

My Public Comments on the "East Parcel Redevelopment, Draft Environmental Impact Statement"

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Supplemental DEIS Required

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.

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)

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.

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.

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.

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.

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.

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: $((9*325) + 4*104) / 3.75 * 1.5 = 1,336$

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.
- Implement the Beekman Ave connection. This route would bring The Restoration's attendees through downtown Sleepy Hollow, dramatically increasing potential patronage for our businesses.
- Don't build the railroad overpass or just make it a path for people walking and biking.
- Instead of widening Continental St, manage DPW and park traffic via signalization that alternates the street's direction between eastbound and westbound as needed.
- 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.
- Shift car parking to bicycle parking (see next section).

Slash Car Parking, Add Significant Bike Parking

Availability of (inexpensive) parking is a major factor people use when choosing how to travel somewhere. The reason so many people drive is because decades of public policy decisions have made it the easiest way to get around. It's time for a different public policy.

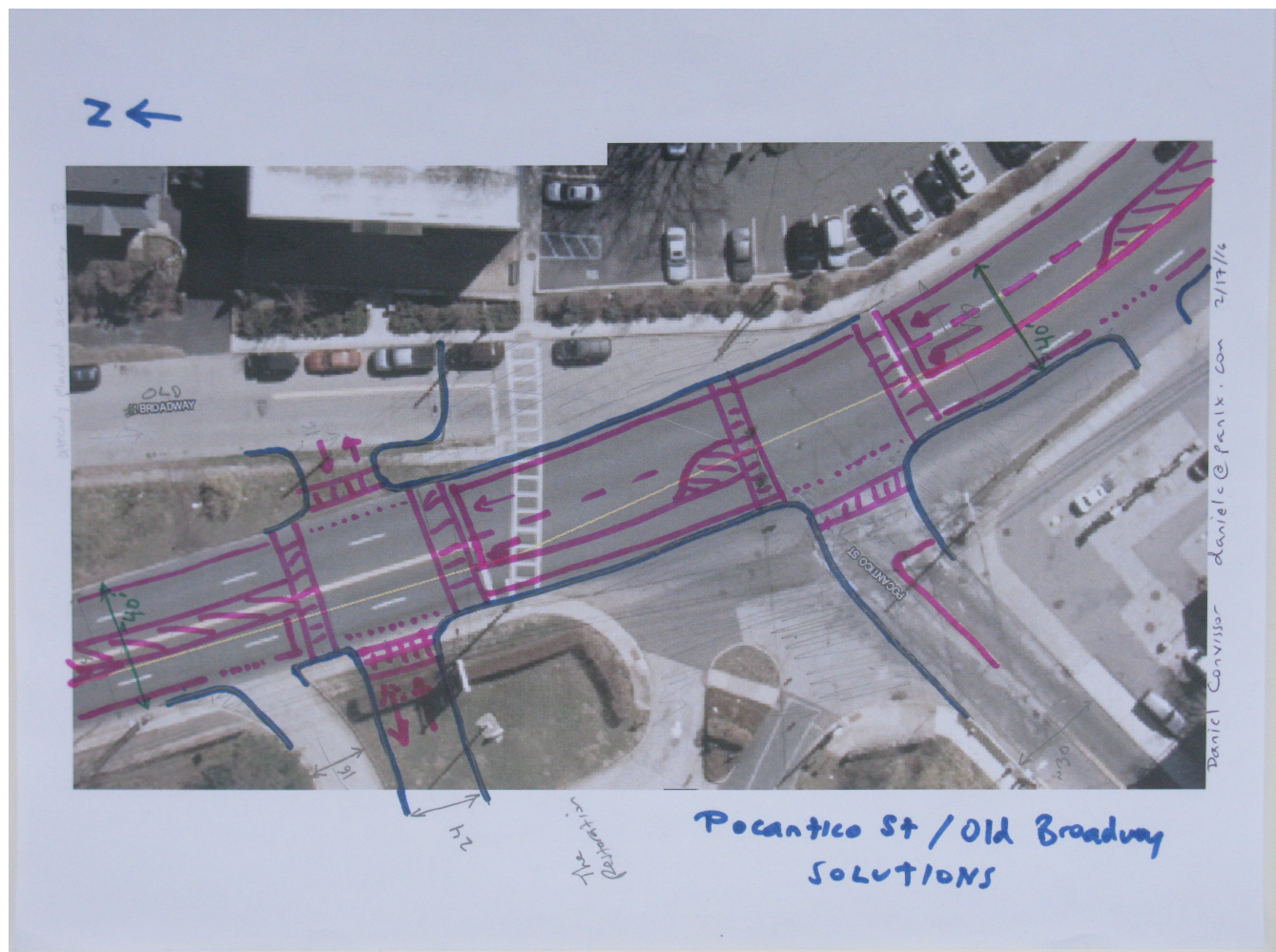
The proposal has *waaaay* too much parking. The document itself wisely says 65 parking spots for DPW employees is "significantly more than needed." (PDF p 45, DEIS) All new parking for The Restoration should be dropped. Proposed car parking for the park, community center and DPW should be cut in half 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.

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?

Safety at Pocantico / North Broadway Intersection

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.



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

Safety at Continental / Pocantico Intersection

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)

Parking Area Designs

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.

Other Points

- All new roadways must have dedicated bike lanes or a parallel bike path. We need to encourage people of all ages and abilities to ride to the East Parcel, and the village as a whole.
- A large natural buffer area is needed along the Pocantico River (100'?)
- The proposed walking/cycling path between Barnhard Park and the East Parcel along the existing ramp is a great idea
- A skate park would be cool
- 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.
- 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.
- A central plaza is a lovely idea. Alas, the concept is thwarted by it being divided into three pieces by the roads.
- 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.
- 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.