

## **Section IV**

### **Proposed Land and Water Uses And Proposed Public and Private Projects**



## A. PROPOSED LAND USES

### 1. Introduction

The proposed land uses of the Village of Sleepy Hollow are illustrated on Map 7. They translate the policies in Section III into a cohesive land use plan for the Village. The proposed land uses reflect and implement the policies contained in Section III, applying these policies to the existing land use pattern, natural and physical resources, and development constraints of the Village, along with the Village's development potential.

Sleepy Hollow's waterfront has begun to be recognized as a significant economic resource, and redevelopment plans are beginning to be formulated. The most significant impending changes are the significant recent growth in tourism in the Village, occasioned by the opening of Kykuit, the John D. Rockefeller, III home as a museum open to the public, and redevelopment of the General Motors property, which has been the dominant feature on the Village's waterfront for more than one hundred years. The convergence of these two events have opened the way for a fundamental restructuring of the Village's economy, premised upon large scale reconstruction of portions of the waterfront and other areas of the Village. The Village's LWRP will crystallize this trend into a cohesive effort.

The Village's LWRP seeks to help maintain and restore the community character of the Village, protecting and improving the natural and cultural resources that contribute to the strong sense of place that Village residents have and want to preserve. The LWRP proposes to achieve this by sustaining the existing land use patterns throughout much of the Village, building on development patterns and trends, utilizing existing infrastructure and resources wisely, and proposing completely new land uses for the General Motors property and lands immediately adjacent to it to the south.

It is the latter opportunity that the Village is proposing the most dramatic shift in land use. The Village has eliminated the former M - Manufacturing zoning district classification for the lands associated with the General Motors Assembly Plant and has enacted a new planned development type of zoning district; the RF - Riverfront Development Zoning District. For this area of the Village, the LWRP and the RF Zoning District are designed to encourage an economic stimulus and revitalization of the Village and its Hudson River waterfront by establishing a well-designed, comprehensively planned central focus for the Village's waterfront area. Both the LWRP and the RF Zoning District call for a mix of residential and waterfront commercial uses, to serve as a catalyst for the economic and physical revitalization of the entire "downtown" older portion of the Village. It is also the purpose of the LWRP and RF Zoning District to encourage and allow for a mix of uses on the waterfront with a consistent set of design standards to ensure a unified and comprehensively planned development that will function effectively and achieve a high standard of site planning and architectural design. Such a development for this area of the Village is envisioned to replicate an "old Hudson River waterfront community image" with

architectural style and overall development layout to reflect that which prevailed in the Hudson River Valley prior to 1900. Both the LWRP and the RF Zoning District also call for a high level of public access (both physical and visual) to the waterfront.

Throughout the remainder of the Village opportunities for growth, revitalization, and redevelopment exist within the predominately long established land use pattern, through a combination of modest new development, redevelopment, and rehabilitation of under-utilized sites and property, and enhancement of existing developed areas of the Village.

The existing land use pattern of the Village of Sleepy Hollow is well defined. This is illustrated on Map 1 and examined in detail in Section II. The historic development patterns still dominate, reflecting the importance of the Hudson River, the Pocantico River, and the railroad as means of transportation and the early resource-based industries of the area. The historic and current land use development patterns have been critical in defining the community character of the Village, an important element identified by Village residents in the LWRP Public Opinion Questionnaire prepared and issued by the Village's LWRP Committee.

As a result of the Inventory and Analysis of the Village's resources contained in Section II, and the identified policies of Section III, there are two categories of land use situations which emerge within the Village:

- Areas of predominantly stable land uses
- Areas suitable for development, redevelopment, and/or enhancement

These two land use situations are incorporated into the proposed land use pattern identified on Map 7 and are discussed below.

2. **Areas of Predominantly Stable Land Uses**

This category of land use occupies the majority of the land use pattern within the Village. It comprises the fully developed residential areas, and the various park lands owned by the Village, County, and State. In general, these areas are not subject to any foreseeable major changes in land use types and patterns or other factors which could significantly alter the character of the area or Village. The proposed land uses for these areas of the Village, as depicted on Map 7, follow the existing land use and development patterns as depicted on Map 1.

3. **Areas Suitable for Development, Redevelopment, and/or Enhancement**

The areas of the Village suitable for development, redevelopment, and/or enhancement are primarily located in the "downtown" older portion of the Village. The foremost area of the

Village suitable for redevelopment is the General Motors property and other land immediately adjacent to the south. See Maps 7, 8, and 9 for the location of the area where this shift in land use is proposed to occur. It is this area of the Village where the most dramatic shift in land use is being proposed. As discussed above, the Village has eliminated the former M - Manufacturing zoning district classification for the lands associated with the General Motors property and has changed it to a new planned development type of zoning district; the RF - Riverfront Development Zoning District (see Map 8). For this area of the Village, the LWRP and RF Zoning District are designed to encourage an economic stimulus and revitalization of the Village and its Hudson River waterfront by establishing a well-designed, comprehensively planned central focus for the Village's waterfront area. Both the LWRP and RF Zoning District call for a mix of residential and waterfront commercial uses, to serve as a catalyst for the economic and physical revitalization of the entire "downtown" older portion of the Village.

This dramatic shift in land use has been primarily the result of General Motors Corporation closing their assembly plant in Sleepy Hollow. Recognizing that there will be many negative effects associated with the plant closing, the Village also realizes that the decision to close the plant was not theirs to make and was ultimately beyond their control and thus, views the plant closing as an opportunity for a complete shift in land use. Using their land use control authorities, the Village has enacted, as a key element of their LWRP, the rezoning of this portion of the Village from M - Manufacturing to the new RF - Riverfront Development Zoning District. See Section V for a description the RF Zoning District. Also see Section III for various LWRP policies that pertain to this issue.

Another area or site that is suitable for redevelopment is the old Duracell Battery site, located at the corner of Andrews Lane and Elm Street. This approximately 2-acre parcel was a former industrial site and is situated on top of the bluffs above the General Motors parcel and is near the Village's commercial district. This site was formerly occupied by a manufacturer of storage batteries, and was the subject of a State-ordered hazardous waste clean-up when elevated levels of mercury and other heavy metals were found to exist in neighborhood soils. The remedial action has been completed, but the parcel remains undeveloped. The parcel is located in an area of the Village zoned R-5 Multiple-Family Residential. Redevelopment of this site will be a private sector initiative, and the Village intends that site redevelopment will be consistent with the policies of the LWRP and with the long-term plans for redevelopment of the General Motors parcel below it, and in keeping with the long-range plan to transmogrify the Village from an industry-dominated economy to a commercial-residential-tourism based economy.

Another area of the Village that has been identified as suitable for redevelopment and enhancement is the U.S. Route 9 (Broadway) Corridor between the Pocantico River and Beekman Avenue. This stretch of Broadway has for a number of years been dominated by automobile-related service businesses, such as car dealerships and gasoline service stations. The Village commenced a zoning study for this area in 1994, in light of two developments:

(1) designation of the road by the New York State Department of Environmental Conservation as a Scenic Highway, and (2) dramatic expansion of tourism, centered upon the Philipsburg Manor/Kykuit historic areas. Late in 1994, the owner of a number of present and former automobile-related parcels located adjacent to the Philipsburg Manor Restoration proposed to redevelop the parcels into a high quality commercial land use. The Village is considering a set of zoning regulation amendments and incentives to further the conversion of the remaining properties along the Broadway corridor to uses more consistent with the emerging commercial and tourism-based economy.

Another area of the Village that has been identified as suitable for development, redevelopment, and enhancement is the Beekman Avenue Central Business District. The Beekman Avenue Business District has been undergoing a gradual transition for many years. Termination of automobile manufacturing in Sleepy Hollow will dramatically alter the economy of the western end of Beekman Avenue, which has been characterized by small businesses primarily serving the needs of workers who commute to the assembly plant from other communities. These uses will likely be replaced by different commercial uses now that the plant is closed. The LWRP encourages the private redevelopment of the western end of Beekman Avenue as a transition area from the original business district to a new mixed commercial and residential district located on the General Motors site.

The Village has sought and received a number of capital improvement grants and assistance for upgrading and enhancing the street scape infrastructure of upper Beekman Avenue. These have included street lighting, curb improvements, benches, sidewalk improvements, and tree installations as well as assistance to local merchants for storefront and facade upgrading. Capital funding for additional off-street parking is also critical to revitalizing the Beekman Avenue Business District.

Another area of the Village that has been identified as an area suitable for redevelopment and enhancement are the Valley and Cortland Street Business/Residential Districts. While connected to Beekman Avenue and sharing some of the same economic circumstances associated with Beekman Avenue, the Valley and Cortland Street Business Districts are slightly different in that they tend to serve the retail needs of the immediate neighborhood. Similar to the Beekman Avenue Business District, these two business district streets will likely see a transition of retail uses now that the General Motors plant is closed.

Unlike Beekman Avenue, the Valley and Cortland Street Business District area has not received as much attention with respect to capital improvement grants and assistance for upgrading the street scape infrastructure. The Village should focus additional street scape infrastructure enhancement attention in this business district area. There has however, been some very nice reinvestment in this business district area by local merchants in the form of redevelopment and enhancement. Such activity should be encouraged by the Village.

## B. PROPOSED WATER USES

The Village of Sleepy Hollow has recognized the need to manage their near shore areas of the Hudson River and have thus integrated the *Village of Sleepy Hollow Harbor Management Plan* within the LWRP. A harbor management plan addresses conflict, congestion, and competition for space in the use of a community's surface waters and underwater lands and provides the opportunity to identify various alternatives for the optimum use of the waterfront and adjacent water surfaces. Section II identified the key harbor management issues concerning water use in the Village of Sleepy Hollow. These are the lack of a public boat docking and launch area, the lack of marina space and opportunities and the limited facilities for transient boaters.

The Village recognizes the need to provide improved access for marina space and facilities for transient boaters. The only marina site within the Village of Sleepy Hollow is the Philipse Manor Yacht Club, which is a private membership facility that is not well situated and oriented for serving the needs of the general boating public. There are, however, two large private marinas just to the south of Sleepy Hollow, in the Village of Tarrytown. These two marinas are described in Section II, and do provide services to transient boaters. From a market demand, economic, and land and water use standpoint, the provision of marina space and uses in the Village of Sleepy Hollow would benefit not only the Village of Sleepy Hollow, but also the region.

With redevelopment of the General Motors site in the future, the RF - Riverfront Development Zoning District provides a strong emphasis and encouragement for water-dependent commercial uses such as marinas. Thus, it is anticipated that associated with redevelopment of the General Motors site will be additional marina types of uses and related small retail boat service uses.

The Village of Sleepy Hollow also intends to provide access and limited service-related opportunities for boaters and transient boaters, through the development of their Riverfront Park project. For a more detailed description of this project see Section IV-C - Proposed Projects.

The Village has identified the following existing water-dependent uses (also see Policy 2 in Section III). These will be maintained within the waterfront area:

- Philipse Manor Yacht Club;
- Kingsland Point Park and Tarrytown Lighthouse as current and proposed recreational uses; and
- The Barrier Oil Company facility located adjacent to the Village's Riverfront Park property on River Street.

In addition to those uses and locations identified above, the Village has identified the

following additional locations as those best suited for water-dependent or water-enhanced uses. These sites represent the best opportunities to provide marina space and facilities for transient boaters within Sleepy Hollow:

- The Village's Riverfront Park site on River Street. To be developed for water-dependent and water-enhanced public recreational uses. (See Section IV-C - Proposed Projects.)
- Redevelopment of the General Motors property as allowed and encouraged with the RF - Riverfront Development Zoning District (See Section V).

These locations can be found on Maps 7 and 9. Map 7 depicts the proposed water uses within the Village of Sleepy Hollow harbor management area. This map illustrates the federal Tarrytown Harbor project as a navigation channel for ingress and egress to the shores of the Villages of Sleepy Hollow and Tarrytown. The Tarrytown Harbor consists of a federally maintained channel 12 feet deep, 250 feet wide along the wharf in the Village of Tarrytown; and extends both northerly and southerly to connecting channels 12 feet deep that are 150 feet in width and provide ingress and egress for vessel traffic to access the deep water in the Hudson River. The total length of the harbor project channel is one mile. The channel was last improved and maintained by the U.S. Army Corps of Engineers in 1986 for a cost of \$69,836. It should be noted that the precise location and dimensions of the federal Tarrytown Harbor project channel on Map 7 are only approximations. For the precise location and dimensions of the Tarrytown Harbor channel, reference should be made to Map 1D found in Section II. This channel provides the Barrier Oil facility with adequate and safe depths for the ingress and egress of oil barges. It also provides adequate and safe depths for the ingress and egress of sand, gravel, and aggregate barges for the concrete and asphalt batching plant uses in the northwest corner of the Village of Tarrytown.

Map 7 also identifies and designates the surface waters of the Hudson River with a use classification of *open water/recreation*. This is a continuation of the current use of the Hudson River and reflects the importance of the Hudson River as a recreational resource within this region of the Hudson River Valley.

Proposed improvement projects affecting the harbor management area of the Village are associated with projects that are described in Section IV-C - Proposed Projects.

The Village of Sleepy Hollow has established as policy, the following order of priority for land uses on the immediate waterfront: water-dependent uses; water-enhanced uses; and non-water-dependent uses. The following uses and facilities are considered as water-dependent:

- uses which depend on the utilization of resources found in coastal waters;
- recreational activities which depend on access to coastal waters;
- structures needed for navigational purposes;



- flood and erosion protection structures;
- facilities needed to store and service boats;
- scientific/educational activities which, by their nature, require access to coastal waters;
- support facilities which are necessary for the successful functioning of permitted water-dependent uses; and
- commercial/recreational water transportation

In addition to water-dependent uses, uses which are enhanced by a waterfront location should be encouraged to locate along the shore, though not at the expense of water-dependent uses. Water-enhanced uses are those that may benefit economically from a waterfront location, but do not require it for their operation, and provide for public enjoyment of the waterfront. Water-enhanced uses, such as restaurants or parks often attract people to the waterfront, providing passive recreational public access opportunities for the general public. Allowing water-enhanced uses is often necessary and important in order to generate revenue to support or maintain water-dependent uses. Appropriate water-enhanced uses should be part of a mix of uses on the waterfront in the Village of Sleepy Hollow. Non-water related uses are not suitable for the Sleepy Hollow waterfront and the Village and other government agencies will make every effort to direct such uses to suitable inland locations.

## **C. PROPOSED PUBLIC AND PRIVATE PROJECTS**

### **1. Introduction**

As a result of developing their LWRP, the Village has identified a series of small- and large-scale projects. Their locations are identified on Map 9 and/or described below. The projects seek to:

- restore and revitalize underutilized sites within the Village;
- improve existing public recreational facilities and provide additional public access to the waterfront area;
- link public sites along the waterfront and throughout the Village to neighboring communities;
- protect and improve historical and scenic resources; and
- provide a proactive and positive economic boost to the Village.

In addition to furthering the goals of the Village of Sleepy Hollow LWRP, the proposed projects also further the goals of the Hudson River Valley Greenway. The Hudson River Valley Greenway seeks to encourage compatible economic development while preserving the resources and natural beauty of the Hudson River Valley. In particular, the Village of Sleepy Hollow LWRP identifies trail linkages and access points that represent Hudson River Greenway Trail and the Hudson River Waterway Trail within the Village of Sleepy Hollow.

## **2. Proposed Public and Private Projects**

### **a. Riverfront Park**

The Village is in the process of converting their 0.923 acre parcel, located on the Hudson River, from its former use as a public works site for salt/sand storage and truck parking area, into a multi-faceted waterfront park/boat launching/transient boat area and park. The project involves construction of a deep water dock/pier and open air promenade. A small area of beach will be restored for public use, and a small boat launching ramp will be constructed. Partial funding for this project has been received under two Intermodal Surface Transportation Efficiency Act grants from the NYS Department of Transportation. The Riverfront Park project is expected to be the Village's southern terminus of the Greenway Trail along the Hudson River shoreline.

Elements of the project include demolition of certain existing structures, construction of a dock/pier, beach, and boat ramp, and landscaping.

### **b. Greenway Trail/Promenade**

The Village has proposed the location and development of a greenway trail and promenade system that would originate at the new Riverfront Park, and proceed in a northerly direction around the entire shorefront perimeter of the General Motors property to Kingsland Point Park, and thence to the Philipsburg Manor historic restoration site along the Pocantico River. Obviously, permission in the form of an easement or some other agreement would have to be made with the private land owners along the way in order to gain the needed public access.

It is also possible that this greenway trail could link with the Village of Tarrytown's waterfront park and trail system, although the details of this linkage would have to be established.

As an element, this project would be an integral part of the larger proposed Hudson River Valley Greenway Trail System as described in the preceding section.

Estimated Project Cost:                      To be determined

### **c. Redevelopment of the General Motors Property**

The now closed General Motors Corporation automobile assembly plant is still the dominant feature of the Hudson River shoreline in Sleepy Hollow. It occupies over 100 acres, much of which is on fill placed in the River and into what were riverine wetlands, prior to 1955.

The structures consist of more than 3 million square feet of industrial buildings. The Metro-North railroad right-of-way bifurcates the General Motors property. The Village has enacted legislation designed to encourage redevelopment and re-use of the site into a mixed commercial and residential extension of the existing Village center. The LWRP contains a description of the RF-Riverfront Development Zoning District and policies designed to enhance this effort, by providing development guidelines to ensure development that is consistent with LWRP goals and policies, and incentives to guide development along a "new town" concept. The plan envisions a public-private partnership in the redevelopment of the property. Commercial and residential development could be augmented by a recreational or tourism-enhancing use, such as a museum or a river-oriented educational use, such as an aquarium or an environmental education center.

**d. Redevelopment of the old Duracell Battery Site**

An approximately 2-acre vacant former industrial site is situated on top of the bluffs overlooking the General Motors property and the Hudson River. This site is near the Beekman Avenue commercial district. This site was formerly occupied by a manufacturer of storage batteries, and was the subject of a State-ordered hazardous waste clean-up when elevated levels of mercury and other heavy metals were found to exist in neighborhood soils. The remedial action has been completed, but the parcel remains undeveloped. Redevelopment of this parcel will be a private initiative, and the Village intends that site redevelopment will be consistent with plans for redevelopment of the General Motors parcel below it, and in keeping with the policies of the LWRP and the long-range plan to transmogrify the Village from an industry-dominated economy to a commercial-residential-tourism based economy.

**e. U.S. Route 9 (Broadway) Corridor**

This stretch of Broadway has for a number of years been dominated by automobile-related service businesses, such as car dealerships and gasoline service stations. The Village commenced a zoning study for this area in 1994, in light of two developments: (1) designation of the road by the New York State Department of Environmental Conservation as a Scenic Highway, and (2) dramatic expansion of tourism, centered upon the Philipsburg Manor/Kykuit historic areas. Late in 1994, the owner of a number of present and former automobile-related parcels located adjacent to the Philipsburg Manor Restoration proposed to redevelop the parcels into a high quality commercial land use. The Village is considering a set of zoning regulation amendments and incentives to further the conversion of the remaining properties along the Broadway corridor to uses more consistent with the emerging commercial and tourism-based economy.

**f. Central Business Districts (Beekman Avenue, Valley and Cortland Streets Commercial Districts)**

The Beekman Avenue business district has been undergoing a gradual transition for many years. Termination of automobile manufacturing in Sleepy Hollow will dramatically alter the economy of the western end of Beekman Avenue, which has been characterized by small businesses primarily serving the needs of workers who commute to the assembly plant from other communities. These uses will likely be replaced by different commercial uses now that the plant is closed. The LWRP encourages the private redevelopment of the western end of Beekman Avenue as a transition area from the original business district to a new mixed commercial and residential district located on the General Motors site.

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**g. DeVries Field/Railroad Bridge Overpass**

DeVries Field is a public recreation facility owned by the Village and situated just east of the Metro-North Railroad at the end of DeVries Avenue. It is bounded on the east and north by the Pocantico River, which in this area is tidally influenced from the Hudson River. Opposite DeVries Field to the west is Kingsland Point Park, owned by Westchester County. The Park is bounded on the south by a large, former parking lot associated with the General Motors assembly plant. In recent years, the Village has made considerable capital

improvements to DeVries Field, and it is heavily used during the warm months. Amenities include two baseball fields, a picnic shelter and an equipped playground. The existing baseball fields are to be upgraded, and tennis courts have been proposed to be added to the Park's recreational facilities.

There is a derelict pedestrian overpass that once served to provide a pedestrian crossover of the railroad right-of-way that would, if reconstructed, serve to provide access between DeVries Field and Kingsland Point Park. The reconstructed pedestrian overpass would provide an important link between the Village and County parks, and that would be an important connection with future redevelopment of the General Motors property.

**Estimated Project Cost:**

Baseball Field Improvements	\$100,000
Expansion to Include Tennis Courts	250,000
Reconstruction of Overpass	<u>300,000</u>
<b>TOTAL COST</b>	<b>\$650,000</b>

**h. Douglas Park**

Douglas Park is a passive recreation area located in the Weber Park area of the Village. It serves as an entryway for Village residents to the nature trail system located on the Rockefeller State Park Preserve and the Croton Aqueduct trails. This 17-acre park is heavily wooded, and its trails need to be upgraded and maintained. There is also need to upgrade the picnic tables and grills. The park's rustic, natural character would also not be sacrificed if a small playground were established in part of the park.

Estimated Project Cost: \$50,000 - \$75,000

**i. Peabody Field**

Peabody Field is owned by the Union Free School District of the Tarrytowns, having been acquired as the site of a public school that was never built. It is a large parcel of land (39 acres) that separates two residential areas, Philipse Manor and Sleepy Hollow Manor, and spans the distance between Route 9 and the Hudson River. Only the portion of the property that is adjacent to Route 9 is utilized, as a recreational field. It is used for organized soccer, community picnics, and unorganized sport activities such as golf practice by local residents. The unused areas are characterized by a reasonably intact natural ecosystem that includes marshlands that are associated with Lake Fremont and Fremont Brook. A nature trail system, which could be a part of the Hudson Valley Greenway Trail system, has been

proposed for Peabody Field.

Estimated Project Cost:

\$100,000

**j. Phelps Memorial Hospital Grounds**

Phelps Memorial Hospital is situated in the Northwest corner of the Village on a high bluff overlooking the River and Tappen Zee Bridge. The Hospital owns a substantial 19th century mansion, called the James House (see historic resource portion of Section II), which it makes available to organizations for social and fund-raising functions. The lawns and forested grounds between James House and the River are largely inaccessible to the general public, but could be improved as a passive recreation site, with park benches, paths, and native plantings, offering the public an excellent view of the Hudson River. Walkways through the grounds could connect with Rockwood Hall Park, a State Park which abuts the Phelps Hospital property to the north. The feasibility and cost of such a project have not been explored.

**k. Philipsburg Manor Upper Mills**

The Philipsburg Manor Upper Mills restoration historic site is operated by Historic Hudson Valley and is a major tourist magnet for the Village. Both it, and Kykuit, a historic Rockefeller family estate in Pocantico Hills which was opened to the public as a museum in 1994, attract well over one-quarter of a million visitors each year. The area below the restoration's mill dam is a tidally influenced marsh and bay estuarine complex which contains significant fish and wildlife resources, including migratory birds. The lower Pocantico River and marsh complex is largely inaccessible, except for one shore area that can be accessed from DeVries Field, a Village-owned park. Much of the shoreline to the south is also bounded by a large, former General Motors parking lot. Development of a nature trail to provide educational access to this unique and productive wildlife area should be pursued. As part of the Village's proposal for development of a Greenway Trail system that links various public trails and parks, it is proposed that a trail be developed along the south side of the Pocantico River from DeVries Field to the Philipsburg Manor restoration site. From there access can be gained to the Sleepy Hollow Cemetery, Douglas Park, the Old Croton Aqueduct Trail, and the trails within the Rockefeller State Park Preserve. Costs associated with development of an educational nature trail from DeVries Field to Philipsburg Manor have not been developed.

**l. Kingsland Point Park**

Kingsland Point Park occupies the area of Hudson River shorefront between the General

Motors property and the Philipse Manor residential subdivision. It includes the historic Tarrytown Lighthouse, which occupies what was once a shoal several hundred yards from the natural shoreline, and is now only a few feet from the edge of the filled land on which the former General Motors assembly plant is situated. The Lighthouse is maintained as a museum, but is not actively operated as such at the present time. Kingsland Point Park is owned and operated by Westchester County, and is small by County park standards. It is not well maintained. It includes an abandoned beach, which is not maintained, and a boat launch, which is also not maintained. The Park is primarily used as a picnic grounds by Sleepy Hollow residents as well as other County residents. The Park is underutilized and could be improved significantly as a major waterfront recreational resource. The LWRP will require that any redevelopment of the General Motors property be planned to interface well with the Park. Following redevelopment, the Park will potentially provide a lovely riverine park resource for the Village, County, and region.

Improvement of the boat launch would provide enhanced opportunities for casual recreational boating by the general public.

Cost estimates associated with improvements to Kingsland Point Park have not been explored.

**m. Philipse Manor Railroad Station**

The Philipse Manor Railroad Station is a property listed on the State and National Registers of Historic Places (see Section II). It occupies a bluff overlooking the Hudson River above the existing railroad platform used by Metro-North Commuter Railroad; which serves commuters from Sleepy Hollow. It is presently being restored as a project by The Hudson Valley Writers' Center, Inc., a not-for-profit corporation which recently acquired the building, with significant cooperation from the Village of Sleepy Hollow. The building is now used as a literary center and serves as the headquarters of the Hudson Valley Writers' Center. The structure was essentially a ruin, having been abandoned by the Metro-North Railroad in the late 1970's. Its redevelopment for an adaptive reuse has remove a substantial eyesore from the shoreline. It occupies an area that the Village treats a parkland. The Writers' Center recently received an Intermodal Surface Transportation Efficiency Act (ISTEA) Enhancement Grant from the New York State Department of Transportation for renovation of the station for passive cultural types of uses.

**n. Emergency Water Supply**

The Village of Sleepy Hollow is dependent on the Tarrytown and New Rochelle water sources for emergency water needs. In order to insure continuous availability in the event that regular water supply from New York City's system is curtailed, the Village of Sleepy

Hollow will join with the Village of Tarrytown in constructing a filtration plant near the Tarrytown Lake adjacent to the pump station near Nepperhan Avenue. In addition, the pump and distribution mains on the pump station should be upgraded. Also, the pump station on Sleepy Hollow Road needs to be upgraded because, even when the new filtration plant is built on Tarrytown Lakes, the Village will need it as a backup. A joint project of this kind would be paid for by the entire water district. The cost would be about \$5 million. It is anticipated that the State would assist with this cost.

Estimated Project Cost: \$5,000,000

**o. Water Conservation by Replacing and Relining Water Lines**

The Village must deal with the increasing frequency of water main lines breaking and the tendency of a weakened line system to not only lose water through seepage, but to burst when valves are closed to repair breaks. Availability of clean water is a major concomitant of community health and a priority for the enhancement of residential and business quality. The Village will embark on a long term program of relining water mains and adding new water valves to better control the system. A number of streets will need to have 4 inch water mains replaced by 6 inch and 8 inch lines. There is no portion of the Village that does not need to have its water lines upgraded.

Replacement of smaller water mains by larger ones would cost approximately \$2 million for materials. The actual work would be done by the Village's Department of Public Works employees. Relining of water mains would have to be done by outside contractors. Estimates for this work would have to be provided to determine the actual cost of relining.

**o. Storm Drainage System Renovation on River Street**

River Street is an artery that provides access between the Villages of Sleepy Hollow and Tarrytown, as well as access to significant waterfront business locations and to the Village's Riverfront Park site. Plans for economic and recreational redevelopment will require that the properties along River Street be accessible as well as attractive to development.

At present, River Street suffers from storm drainage problems which cause flooding. The Street and the storm drainage system needs to be reconstructed. The cost to repair and/or replace the catch basins and storm drainage pipes with work done by the Village Department of Public Works would be approximately \$50,000.

Estimated Project Cost: \$50,000