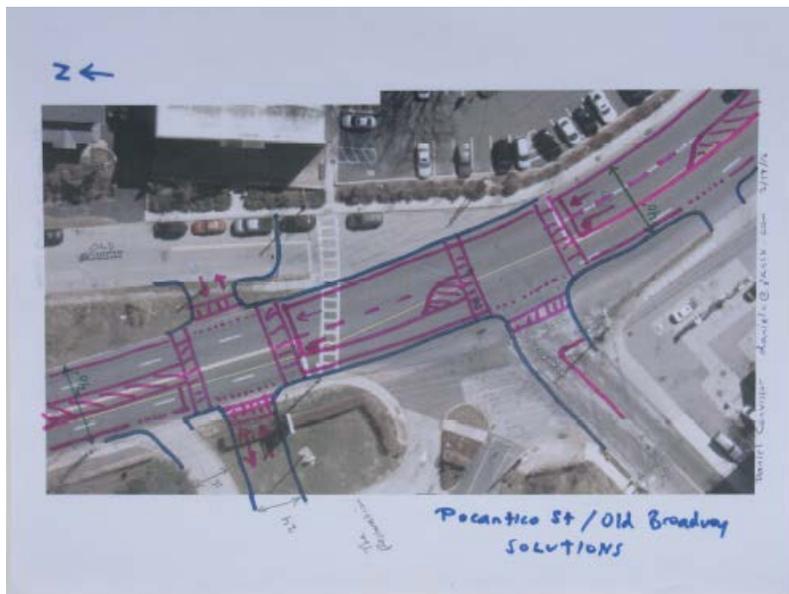
Dan Convisor, Letter 20, 9/26/16

Response:

The traffic analyses in the DEIS have shown that event traffic can be accommodated on the roadway system with the implementation of two-way flow on Continental Street. Therefore, it is not anticipated that modifications to traffic flow on other streets, such as Kendall Avenue, which would be less direct than proposed, would be required or necessary.

Comment III.D-23:

Walking through the intersection of Pocantico St, North Broadway, Old Broadway and the Restoration entrance is already an unpleasant, death defying experience. The massive increase of motor vehicles the proposed action will bring to this location will make things significantly worse. Traffic calming this area must be a part of the proposed action and DEIS. Below is my proposed design.



Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 141

Walking through the intersection of Pocantico St., North Broadway, Old Broadway and the Restoration entrance is already an unpleasant and unsafe experience. The increase of motor vehicles the proposed action will bring to this location will make things significantly worse. SHEAC recommends that the need for traffic calming in this area should be addressed in the DEIS.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30/16

Continental St's crosswalk at Pocantico St is presently 39' long due to unusual angles. Traffic calming measures are needed here, even if no other changes are made to Continental St. The idea of widening Continental St at this intersection and adding a dedicated left turn lane would significantly exacerbate this problem. (PDF p 202, DEIS)

Dan Convissor, Letter 20, 9/26/16

Broadway in that area is already really hard to cross as a pedestrian. Crossing Broadway to visit Philipsburg Manor with my five-year-old daughter, we've had many close calls with cars turning left from Pocantico Street onto Route 9 North. The residents of the area need a walk signal so we can safely walk to Philipsburg Manor (and all the attractions on that side of the road).

Carol Vizant, Letter 24, 9/29/16

Response:

The Village is studying the Route 9 intersections with Pocantico Street/Old Broadway and with Pierson Avenue. A report was prepared by TRC Engineers in January 2016 to evaluate pedestrian, and traffic safety issues (Pedestrian and Vehicular Traffic Summary Report) refer to FEIS Appendix D. That report included five (5) separate concept plans depicting recommendations to improve traffic and pedestrian safety.

During periods with large events at HHV, it is anticipated that police officers will be employed to control traffic and pedestrian flows at the Continental Street intersection with Pocantico Street, thereby increasing safety for pedestrians. The analysis conducted for the FEIS indicates that proposed development of the East Parcel will not preclude the implementation of any of the measures identified in the Village's Route 9 Report.

Comment III.D-24:

The idea of shoe horning thousands of cars per day through the low income Continental St neighborhood while leaving the wealthy Manors' wide streets without any parking on them is in very poor taste.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 143

Response:

The LDC refutes the assertions made by the commenter. As illustrated in FEIS Exhibit III.D-3, a conceptual improvement plan for the Continental Street corridor has been prepared which incorporates appropriate traffic calming and traffic safety measures. In addition, the conceptual improvement plan includes sidewalks on both sides of the street in an effort to enhance pedestrian circulation and safety. When the RDCP is fully implemented, the residents of the Continental Street neighborhood will have within walking distance a significant municipal investment that will include a new community center, full size recreation field, court sports, a skate park, and an amphitheater with attendant open space.

Comment III.D-25:

Traffic – DEIS Section III.D includes a number of references to EOH and the Lighthouse Landing Final Environmental Impact Statement (FEIS):

- a. Planned Vicinity Developments (p. III.D-17)
 - i. The approved EOH program includes 1,177 residential units, not 1,077 units as stated.
 - ii. Please provide specific page references and resulting calculations where anticipated EOH traffic volumes or distributions have been derived from the Lighthouse Landing FEIS or other sources.

Andrew Tung, Letter 21, 9/27/16

Response:

The EOH site-generated traffic volumes and trip distributions were derived from the October 4, 2005 FEIS Traffic Study (Appendix 6) for the Lighthouse Landing development. Specifically, Table No. 6A-3A was used to develop the trip generations for the West Parcel and South Parcel and Figures 6.19b and 6.20b were used to redistribute the EOH trips through the East Parcel study area. The trip generations were adjusted to reflect the current program for the EOH development. It is noted that the approved EOH program includes 1,177 residential units. The trip distributions were modified to include the anticipated use by EOH traffic of the new connection between the East Parcel and West Parcel (as shown on Exhibit Nos. III.D-25a and III.D-25b, appended). A total of 36 percent of EOH traffic is estimated to use the new connection via Continental Street.

Comment III.D-26:

Trip Distribution and Assignment (p. III.D-25)

- i. Unless previously explained, please provide references and calculations to explain how “traffic volumes generated by the proposed Edge on Hudson development were reallocated.”
- ii. Expand the diagrams in Exhibits D-7 through D-10 to include the EOH site and proposed Overpass, and show the anticipated traffic volumes and distributions to and from EOH.

Andrew Tung, Letter 21, 9/27/16

Response:

DEIS Exhibits D-7 through D-10 have been modified (appended as FEIS Exhibit III.D-26) to show the traffic volumes to and from the EOH site.

Comment III.D-27:

Our priority should be his: the safety of people on foot and on bikes, especially because they are already at such risk in so many places in Sleepy Hollow -- e.g., along Route 9 at its intersections with Route 448 and Beekman Avenue.

Patrick Munroe, Letter 23, 9/28/16

Response:

Comment noted. Comments on the East Parcel redevelopment identified safety as an issue. FEIS Exhibit III.D-3 incorporates sidewalks on both sides of Continental Street in those areas without sidewalks to create a safer environment for pedestrians. Under a separate study, the Village is contemplating pedestrian safety improvements at the Route 9 intersections with Pocantico Street/Old Broadway and with Pierson Avenue/Gordon Avenue. In addition, multi-use trail connections are proposed to connect the East Parcel with Barnhart Park in the south and to DeVries Park in the north. The LDC is in the process of acquiring the former UAW property located along Beekman Avenue that would allow for the creation of an at-grade connection from the East Parcel to Beekman Avenue. This connection would also include a sidewalk enhancing pedestrian connections to and from the southern portion of the Village to the East Parcel.

Comment III.D-28:

I think any parking that's needed should be -- could be shared with Historic Hudson, but should be really focused on meeting the needs of the people in the Village.

Ann White, PH 9/12/16, p. 92

In particular, our organization is in favor of appropriately configured parking to be utilized by Historic Hudson Valley (HHV). We believe additional parking will improve congestion during peak event season, as well as provide valuable parking for potential future events at or near the East Parcel.

Kevin Kaye, Letter 26, 9/29/16

Response:

Comment noted. The revised RDCP includes parking north of the proposed Continental Street extension that could be used as managed overflow parking for HHV events. This includes parking for approximately 73 vehicles in a parking area designed to accommodate more regular users to the East Parcel and a managed parking area for approximately 356 vehicles using specialized treatment that

would allow grass fields to be used as managed overflow parking, significantly reducing potential significant adverse impacts associated with stormwater quantity and quality. Please also refer to DEIS Section III.C for further discussion of stormwater management techniques.

Comment III.D-29:

We would very much appreciate if there can be several ways for egress and ingress other than Continental and Howard Streets. Beekman Avenue will also be a heavily traveled road so I believe we should look at alternatives to connect to the Manor station area, which would alleviate the need for the new residents to commute to the Manor station via Beekman Avenue, Continental or Howard Streets. Many will probably use the Tarrytown station to commute to work but as village residents they should be given the choice of rail stations.

Cheryl Cappello, Letter 27, 9/29/16

Response:

The East Parcel redevelopment does not have a residential component; therefore, the Proposed Action will not add new residents to the Village. There are no plans to construct a new roadway connecting the West Parcel (Edge-on-Hudson) development to the Philipse Manor train station to the north. The LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual level plans that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. The creation of this at-grade connection will require the acquisition of several small portions of existing lots that front on Barnhart Avenue.

The creation of a second outlet from the East Parcel will enhance circulation for DPW equipment accessing the southern portion of the Village once they have relocated from their existing location on River Street. This will also create an additional vehicular and pedestrian access to the East Parcel from southern portion of the Village that is currently not available.

Comment III.D-30:

To me, it sounded like that company was just told, Please look at Continental, Pocantico, and the possible new outlet onto Beekman as well as coming in from the DeVries Park. I just believe that we need to look at this in a much bigger scale

Martina Brown, PH 9/12/16, p. 87

But those additional 500 cars, along with whatever is already coming in there, and only having the one way in and out on our street really needs to be looked at. We're one village, and there should be other egresses out of that development besides Continental Street. It's a very small, narrow street, and I just think we need to look at becoming one and not having people think that their area shouldn't have any of that traffic.

Cheryl Cappello, PH 9/20/16, p. 145

Response:

The East Parcel redevelopment will have an alternative means of access via the new bridge connecting the East Parcel to the West Parcel with some traffic expected to use this means to access Beekman Avenue and points south. It is anticipated that 28 percent of the East Parcel entering trips and 41 percent of the exiting trips will use the new connection through the West Parcel, rather than travelling on Continental Street. Continental Street would need to be widened to allow for two-way flow for its entire length and sidewalks would be provided on both sides of the street. In addition, the LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual level plans that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. The creation of this at-grade connection will require the acquisition of several small portions of existing lots that front on Barnhart Avenue.

The creation of a second outlet from the East Parcel will enhance circulation for DPW equipment accessing the southern portion of the Village once they have relocated from their existing location on River Street. This will also create an additional vehicular and pedestrian access to the East Parcel from southern portion of the Village that is currently not available.

Comment III.D-31:

The other traffic issue is that the park that was given to Metro-North or rented out, I'm not quite sure, this talked about that it might be sold to them, that -- the tracks that are going to the side. We are seeing already an increase, because it has already started that they're using it. So we have seen a major increase in traffic. And that is not only small cars. It's major trucks too, 18-wheelers going down, cement blocks and cement pipes. And I would say it's about 15, 20 cars, vehicles, major trucks, going up and down the street every day, including Saturday. And so I would like the Village also to consider not to, maybe, give this to Metro-North.

Martina Brown, PH 9/12/16, p. 88

Response:

Comment noted. The LDC had briefly provided access to a Metro-North contractor to use the East Parcel as part of Metro-North's ongoing system upgrades related to storm resiliency after the impacts of Superstorm Sandy. That use has since ended.

Comment III.D-32:

We propose the following network of relatively easy to build segments.

Construct a shared bicycle/pedestrian path in the woods along the south side of Devries Ave, starting with a new bridge over the Pocantico River. The path should be close to the road and continue to where the existing sidewalk begins, at which point a protected on-street two-way bicycle lane should be constructed. At Bellwood Ave, the two-way protected bicycle lane should turn right, continuing

along the west / south side of Bellwood to Broadway. This trail can serve as a permanent replacement route for the Horseman Trail.

Access to the Devries path from the north would be via Munroe Ave. Sidewalks should be built on the block of Munroe Ave between Merlin Ave and Devries Ave where they're missing. Crosswalks should be painted at the Munroe/Devries intersection. A two-way protected on-street bicycle lane should be built on one side of the entire length of Munroe Ave.

It can be argued that a separate path and bridge aren't necessary because the entrance to Devries Park generally has low volumes. While that's true, what's also true is there are surges of motor vehicles during events, which are exactly the times people want to get to those events by walking or cycling but are afraid to do so due to the large numbers of vehicles.

The bicycle lanes need to be "protected" because there are occasionally events that result in on-street parking. These peak-travel event times are also the times we need to most encourage cycling.

Dan Convissor, Letter 29, 9/30/16

A bicycle lane network for accessing the East Parcel from the east and south is also needed. Planning such a system needs study and discussion due to those streets being narrower and having on-street motor vehicle parking.

Dan Convissor, Letter 29, 9/30/16

Response:

The proposed bicycle network raised by the various commenters is beyond the scope of the Proposed Action and does address any potential significant adverse impacts posed by the Proposed Action. This issue needs to be addressed at the Village-wide level as part of policy and capital improvement planning. It is noted that the RDCP for the East Parcel includes a series of multi-use trails that allow for pedestrian and bicycle circulation throughout the Project Site and connect to Barnhart Park in the south with DeVries Park in the north. In addition, a pedestrian sidewalk is proposed as part of the Continental Street overpass, as part of the conceptual planning for the Continental Street corridor, and along the proposed at-grade roadway that would connect the East Parcel with Beekman Avenue.

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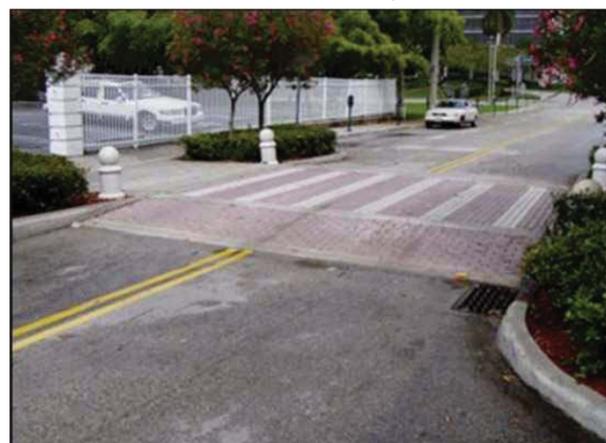
NOTE: CONCEPT NOT BASED ON AN ACTUAL SURVEY



Antique Street Light
 N.T.S. Source: Town Streetscape 11/16



In-street Tree Placement
 N.T.S. Source: Town Streetscape 11/16



Raised Crosswalk
 N.T.S. Source: Town Streetscape 11/16



Raised Intersection
 N.T.S. Source: Town Streetscape 11/16



Speed Hump - North Avenue, Dobbs Ferry
 N.T.S. Source: Town Streetscape 11/16



Exhibit III.D-3

**East Parcel
 Redevelopment**
 Village of Sleepy Hollow
 Westchester County, NY

No.	Revision	Date	Appr.

Designed by JC Checked by JC
 Issued for Date
 February, 2017

Not Approved for Construction
 Concept Plan
 Drawing Number

Progress Print
 For Review Only
 February 8, 2017

CP-1
 Sheet 1 of 1

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Option 1

Existing configuration east of Pleasant Street.

Sidewalk on south side and 22' wide, 2-way roadway west of Pleasant Street.

Only the property on the southwest corner of the intersection of Pleasant Street with Continental Street is encroached upon. Sliver could be acquired or entire property acquired and home resold with 4' separation from building to the property line.



**Exhibit III.D-7a
Conceptual Roadway Configuration
East Parcel Redevelopment FEIS**

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Option 2
6' sidewalk on either side of Continental Street and 24' wide, 2-way roadway.
2 properties encroached on. One building would definitely have to be demolished.



Exhibit III.D-7b
Conceptual Roadway Configuration
East Parcel Redevelopment FEIS

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Option 3
6' sidewalk and 5' bike lane on either side of Continental Street and 24' wide, 2-way roadway. 6 properties encroached on. Two buildings would definitely have to be demolished. It might be possible to shift the two buildings on the east side of Pleasant Street 10' to the north and then reuse the homes, either for the current or a different owner.

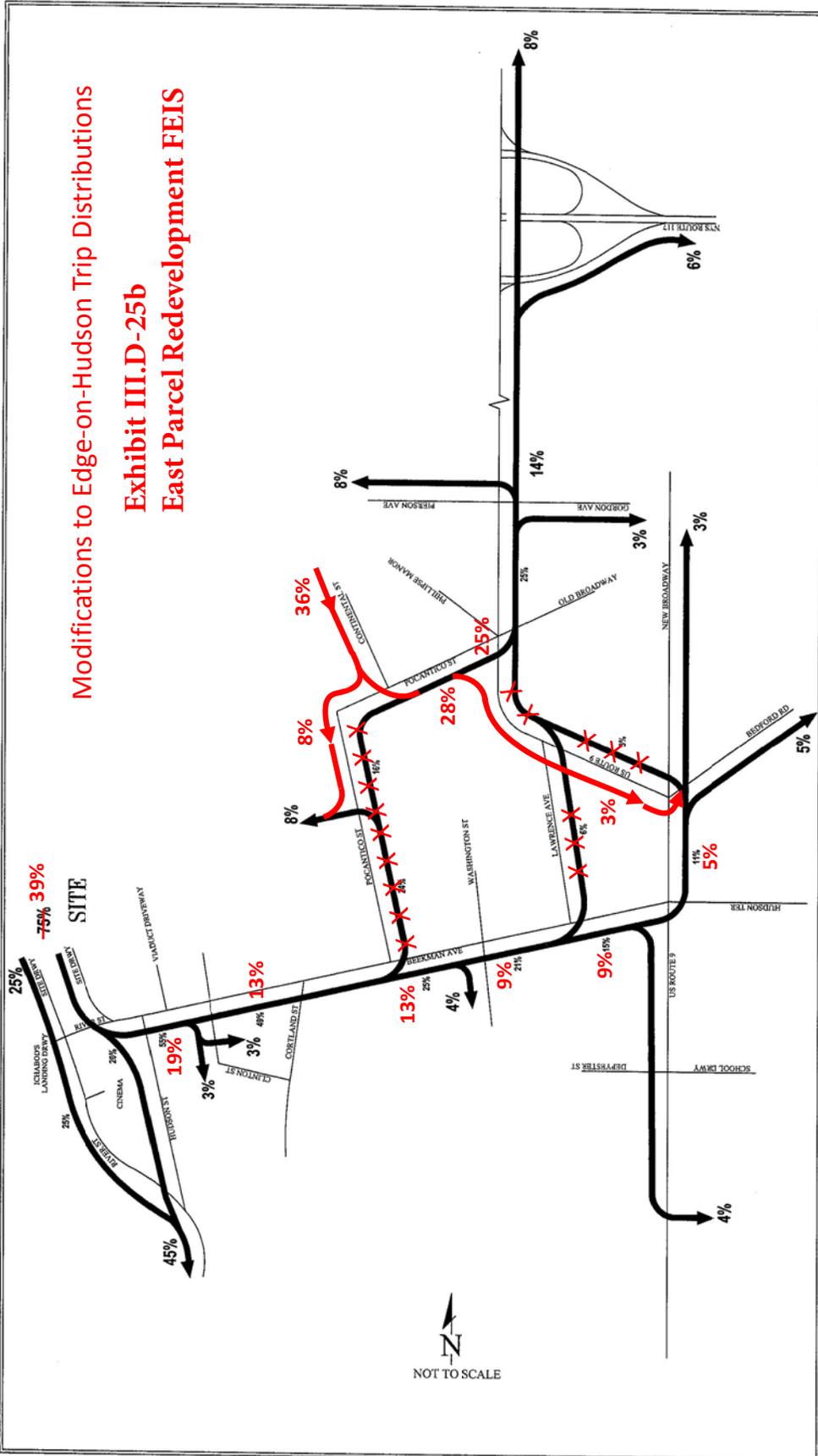


Exhibit III.D-7c
Conceptual Roadway Configuration
East Parcel Redevelopment FEIS

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Modifications to Edge-on-Hudson Trip Distributions
Exhibit III.D-25b
East Parcel Redevelopment FEIS



TRC Raymond Keyes Associates
 A Division of TRC Engineers, Inc.
 Project No. 38109
 Not to Scale
 West Parcel Departure Distribution
 LIGHTHOUSE LANDING
 Sleepy Hollow, New York
 Figure No. 6.20b
 October 2005

Revisions provided by VHB Engineering, Surveying and Landscape Architecture, PC

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Revised DEIS Exhibit D-8 – Arrival and Departure Distributions

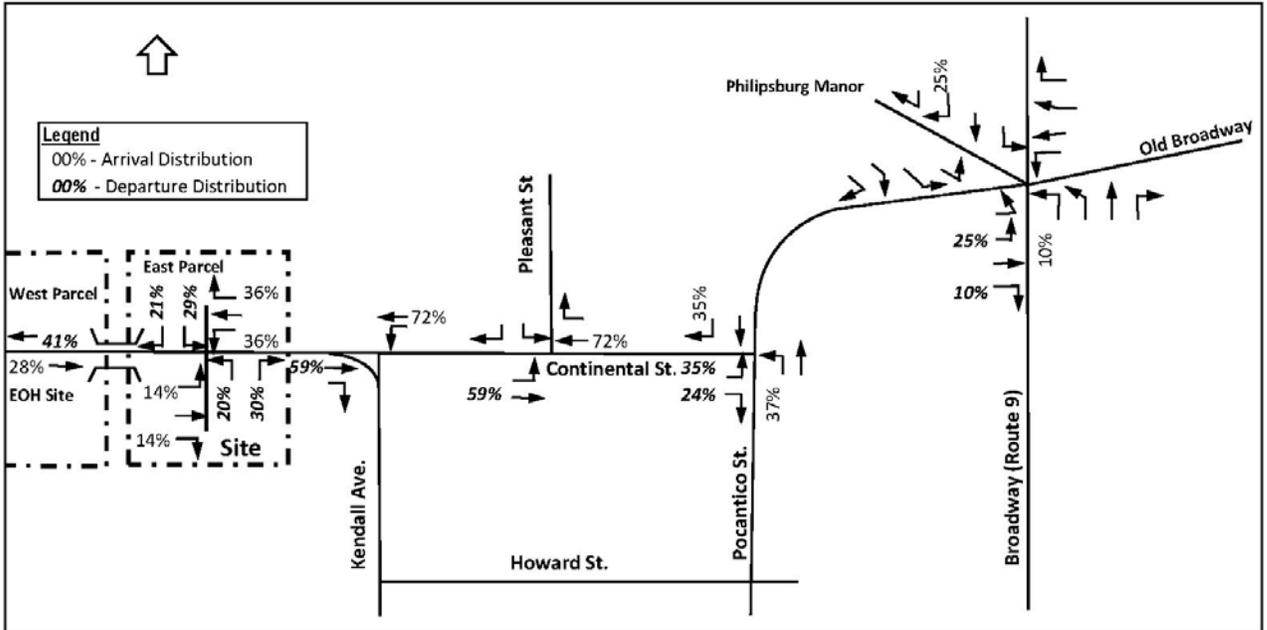


Exhibit III.F-26
Revised DEIS Exhibits D-7 through D-10
East Parcel Redevelopment FEIS

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Revised Exhibit D-10 – Build Traffic Volumes

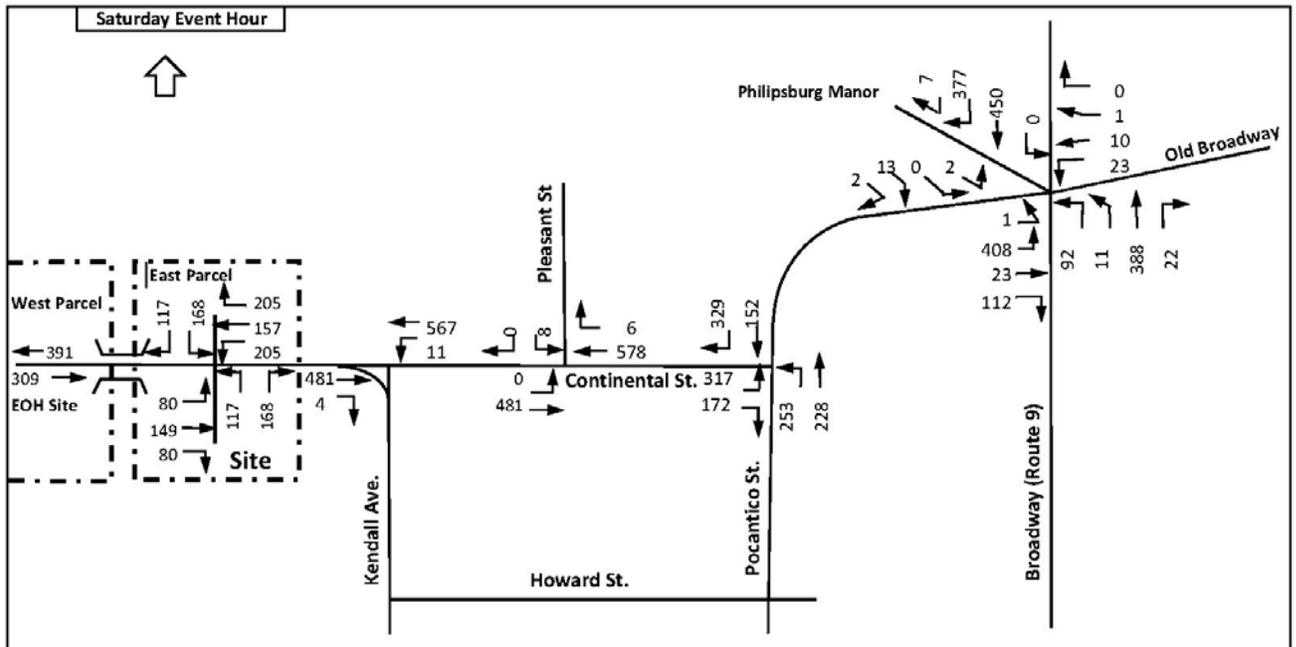
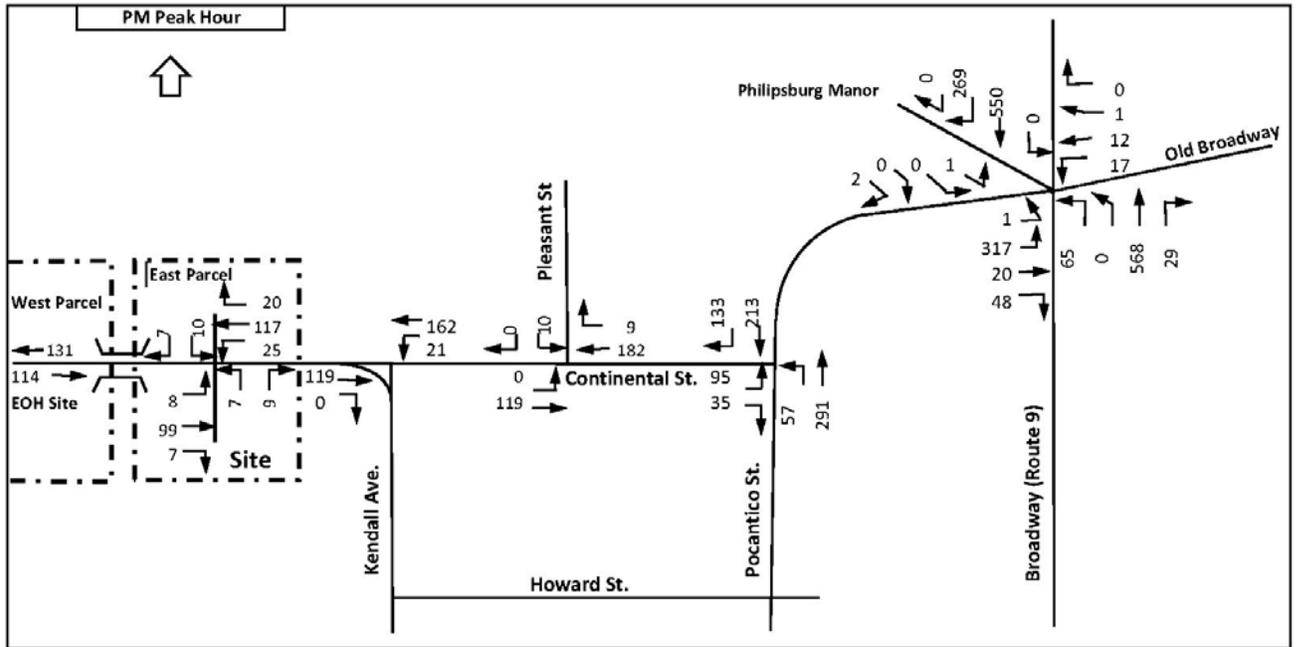


Exhibit III.F-26
Revised DEIS Exhibits D-7 through D-10
East Parcel Redevelopment FEIS

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Comment III.E-1:

The State and Pocantico River Watershed Conservancy have been studying the restoration of the Pocantico River estuary, from the Hudson, by Philipse Manor and Devries Park, to the Historic Hudson Dam. The south side needs to be restored, and the river dredged to restore its original ecological (sic) conditions. PMIA is the neighbor to the River and should advocate its restoration to a healthy ecological conditions.

Nick Robinson, Letter 16, 9/16/16

Response:

Comment noted. As indicated in Response to Comment III.A-6, subsequent to the issuance of the 2007 Environmental Findings for the project then known as Lighthouse Landing (now Edge on Hudson), General Motors (GM) brought an Article 78 proceeding challenging some of the findings in the 2007 Environmental Findings Statement (refer to FEIS Appendix G for prior decision documents related to the Lighthouse Landing project environmental review and special permit).. A decision document was filed in early 2011 that responded to the Article 78 known as the Hubert Decision (refer to Appendix G of this FEIS). There was one particular section of the Hubert Decision that affects the planning for the East Parcel. Pages 12 and 13 of the Hubert Decision outlines the discussion of the proposed expansion of the buffer area and the Hudson River estuary/Pocantico River outlet. The Hubert Decision concluded that the reservation of certain space for any potential future creation of a Hudson River estuary or Pocantico River outlet should be stricken from the Environmental Findings as it would not serve to mitigate any potentially adverse environmental impacts caused by the Lighthouse Landing development.

The RDCP prepared as part of the FEIS includes an expanded vegetated buffer area along the northern portion of the East Parcel that abuts DeVries Park. The approximately 2.7- acre vegetated buffer area is proposed to be planted with native plantings. It is noted that the Pocantico River itself is on land that is under separate ownership from the East Parcel and is not under control by the LDC. Any proposals for dredging and or restoration of the Pocantico River would need to be initiated or supported by the Village of Sleepy Hollow. As noted in FEIS Response to Comment II.A-6, the prior SEQRA review conducted as part of the Lighthouse Landing EIS made specific environmental findings that stated that there were no potentially significant adverse environmental impacts on the Pocantico River caused by the Lighthouse Landing development, which included a development program on the East Parcel comparable to the Proposed Action. The main difference between the two plans is the inclusion of a community center and a vehicular overpass connecting the East and West Parcels. The updated RDCP incorporates significant measures to reduce stormwater peak runoff flow rates and volumes and improve stormwater runoff quality compared to existing conditions (e.g., pervious pavement treatment, bio-swales). Please refer to FEIS Section III.C – Stormwater Management for further discussion of potential stormwater impacts and mitigation measures.

Comment III.E-2:

The Village proposes parking lots to be shared by HHV and the users of new Village athletic fields. The space needs to be set back from the Pocantico and a buffer of trees and natural wetlands established on the ends of the Pocantico shore. A biological survey need to be completed neither

the Village nor the Developers, nor the Village Planning Board, have done one) of the Pocantico to ensure that the River will support native flora and fauna and ensure no alien species take hold or ensure that new physical storm water systems are designed to prevent the emergence of mosquito populations.

Nick Robinson, Letter 16, 9/16/16

Response:

Comment noted. The revised RDCP includes an approximately 2.7- acre vegetated buffer area along the northern portion of the East Parcel adjacent to that portion of the DeVries Park where the Pocantico River is located. Pervious surfacing is proposed for the parking areas in the northern portion of the project area and a larger vegetated buffer area, set back from the Pocantico, has been incorporated into the redevelopment plan, as recommended by the commenter. The LDC disagrees with the commenter on the need for a biological survey of the Pocantico, which is located on a different parcel than the Proposed Action. The proposed buffer area will incorporate native species of vegetation, selected based on the appropriate landscape position and soil requirements of the site. The proposed planting plan on the East Parcel will include native species and an invasive (i.e., "alien") species management plan. In addition, the proposed stormwater system along the western edge of the East Parcel is designed in accordance with NYS DEC performance standards, which require the channel to completely drain between storm events. In the permitting phase of the project, the Stormwater Pollution Prevention Plan (SWPPP) required for the post-construction stormwater systems will include a long-term inspection and maintenance plan that will ensure proper functionality for the design life of the systems.

Comment III.E-3:

The Village once had a municipal dump on the East Parcel and it needs to ensure that the methane gas now leaking into the air from this dump site is contained and detoxified (it is a potent greenhouse gas).

Nick Robinson, Letter 16, 9/16/16

The role of methane emission from the Village dump site on the East Parcel is not adequately explained as a major greenhouse gas, in the EAF or in the DEIS; ways to capture and avert release of the methane is required.

Nick Robinson, Letter 31, 9/30/16

The Village dump, of course, is there, but it has one problem. It has methane in it. As the garbage degrades, methane comes out. Methane is a very potent greenhouse gas. Each methane molecule is 20 times more -- 20,000 times more potent than a carbon dioxide molecule, and it's eating the atmosphere. We have an obligation under the reference that is in the plan right now for the community resilience legislation that Albany adopted to mitigate that gas release and stop the gas release. In the earlier plans for the garage, we had decided we would somehow capture it and vent it through the garage. I now think that's inadequate. I think you have to capture that gas and not

release it. We're in a very extreme period of trying to stop greenhouse gas emissions, and we have to do our bit with that site. And the New York State Community Risk and Resilience Act can give us some guidance on that as the state develops it.

Nick Robinson, PH 9/20/16, p. 155

Response:

Soil vapor monitoring was conducted as part of the Remedial Investigation (RI) on the East Parcel. The presence of methane at elevated concentrations in the vicinity of the former municipal refuse was documented. The NYSDEC Decision Document which presented the final remedy for the East Parcel mandated that steps had to be taken to prevent the buildup of methane in any new structures built in the future on the East Parcel. The steps potentially included the installation of a vapor barrier beneath the foundation slab and/or the installation of a sub-slab depressurization system. There was no requirement that methane be collected based on its potential threat as a greenhouse gas. The Village and the LDC are only obligated to follow the requirements of the Decision Document as set forth by NYSDEC. Additionally, given the limited volume of refuse that was deposited, the fact that the refuse has been in the ground for 70 to 80 years, and the off-gassing that has been taking place continuously during this period, the actual impact of methane emitted from the East Parcel can reasonably be estimated to be negligible.

Comment III.E-4:

Page 111.E-5 of the DEIS states, "The Applicant proposes to create an approximately 0.84 acre wetland mitigation area located along the western edge of the East Parcel between the existing Metro-North rail lines and proposed interior pedestrian walkway that runs the length of the East Parcel." Similar to our concerns regarding the proposed stormwater management plan for the project site (as discussed above), the wetland mitigation site designed for the project area should not lead to a net increase in water draining onto the adjacent Metro-North right-of-way.

Michael Schiffer, Letter 22, 9/27/16

Response:

The existing areas of wetland are fragmented, linear in nature, and surrounded by asphalt, as they are associated with sections of the existing open and closed drainage system designed to serve the former General Motors parking lot. This existing drainage system currently discharges to the Pocantico River at Devries Park. The proposed wetland mitigation will relocate and consolidate the fragmented wetland areas along the western edge of the East Parcel to improve wetland functions and values. Further, these mitigation wetlands will be surrounded by vegetated areas to provide a vegetated buffer, a critical feature missing from the existing wetlands. The proposed mitigation wetland areas will remain hydraulically connected to the Pocantico River and will not discharge onto the Metro North right-of-way.

Comment III.E-5:

The LDC must evaluate the environmental benefits of restoring the ecological value of the Pocantico River estuary, including, for example, possible restoration of native habitat and possible restoration of the Pocantico to enhance the fishery habitat and water quality of the river. Additionally, any final project must include a short and long-term management plan for stormwater, water quality, and habitat and wetland on the site.

Abby Jones, PH 9/20/16, p. 165

While the East Parcel Draft EIS states that a new wetland mitigation area, approximately 0.84 acres in size, is proposed to mitigate the loss of the existing (although “low functioning”) 0.23 acres of wetlands on the site, the proposed project locates the wetland mitigation area to the west of the Site, along the boundary with the railroad tracks.⁹ Wetland impacts should be avoided as a first option, which could be accomplished by reducing the number of parking spaces onsite and/or moving them away from the Pocantico River, thus allowing the current wetland areas to be incorporated into the wetland restoration/buffer zone herein proposed along the north portion of the Site. Alternatively, any wetland creation, mitigation, or enhancement on the Site would be better placed along the Pocantico River so as to enhance the ecological condition and water quality of the river.

9. See, East Parcel Draft EIS, at II-11

Abigail Jones, Letter 33, 9/30/16

The two intermittent streams that the NYS Department of Environmental Conservation (DEC) identifies as flowing from the GM parking lot into the Pocantico would have had to been (and still must be) restored and adapted to protect the Pocantico River, and Hudson River, from the run-off pollution and to cope with the storm waters from the rest of the East Parcel south of the Pocantico. The LLC in its DEIS now draws a straight line along its border south of the banks of the Pocantico and ignores the Pocantico River altogether. Furthermore, in its proposal the LDC indicates an intent to destroy about .23 acres of Pocantico estuary wetlands, which is contrary to the Village of Sleepy Hollow wetlands ordinance (adopted pursuant to Article 24 of the Environmental Conservation Law) and since this is an intertidal and brackish water zone, arguably implicates also the State Tidal Wetlands Act (which applies in the Tappan Zee south of the Bridge, and by the terms of the Tidal Wetlands Act should apply here, although admittedly until a wetlands determination is made, its scope is unclear as it applies to this site).

Nick Robinson, Letter 31, September 30, 2016

Response:

As stated in the FEIS Responses to Comments III.E-1 and E-2, the Pocantico River runs through property owned by the Village of Sleepy Hollow and is therefore not included as part of the Proposed Action. Although stormwater runoff generated by the site in the existing and proposed conditions ultimately discharges to the Pocantico River, restoration of the Pocantico River is

outside the scope of the FEIS. The LDC design team has incorporated a stormwater management plan into the project design which improves water quality through the use of extensive vegetated surfaces and green infrastructure practices and techniques in accordance with the NYSDEC performance standards in order to reduce stormwater runoff reaching the Pocantico River. In addition, stormwater treatment practices including hydrodynamic separation devices and a stormwater treatment swale are also proposed, both of which will remove pollutants from stormwater runoff generated by the Proposed Action prior to discharge into the Pocantico River. Please also refer to East Parcel Redevelopment FEIS Section III.C for additional discussion of stormwater mitigation techniques. The green infrastructure practices and techniques distributed throughout the site include a reduction of asphalt surfaces, establishment of a great lawn area, a 2.7-acre vegetated buffer area along the project border with the Pocantico River, the use of pervious alternatives for the proposed parking areas adjacent to the Pocantico River, and tree plantings throughout the site.

The green infrastructure components and standard stormwater management practices are the primary components of the long-term management of stormwater runoff from the site. A long-term inspection and maintenance plan will be developed in the permitting phase, as required by NYSDEC as part of the Stormwater Pollution Prevention Plan (SWPPP) for the Proposed Action. In addition, a short-term management plan associated with construction activities and including inspection and maintenance criteria will be developed in the permitting phase, as required by NYSDEC as part of the Stormwater Pollution Prevention Plan (SWPPP) for the Project.

The existing wetlands were described in the prior SEQRA review conducted as part of the Lighthouse Landing EIS (refer also to East Parcel DEIS Section III.E) as being tidally influenced man-made drainage ditches of low ecological function and quality. The revised RDCP includes an approximately 0.84-acre wetland mitigation area to replace the loss of the approximately 0.23 acres of low quality wetlands. The wetland mitigation areas are proposed on the west edge of the East Parcel in a similar landscape position to the existing wetlands. The function and quality will be enhanced above the existing wetlands by reducing the fragmentation of the wetland areas and by reducing the amount of adjacent impervious surfaces.

Comment III.E-6:

The East Parcel pollutes the Pocantico River in several ways at present, as in the recent past, and the Village has done nothing to abate this pollution. The DEIS ignores the pollution.

Nick Robinson, Letter 31, 9/30/16

Response:

The Village of Sleepy Hollow issued SEQRA findings in 2007 (please refer to paragraphs 58, 59 and 60 of page 63 of the 2007 Environmental Findings provided in Appendix G of this FEIS) which found that the East Parcel constitutes less than 0.3 percent of the contributing upstream Pocantico River watershed and an investigation did not reveal contamination of the Pocantico River from the East Parcel, but hypothesized that the contamination might be the result of backwash from the Hudson River. It is noted that the stormwater runoff from the East Parcel currently discharges to

the Pocantico River without any stormwater quality treatment. The stormwater management plan to be implemented as part of the Proposed Action will significantly improve water quality from stormwater through green infrastructure/low impact development techniques and standard stormwater management practices (e.g., pervious pavement, impervious surface reduction, and bio-swale), designed in accordance with current NYSDEC performance standards. Additional discussion of pre- vs. post-development stormwater runoff and pollutant loading can be found in FEIS Response to Comment III.C-7 in the Stormwater Management section of this FEIS.

Groundwater sampling conducted during the RI on the East Parcel did not detect any significant impacts. Additionally, there were no impacts to the Pocantico River documented during the RI that were caused by the East Parcel. The NYSDEC Decision Document did not include any remedial measures to address surface water quality in the Pocantico River. The Village and the LDC are only required to comply with the requirements of the NYSDEC Decision Document (refer to FEIS Appendix J for copies of the Remedial Investigation and NYS DEC Decision Document). There are no documented impacts to the Pocantico River and no requirement for the LDC to do anything related to Pocantico River surface water quality.

Comment III.E-7:

The biodiversity values of the Pocantico estuary need to be assessed and enhanced in any SEQRA process.

Nick Robinson, Letter 31, 9/30/16

Response:

The LDC disagrees with the assertions of the commenter. The Proposed Action calls for the redevelopment of the East Parcel, a parcel of land that is separate in ownership from the Village-owned DeVries Park through which the Pocantico River flows. The analysis conducted as part of the SEQRA review has evaluated the potential impacts of the Proposed Action on the surrounding environment but is not a proposal to restore or enhance the Pocantico River. The Proposed Action provides appropriate mitigation of potential impacts to the Pocantico River by reshaping the Project Site to include additional vegetated buffer area along the northern portion of the East Parcel proximate to the DeVries Park portion of the Pocantico River; providing for significant stormwater quantity reduction over existing conditions; enhancements of water quality over existing conditions, and the removal of existing invasive species located on the East Parcel and replacement with native species plantings. Establishment of 2.7-acre vegetated buffer, reduction of impervious surfaces, and improved water quality are expected to enhance biodiversity along the Pocantico River by creating continuous habitat adjacent to the Pocantico River where none currently exists.

Comment III.E-8:

The HHV did studies when it secured permits needed to build a flood waters by-pass device around the historic dam at the Upper Mills. The Village Department of Public Works efforts, to contain storm waters and pollution from NYS Route 9 from entering the Pocantico River has produced

ample data with which to inform this DEIS. The Village cannot, under SEQRA, simply pretend that its own knowledge of the Pocantico River estuary and its banks does not exist. The DEIS itself does admit that the “East Parcel” banks along the lower Pocantico Estuary are, since 1990, designated by Westchester County as a *Critical Environmental Area* (CEA) (in the full Environmental Assessment Form, E.3.d), but then the LDC’s DEIS fails to evaluate how to avert any impacts on the CEA. The presence of a CEA triggers a duty to prepare a more thorough EIA, and the DEIS ignores this obligation. The East Parcel directly affects the Westchester County/Village Kingsland Point Park, the Village DeVries Park, HHV historic sites, and an important and historic tributary of the Hudson River.

The DEIS ignores other readily available public data about the Pocantico Estuary and its banks, including the East Parcel, and how it affects the Hudson River at its confluence at Kingsland Point Park. See for example, Robert Schmidt’s “Reports to the Hudson Estuary Program,” (NYS DEC 2005 and 2006) on migratory and residential fish communities in the Pocantico at Sleepy Hollow, and also his earlier report on the “Tidal Pocantico” (2002, funded by the HRNERR through Hudsonia, Inc.,). While these studies need to be updated in the DEIS, they should not be ignored. See also the water quality reports of Hudson Riverkeeper for the Pocantico Estuary, which document current levels of pollution in the estuary (www.riverkeeper.org/water-quality). The LDC is in violation of the Clean Water Act, just as General Motors was before. The fact that the pollution is on-going does not excuse the LDC from compliance with the law, now that it owns the “East Parcel.”

Nick Robinson, Letter 31, 9/30/16

The lower Pocantico River has been designated as Critical Environmental Area (“CEA”), but the Sleepy Hollow LDC failed to evaluate the impacts on the CEA in its Draft EIS. The failure to address the CEA issues violates SEQRA.

Abigail Jones, Letter 33, 9/30/16

Response:

The LDC refutes the contention that the potential impacts to the Pocantico River resulting from the Proposed Action were not evaluated as part of the East Parcel Redevelopment DEIS. The East Parcel Redevelopment DEIS included an extensive analysis of the hydrologic conditions of the lower Pocantico River to better understand the potential impacts associated with stormwater runoff and its related water quality impacts. The analysis of stormwater peak runoff flow rates and runoff volumes at each discharge point provided in the DEIS showed significant reductions in stormwater runoff peak flow rate and volume due to removal of impervious surfaces and implementation of vegetated surfaces and green infrastructure practices. Further, formal treatment of stormwater runoff is provided for all Project areas in the form of hydrodynamic separation units and an open channel vegetated “bio-swale” system. The analysis of the existing and proposed hydrologic conditions can be found in Section III.C of the DEIS. Chapter 220 of the Village Code, Flood Damage Prevention was evaluated in East Parcel Redevelopment DEIS Section III.C. In addition, the revised RDCP now incorporates a larger (approximately 2.7-acre)

vegetated buffer area along the northern portion of the East Parcel adjacent to that portion of DeVries Park through which the Pocantico flows. As noted elsewhere in this FEIS, the parcel through which the Pocantico River flows is owned by the Village of Sleepy Hollow (DeVries Park) and that property is not part of the Proposed Action. The LDC has been cognizant that any potential impact resulting from the Proposed Action be properly mitigated to the maximum extent practicable as required under SEQOR.

Comment III.E-9:

The full EAF ignores the Pocantico River estuary in its listing of water bodies at the site (E.2.h), and ignores the contribution by the East Parcel to the water pollutants found in the lower Pocantico Estuary.

Nick Robinson, Letter 31, 9/30/16

Response:

The EAF was prepared using the NYS DEC Mapper program, which automatically fills out Section E.2.h based on DEC records. DEC's records therefore did note that there were wetlands located on Site and that there were adjacent wetlands and water bodies. However, there is no reference in this section of the EAF that relates to water pollutants; this appears to be an issue that commenter has raised separate from the issues outlined in Section E.2h of the EAF. As stated in the response to Comment III.E-8 above, the Pocantico River does not lie on the project site (i.e., the East Parcel). Discussion of impacts and mitigation of stormwater runoff to the Pocantico River from the proposed project can be found in Section III.C of the DEIS.

Comment III.E-10:

The Village owns the banks on either side as the Pocantico passes into the Hudson, and yet has not been attending to its duties as a riparian owner. The Pocantico estuary has been degraded by floods, pollution from MetroNorth and GM, and the storm drains from NY State highway 9, as well as from the East Parcel. The Hudson Riverkeeper currently reports pollution exists in the Pocantico Estuary next to the East Parcel. The Village has a stewardship obligation to bring about the care and restoration of the Pocantico. The current Board of Trustees should not pretend that the 3,000 +/- new residents, soon to be living at the EDGE on Hudson, will ignore the Pocantico as it flows adjacent to Village Parks into the Hudson. The Pocantico River estuary is unique, and uniquely this responsibility of the Village of Sleep Hollow to care for. The Village should not put off the restoration of the Pocantico until a larger population lives next door and uses the "East Parcel." The Village created the Horseman Trail along the Pocantico Estuary through and past HHV, to link the access to the Hudson River at Kingsland Point Park to the Old Croton Aqueduct State Trailway (NY OPRHP), as part of the Hudson Valley Greenway system. The Village has let this hiking access to and from the Hudson River fall into disrepair. The Village has neglected its own trailway, and now in the DEIS fails to even mention of its existence, and all the significant work the Village provided (and taxpayers dollars funded) in building the trailway along the East Parcel and Pocantico. It is time to restore the estuary and its banks, as part of the East Parcel development.

Nick Robinson, Letter 31, 9/30/16

The Pocantico River Estuary is a unique – if somewhat degraded currently – natural resource and environmental asset of both the Hudson River corridor and the Pocantico River corridor. The Pocantico Conservancy, along with many others, is providing studies and encouraging stewardship of the upper reaches of the Pocantico Watershed, to the Towns of Ossining and New Castle. Remarkably, the private preserves and public parks within the Pocantico Watershed now protect nearly 40% of all natural areas and the biological diversity. This is an enormously important biological achievement, stretching over several generations. It is time for each municipal government in the Pocantico Watershed to protect the River and its tributaries. As they do so, upstream local governments and state agencies can contain up-river storm run-off and thereby protect Sleepy Hollow from flooding. But Sleepy Hollow needs to do its share too. If the Village hopes to benefit from upstream measures to protect the environment, it needs to protect the Hudson by caring for the health of the Pocantico. Sleepy Hollow deserves to be protected from inter-municipal flooding, but needs to do its share by restoring the bed and banks and wetlands and biotic communities of the Pocantico Estuary.

Nick Robinson, Letter 31, 9/30/16

Response:

As noted previously, the DeVries Park property is a separate tax lot and under separate ownership (Village of Sleepy Hollow) from the East Parcel and there is no current proposal for improvements to that property as part of the Proposed Action. The DEIS notes in several places the presence of the Horseman's Trail and in Section III.A (pages III.A-13 and 15) references the potential to reroute a portion of the Horseman's Trail through the East Parcel to a proposed sidewalk network along Continental Street.

As noted in FEIS Section III.C- Stormwater, the stormwater management plan for the Proposed Action will more effectively address stormwater quantity leaving the East Parcel by reducing runoff and enhancing stormwater quality through the introduction of low impact stormwater management techniques.

As stated in the response to Comment III.E-8, above, the Pocantico River does not lie on the project site (i.e., the East Parcel). Restoration of the bed and banks of the Pocantico River is therefore outside the scope of the Proposed Action. Discussion of impacts and mitigation of stormwater runoff to the Pocantico River from the proposed project can be found in Section III.C of the DEIS.

Comment III.E-11:

Require monitoring of any stormwater mitigation or ecological enhancement efforts, including monitoring and removal, if necessary, of harmful invasive species.

After restoration of the wetland buffer zone for the Pocantico River is completed, it is likely that the *Phragmites* on the site will invade the area from nearby habitats where the invasive species is currently found. Although Riverkeeper is not, at this time, advocating for removal of the existing, established *Phragmites* in and around the Pocantico River, it is important to have proper monitoring of the *Phragmites* and additional invasive species on the Site as well as an invasive

species management plan so that removal actions can take place to prevent the further spread of invasives along the river. All of this must be evaluated as part of the SEQRA review.

Abigail Jones, Letter 33, 9/30/16

Response:

The proposed planting plan on the East Parcel consists of native species. Further, an invasive (i.e., “alien”) species management plan, including proper disposal of removed specimens, was included in the revised FEIS. The invasive species management plan will ensure invasive species such as Phragmites, etc. will not take hold and “crowd-out” the native vegetation on the site.

Comment III.E-12:

The Sleepy Hollow LDC must consider all reasonable alternatives that will reduce the ecological value resulting from the construction of the proposal. For example, the area along the former channel of the Pocantico River should be set aside as open space, which should greatly improve the habitat value for the Site, as opposed to putting in active playing fields with surfaces that are either impermeable (e.g., basketball or tennis courts) or semi-permeable (e.g. baseball fields with dugouts and stands). The goal for this space should be the re-establishment of native and flood-tolerant vegetation to support a healthy ecosystem and contribute to stormwater management for the Site, as was envisioned and required in the Special Permit for the Site.²

Similarly, any surfaces for the proposed path along the river should be permeable and naturalistic.

These open spaces, whether passive recreational areas or open natural areas, should include native trees, shrubs, and other species planted in the soil to contribute to the ecological function of the space and the lower Pocantico watershed overall.

2. See Sleepy Hollow Resolution #01/06/2011, Resolution on Environmental Determination and Findings Revised Riverfront Development Concept Plan Pursuant to Section 62-5.1 of the Sleepy Hollow Code for the Lighthouse Landing Riverfront Development.

Abigail Jones, Letter 33, 9/30/16

Response:

The Lead Agency has undertaken a review of alternative measures that mitigate to the maximum extent practicable potential significant adverse impacts the Proposed Action may have on ecological and environmental elements. As a result of this thorough analysis, the revised plan now includes a 2.7-acre vegetated buffer area and a wide swath of reinforced grass cover parking located between the Pocantico River and the program elements of the Proposed Action. The buffer area consists of native vegetation and is graded to promote stormwater management processes such as particulate settling, filtering, and infiltration. In addition, the proposed vegetated buffer area is expected to add habitat along the Pocantico stream corridor where none currently exists.

Comment III.F-1:

The past archaeological digs at the HHV site revealed a treasure trove of colonial and pre-colonial artifacts. The same conditions exist in the ground at the end of Continental Street and along what was once the shoreline of the Slapperin' Haven Bay. The DEIS ignores the rich history that Philipsburg Upper Mills, Beekman Town and the Village have at this "East Parcel" site, along the banks of what was the Hudson and still is the Pocantico. At a minimum, the DEIS should have required a critical updating of the Phase One literature review provided in the GM Property FEIS, and the LDC should have undertaken a phase two archaeological survey to determine where and at which are the locations are to be found sites for retrieving the Village's historical past. The LDC does not need to do the archaeological excavation now, but it does need to know where the sites are situated, so that development does not impact and damage any site sites, so that later excavations could be undertaken to unearth the Village's rich history.

Nick Robinson, Letter 31, 9/30/16

That site is an archeological treasure trove, and you need to have required at least a Phase 1 and Phase 2 archeological review which, basically, is more than a literature review.

Nick Robinson, PH 9/20/16, p. 157

Response:

The East Parcel Redevelopment DEIS, Section III.H, Cultural Resources (see also East Parcel Redevelopment DEIS Appendix H), outlined the previous efforts to evaluate cultural sensitivity prepared as part of the Lighthouse Landing EIS review. At that time, the East Parcel was part of the properties being considered for redevelopment. As noted in the East Parcel Redevelopment DEIS, a Stage 1A Literature Review and Sensitivity Analysis was prepared, the results of which indicated that the East Parcel lacked the potential to yield pre-historic or historic cultural resources. Further, as part of this environmental review, the New York State Historic Preservation Office was contacted and their response (refer to East Parcel Redevelopment DEIS Appendix A) regarding the Proposed Action was that the Proposed Project would will have no impact on archeological and/or historic resources listed in or eligible for the New York State and National Register of Historic Places. Lastly, the East Parcel is subject to a Site Management Plan as required by the NYS Brownfield Cleanup Program, which restricts and/or prohibits on-site excavations.

Comment III.F-2:

The full EAF inaccurately describes the archeological importance of the lower Estuary, which is site of the first human settlement in Sleepy Hollow, an Indian village, and the importance of the Dutch and English colonial era piers at the end of Continental Street. (E.3.d and g)

Nick Robinson, Letter 31, 9/30/16

Response:

The Full Environmental Assessment Form (EAF) was prepared using the NYS DEC Environmental Mapper program. It is noted that the EAF is typically used to assist Interested and Involved Agencies in determining, at an early stage in the environmental review process, potential adverse impacts. Section E.3.d referenced by the commenter queries whether the Project Site is located in or does it adjoin a state listed Critical Environmental Area (CEA). The NYS DEC Mapper Program noted that the Project Site was located in or adjoining a CEA (County & State Park Lands, Hudson River). EAF Section E.3.g queries whether additional archeological or historic site(s) or resources have been identified on the Project Site. The response to the query was based on the prior environmental review and findings completed as part of the Lighthouse Landing environmental review, see also Response to Comment III.F-1. The response to EAF Section E.3.g was later confirmed by correspondence received from the NYS Historic Preservation Office (refer to East Parcel Redevelopment DEIS Appendix B) which indicated that the Project was reviewed in accordance with the NYS Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law) and that the Proposed Action will have no impact on archeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places.

Comment III.G-1:

The DEIS indicates construction activities on the project site would include erosion controls and stormwater management practices. The proximity of the adjacent Metro- North right-of-way should be considered when designing and implementing techniques to control stormwater, erosion, etc., in order to ensure there is no net increase in water draining onto the rail line during construction.

As stated above, Metro-North must approve the means and methods of construction when construction is on or near the Metro-North right-of-way or side tracks. An entry permit from Metro-North is required.

Michael Schiffer, Letter 22, 9/27/16

Response:

Comment noted. The proposed design will not discharge any stormwater to Metro-North Property in both the temporary and final condition. Please refer also to FEIS, Appendix C, for Hydraulic Analysis and Appendix H Stormwater Runoff Analysis. The LDC notes that any work that has the potential to impact Metro-North Right-Of-Way will require review and approval from Metro-North Railroad and the Metropolitan Transportation Authority, as appropriate. It is noted that after the subject environmental review, the LDC would still need to pursue a site specific site plan application with the Sleepy Hollow Planning Board which would provide for further site control measures. Metro-North would be provided copies of that plan and noticed when the Planning Board would be required to hold a public hearing on the matter. Lastly, all applicable approvals and permits will be obtained prior to the commencement of any construction activities.

Comment III.G-2:

The "Construction" section lacks analysis of the air and noise pollution and safety risks of the dump trucks carrying fill along Pocantico and Continental Streets. It also doesn't cover the impacts of the Continental St expansion work.

Dan Convissor, Letter 20, 9/26/16; PH 9/20/16, p. 137

Response:

Section III.G.2 of the DEIS notes that the LDC received a fill permit from the Village of Sleepy Hollow Planning Board and outlines the various measures imposed on a prospective fill provider with respect to potential impacts associated with dust, noise and safety. A copy of the approved fill permit was provided as DEIS Appendix I.

Further, the DEIS identifies the potential impacts and proposed mitigation as part of the construction related activities associated with bringing fill material onto the East Parcel by trucking. DEIS Section III.G.2.e, Dust and Noise Impacts, identifies potential impacts and outlines specific mitigation measures, including:

- *Use of tarps over open-body trucks transporting materials to and within the Site;*

- *Use of temporary vegetative cover such as annual grasses on soil stockpiles and disturbed areas awaiting additional construction;*
- *Application of water or other dust suppressant on-site dirt roads during construction to mitigate dust;*
- *Prohibition of on-site burning of construction wastes;*
- *Unnecessary idling of internal combustion engines will be prohibited;*
- *Keeping equipment well maintained*
- *In the event rock crushing is needed as part of the filling operation, dust suppression will be accommodated by a water mister located on the crusher itself.*

In addition, in order to reduce the transmission of dust resulting from construction activities, the Fill Provider shall: post a 10 mph speed limit signage on the East Parcel and Continental Street to reduce vehicle speed; cover trucks carrying soil and other dry materials; periodically (at least once per week or as directed by the Building Department) wash paved areas within the construction limit line; apply water, as necessary, during crushing; provide and use a wheel washing area for trucks as directed by the Building Department, and apply water to stockpiles and unpaved roads during dry periods and as directed by the Building Department.

With respect to the Continental Street improvements, the LDC has caused to be prepared a Conceptual Improvement Plan (refer also to Response to Comment III.D-3 and Exhibit III.D-3). The Conceptual Improvement Plan includes widening Continental Street to allow two-way traffic west of Pleasant Street where it currently only allows westbound circulation. Lastly, sidewalks have been proposed on both side of the street to enhance pedestrian circulation and safety. In order to implement these improvements, small portions of four properties would need to be acquired by the Village.

Comment III.H-1:

As we have done in other County sewer districts, we request that the additional flow to the system be offset by reductions in inflow/infiltration (I&I). The removal for this project should be on a three for one ratio similar to the requirements by NYSDEC for sewer extension approvals in the New Rochelle sewer district. For housing units that are considered fair and affordable housing, this ratio can be reduced to one to one. We feel this project warrants the same consideration.

Marian Pompa, Letter 1, 7/14/16

Response:

The Village of Sleepy Hollow does not currently have a formally adopted policy in place whereby new extensions to the existing sewer system would be required to provide offset reductions in inflow and infiltration consistent with the County's recommendation. It is noted that the proposed DPW facility would be offset to some extent, relative to the flows already generated by the existing facility located off of River Street. The other proposed uses (community center, bus repair garage, and amphitheater) are community sponsored uses. It is noted that of the original program presented in the DEIS document, the proposed baseball field was eliminated, reducing the overall average daily wastewater discharge to approximately 8,970 gpd total flow.

Comment III.H-2:

Site Utilities – DEIS Section III.H.1 includes descriptions of the existing 18-inch water main and high-pressure 8-inch gas main that traverse the East Parcel from east to west to the EOH site. In Sections III.H.2 and III.H.3, please describe the measures to be taken to preserve and protect these mains during filling and construction operations on the East Parcel.

Andrew Tung, Letter 21, 9/27/16

Response:***8-inch Gas Main***

The existing high pressure 8-inch gas main that currently dead ends near the existing pedestrian bridge is proposed to be removed. Its current location is in close proximity to the proposed bridge and ramp system. The main will either require permanent relocation or potentially cut and capped at the eastern end of the East Parcel outside of the area of influence of the proposed bridge substructure and ramp elements. Gas main relocation work will be coordinated with Con-Edison.

18-inch Water Main

The existing 18-inch water main is located in areas that coincide with proposed fill locations. As such, minimal impact to the existing main is expected. The main will be protected in place by including the following construction provisions:

- 1. Field verify the location of the existing 18-inch water main via 'Call Before You Dig' and/or test pits.*

2. *Visually field mark location of the existing 18-inch water main on ground. Check markouts each day before construction operations begin. Replace flags or repaint as needed.*
3. *Inform all construction personnel of the location of the existing 18-inch water main.*
4. *Coordinate with utility owner during any tapping/connection operations.*
5. *Eliminate heavy construction equipment from tracking over the existing 18-inch water main until a sufficient backfill height has been achieved.*
6. *Increase the thickness of the first backfill lift at locations where the existing 18-inch water main are in a fill section.*
7. *Place a steel plate over sections of the existing 18-inch water main in any areas where the main is not receiving any additional fill and eliminating tracking over by construction vehicles is not practical.*

Comment III.H-3:

The DEIS notes in in "Section H. Utilities" that existing utility lines (water supply, sanitary sewer and natural gas supply) are located near Metro-North railroad tracks. Any relocation or upgrade of existing utility lines that would require entry onto or near railroad property would necessitate Metro-North's review and approval and an entry permit as outlined in the third and fourth bullets in the comments in II. Description of the Proposed Action above.

Michael Schiffer, Letter 22, 9/27/16

Response:

Comment noted. The LDC notes that any work that has the potential to impact Metro-North Right-Of-Way will require review and approval from Metro-North Railroad and the Metropolitan Transportation Authority, as appropriate.

Comment III.H-4:

The Demand for Water estimates (D.2.c) ignores the fact that there is a readily available daily supply of fresh water that could be tapped from the Pocantico above the estuary, and also ignores that fact that in order to do any development of the GM Property the Village is legally bound to build and supply new water supplies for the entire GM site (D,2.c), and makes no reference to the fact the clean drinking water will be used to wash village and school district vehicles and water athletic fields, when alternative supplies are at hand.

Nick Robinson, Letter 31, 9/30/16

Response:

The Project Site has an existing 18" water main which is planned to be utilized in the full buildout condition for all water supply needs. Given the tidal influence on the lower portion of the Pocantico River, brackish water is located immediately adjacent to the Project Site and therefore not usable. Fresh water withdrawal would have to occur above the dam, which is located on Historic Hudson Valley (HHV) property well outside of the project limits and not within the control of the LDC or the Village of Sleepy Hollow. Construction of a water withdrawal system at this location could have a potentially negative impact on this local habitat given the nature of water

intake systems. In addition, the topographic profile does not allow for a simple gravity-fed system reaching the Project Site. There is a high point that will require a combined filtration and pump station system that will have to be located on the HHV property, which would be potential visible impact. Additionally, this system will require on-going maintenance and electric usage. The cost for such a system will likely not be recoverable as compared to the existing potable water supply.

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Comment IV-1:

The DEIS touches on converting Continental Street to two-way traffic as the primary, if not sole, access route to the East Parcel. Mention is made under Section IV. F. 6 - "Alternative Site Access" of the possibility of building an entrance road from Beekman Avenue at Clinton Street as an alternative access to the East Parcel. Additionally, a proposal to build an East-West Overpass between the East and West Parcels is mentioned under Proposed Actions in the Executive Summary. However, no mention is made of the E-W Overpass plan under the Alternative Site Access section. Moreover, Section III.D.2 - "Traffic and Transportation Anticipated Impacts" fails to cover the various potential ramifications of the several alternative access plans.

SHEAC recommends that the section covering Alternative Site Access be expanded to include any and ALL potential access points to the East Parcel -- motor vehicle, pedestrian and bicycle. Most importantly, this expanded alternative site access section should be linked closely to a thorough analysis of the impacts of each and every means of access under Traffic and Transportation Anticipated Impacts. Such analysis should take into account the full potential use of the site and its access via road/bike/walkways - by the local community, by Historic Hudson Valley visitors, by DPW work vehicles and by school buses, with an emphasis on the best and safest way to provide greatest degree of bike and pedestrian access as an alternative to motor vehicle trips.

In furtherance of this objective, along with pedestrian and bike access through Barnhart and Devries Parks, analysis should include the ramifications of creating only a bike-pedestrian connection between the east and west parcels. Anticipated impacts should also include a more thorough analysis of the environmental, social, and land use impacts of heavy two-way traffic use, including daily use by DPW work vehicles, on abutting Continental Street properties with serious consideration given to the creation of several alternative access points, and greater emphasis on bike/pedestrian access as mitigation.

Sleepy Hollow Environmental Advisory Committee, Letter 34, 9/30 par16

Response:

As noted in FEIS Response to Comments III.A-29 and III.D-6, the LDC has recently entered into a purchase agreement with the owner of the former UAW property located along Beekman Avenue. The LDC has prepared conceptual plans that would allow for the creation of an at-grade roadway leading up to and connecting with Beekman Avenue. The creation of this at-grade connection will require the acquisition of several small portions of existing lots that front on Barnhart Avenue.

The creation of a second outlet from the East Parcel will enhance circulation for DPW equipment accessing the southern portion of the Village once they have relocated from their existing location on River Street. This will also create an additional pedestrian and vehicular access to the East Parcel from southern portion of the Village that is currently not available in this location.

The revised RDCP contemplates the use of multi-use path systems to run throughout the East Parcel compatible for both bicycle and pedestrian use. The multi-use path system is proposed to connect to the proposed at-grade roadway leading up to Beekman Avenue, a portion of which

abuts Barnhart Park. A detailed design of this connection would be prepared as part of the forthcoming specific site plan review and approval process. A portion of the multi-use path run parallel to the Metro-North rail lines and connects with DeVries Park in the north. A proposed connection to the neighboring HHV property has been illustrated proximate to the existing Horseman's Trail connection. It is noted that the HHV property is private property and during hours when that facility is closed the trail is closed to the public. The proposed multi-use trail does provide a connection to a proposed side-walk system to be constructed along Continental Street. This connection would provide those wanting to use the Horseman's Trail a viable option during times when the HHV property is closed. As noted in Section III.D of this FEIS, the design and construction of dedicated bikeways and walkways in other portions of the Village that might lead to the East Parcel are beyond the scope of the Proposed Action and are policy and capital budget items for the Village of Sleepy Hollow.

With respect to a bike-pedestrian only connection between the East and West Parcel, as noted in FEIS Response to Comment III.A-29, the proposed Continental Street Overpass (the "Overpass") is proposed to include two lanes of traffic and a sidewalk located on one-side. The Overpass has been designed consistent with New York State public right-of-way accessibility guidelines (PROWAG) by including a pedestrian route within the right-of-way of the subject roadway. The current design of the Overpass does not include dedicated bike lanes given the lack of available easement width on the West Parcel. The inclusion of directional bike lanes would require an additional 8-10 feet of pavement (bridge) width which would extend beyond the existing easement area. As such a different design approach would need to be used for bike-pedestrian only use which would likely require the use of elevators or the use of corkscrew and or switchback ramp systems. Exhibit IV-1 provides a representational example of a corkscrew design treatment that could be accommodated within the easement area reserved on the West Parcel.

Figure IV-1
Representative Example of Corkscrew
Pedestrian/Bicycle Ramp System



Photo source: edp.org

Comment IV-2:

But as an alternative, the Austrian architect and painter, F. Hundertwasser, designed gas stations and garages that were built into artificial hills. The place for cars was on the level of the plots, but the roof was a hill with sloping sides, planted with grass and trees. The top of course can be flat and have recreational facilities such as your proposed open air auditorium, sports fields, etc. And of course this gives protection to the cars and drivers from rain, snow and ice and in the winter gives little kids facilities to do some sledding and sliding on gentle slopes.

Al Strasser, Letter 36, 10/2/16

Response:

Comment noted. The revised RDCP has been planned to raise the proposed site of the DPW facility and Community Center to a location out of currently mapped floodplains, but uses a portion of the space below the Community Center as parking for that use. In addition, the proposed design uses the grade change necessary to support the proposed Continental Street Overpass as part of the design of the amphitheater and skate park. Further, the interstitial space underneath the proposed Overpass is proposed to be used as an artist's work space. This design approach attempts to integrate different design elements into a single approach. In addition, it is noted that the proposed "Great Lawn" has been designed with a slight mound towards its center. As part of the specific site plan approval process, the LDC could review the potential of enhancing the slope for sledding and or sliding.

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VII. Growth Inducing Impacts

Comment IV-1:

There has been a preliminary evaluation of the redevelopment of the existing DPW facility once that site is decommissioned. The DEIS provides for a range of development program, it would be helpful to know what incentives are provided for that would allow for development on the upper end of the range.

Sleepy Hollow LDC, Letter 35, 9/22/16

Response:

The Proposed Action calls for the relocation of the Village’s existing DPW facility out of its current 1.3± acre site located on River Street. In addition, the Village owns two separate lots adjacent to the existing DPW facility: an approximately 0.4± acre portion of South Parcel¹ what is known as the South Parcel; and, a ±.23 acre parcel located on Hudson Street that is currently used for municipal parking, refer to Exhibit VII-1, Village Properties – River Street Vicinity. Collectively, these three parcels equal approximately 1.93 acres of land that could be repurposed for development consistent with the Village’s Riverfront Development District and the Southern Riverfront Development Overlay District.

It is noted that there is currently no proposal by the Village to dispose of the properties or develop them, however, it is not unreasonable to contemplate that, given the location, and there would be significant interest from the development community for redevelopment purposes. It is further noted that prior to the redevelopment of the Village Properties, an environmental review would need to be conducted for that specific proposal. Given that there is no specific proposal, the analysis presented herein is generic in nature. Lastly, any application for redevelopment would be required to follow the special permit and Riverfront Development concept plan process and requirements.

The following is a conceptual analysis of development potential for the entirety of the 1.93± acres of Village controlled land. This analysis does not take into account specific design considerations related to access, topography, geology and potential underlying environmental conditions. It is noted that the analysis presented in Table VII-1, Projected Development Program – No Special Permit Request, below utilizes the general development guidelines as outlined in Section 450-33 of the Village Code. For analysis purposes it is assumed that of the potential 31 residential units, all would be two bedroom.

**Table VII-1
Projected Development Program – No Special Permit Request**

Parcel Size (s.f.)	Min. gross development area per unit	Est. Density (dwelling units)	Max. FAR (0.8) (s.f.)	Development efficiency (80%)	Approx. unit size (s.f.)
84,070	2,200	38	67,256	53,805	1,415

¹ The South Parcel is part of the development program associated with the Edge on Hudson development.

Compiled by Planning & Development Advisors

Selected anticipated impacts associated with a Conceptual Development Program with no special permit request to increase density is presented in Table VII-2, Conceptual Development Analysis No Special Permit Request, below. As part of the preliminary analysis relative to fiscal impacts, recently listed sales for the Rivers Edge condominium development were used for comparison purposes². There were three units listed which totaled approximately 4,500 square feet with a projected market value of \$3,150,000 which equates to an estimated \$700 per square foot. Applying this figure to the projected development program yields an approximate total market value of between \$37.63 million to \$70.61 million. Based on information from the Assessor’s page of the Village of Sleepy Hollow Web-site, the Village assesses all real property on a percentage of market value, using an equalization rate. The current equalization rate is 26.80% of market value³. Once the assessed value is determined, the tax rate is applied arrive at estimated Village taxes. The current Village tax rate is \$33.9581 per \$1,000 of assessed value. Based on the estimated market value, noted above the redevelopment scenarios would have an estimated assessed value of \$10,087,252 to \$18,925,838. Applying the current tax rate to the estimated assessed values for the redevelopment scenarios noted above yields approximate tax revenue to the Village of \$342,500 to \$642,685 annually.

**Table VII-2
Conceptual Development Analysis
No Special Permit Request**

Program ¹	Population ²	Public School Children ²	Water Use gpd	Sewage ³ gpd	Traffic (peak hour vehicle trips) ⁴ AM/PM/Sat.	Fiscal ⁵
38 2-BR	71	2	10,032	8,360	13/18/13	\$342,500

Source: 1. Assumes for sale units; 2. Rutgers University, 2006; 3. NYSDEC; 4. ITE 5. Assessed value per square foot Assessor’s Office

It is noted that a prospective developer could request additional density in the way of additional building height, floor area ratio (FAR) and/or reduction of the minimum gross development area per dwelling unit. In order to achieve the additional density as outlined in Tables IV-3 and 4 below, a prospective developer could utilize the following as outlined in Chapter 450-33 of the Village Code: installation of street improvements, curbs, sidewalks, decorative streetlights, landscaping and other street amenities along River Street and/or Hudson Street; dedication of a pier in a condition suitable for public use; creation of public/private boat slips proximate to Horan's Landing; stabilization of the Hudson River waterfront; enhanced pedestrian access from River Street to the public walkway along the Hudson River; use of construction methods and materials consistent with maximizing energy conservation and sustainability. Table VII-3,

² http://www.zillow.com/homes/for_sale/pmf,pf_pt/condo,townhouse_type/featured_sort/41.083354,-73.860987,41.073714,-73.879441_rect/15_zm/

³ <http://www.sleepyhollowny.gov/assessor>

Projected Development Program – Special Permit Requested, provides a preliminary calculation as to how density could be increased using special permit requests to the Village Board.

**Table VII-3
Projected Development Program – Special Permit Requested**

Parcel Size (s.f.)	Min. gross development area per unit ¹	Est. Density (dwelling units)	Max. FAR (1.5) (s.f.) ¹	Development efficiency (80%)	Approx. unit size (s.f.)
84,070	1,000	84	126,105	100,884	1,201

Compiled by Planning & Development Advisors

1. Special Permit requests

Selected anticipated impacts associated with a Projected Development Program that includes special permit requests to increase density is presented in Table VII-4, Conceptual Development Analysis Special Permit Requested for Additional Density, below.

**Table VII-4
Conceptual Development Analysis
Special Permit Requested for Additional Density**

Program ¹	Population ²	School Children ²	Water Use gpd	Sewage ³ gpd	Traffic (peak hour vehicle trips) ⁴ AM/PM/Sat.	Fiscal ⁵
84 2-BR	157	4	22,176	18,480	30/39/30	\$642,685

Source: 1. Assumes for sale units; 2. Rutgers University, 2006; 3. NYSDEC; 4. ITE 5. Assessed value per square foot Assessor’s Office

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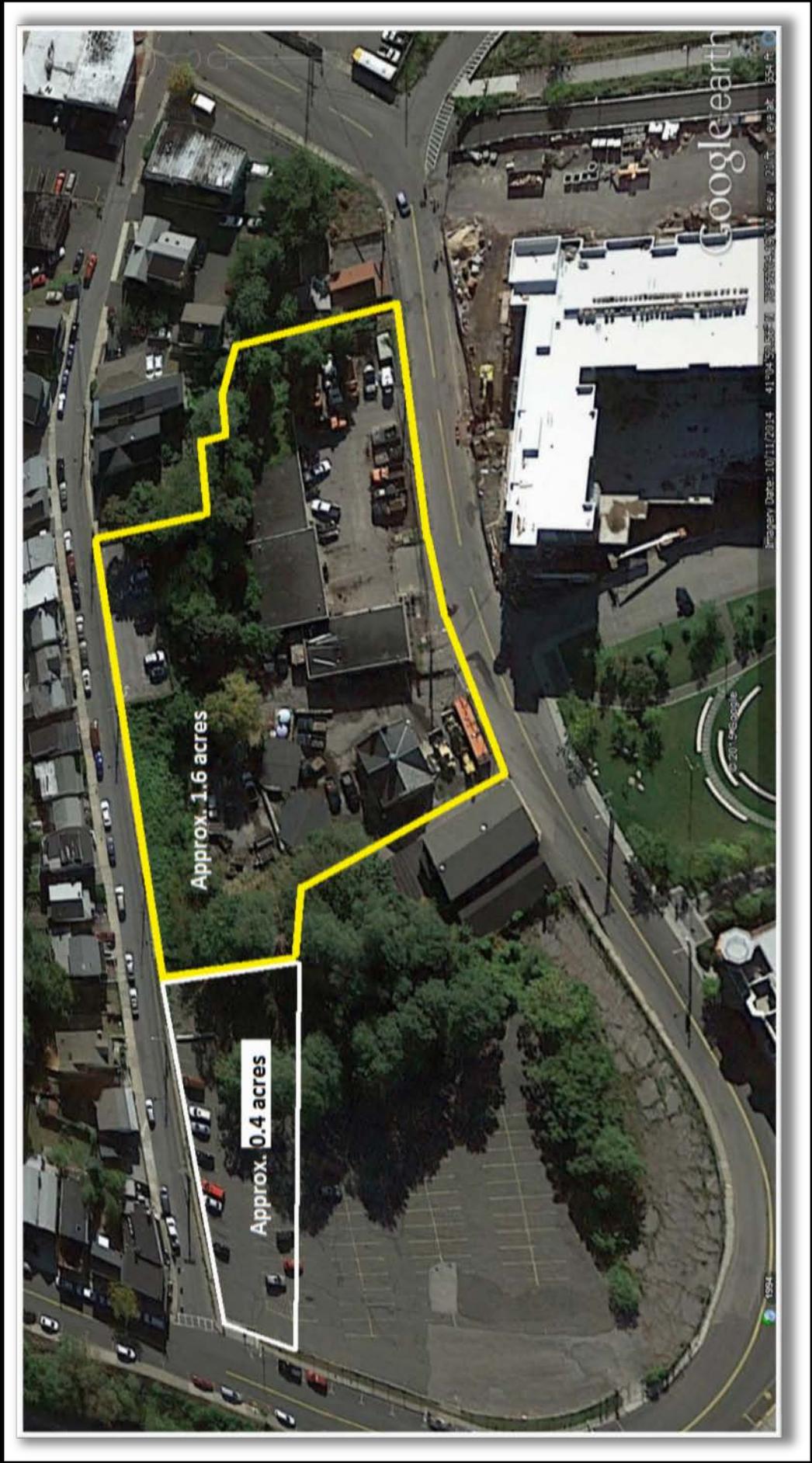


Exhibit VII.-1 Village Properties – River Street Vicinity
East Parcel Redevelopment FEIS
Sleepy Hollow Local Development Corporation

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