

## **A. INTRODUCTION**

### **1. Location**

The Village of Sleepy Hollow is located on the eastern shore of the Hudson River in Westchester County and has approximately 2.4 miles of waterfront on the Hudson River. Based on the 1990 U.S. Census, the Village of Sleepy Hollow has a population of 8,152. With this total, the population is broken down by race as follows: 6,634 white; 683 black; 41 Native American; 95 Asian or Pacific Islander; and 699 other race. The 1990 Census also reported 2,776 person of Hispanic origin (of any race) living in the Village.

The Village is located approximately 15 miles north of New York City. While Sleepy Hollow certainly has its own local economy, the New York City metropolitan area is the major center of population, employment, and commercial activity in this region of the State. The regional setting of the Village is illustrated on the accompanying Map 1B. The Village is within the Town of Mount Pleasant, and just north of the Village of Tarrytown and the eastern terminus of the Tappan Zee Bridge. Across the Hudson River are the Villages of South Nyack, Nyack, and North Nyack.

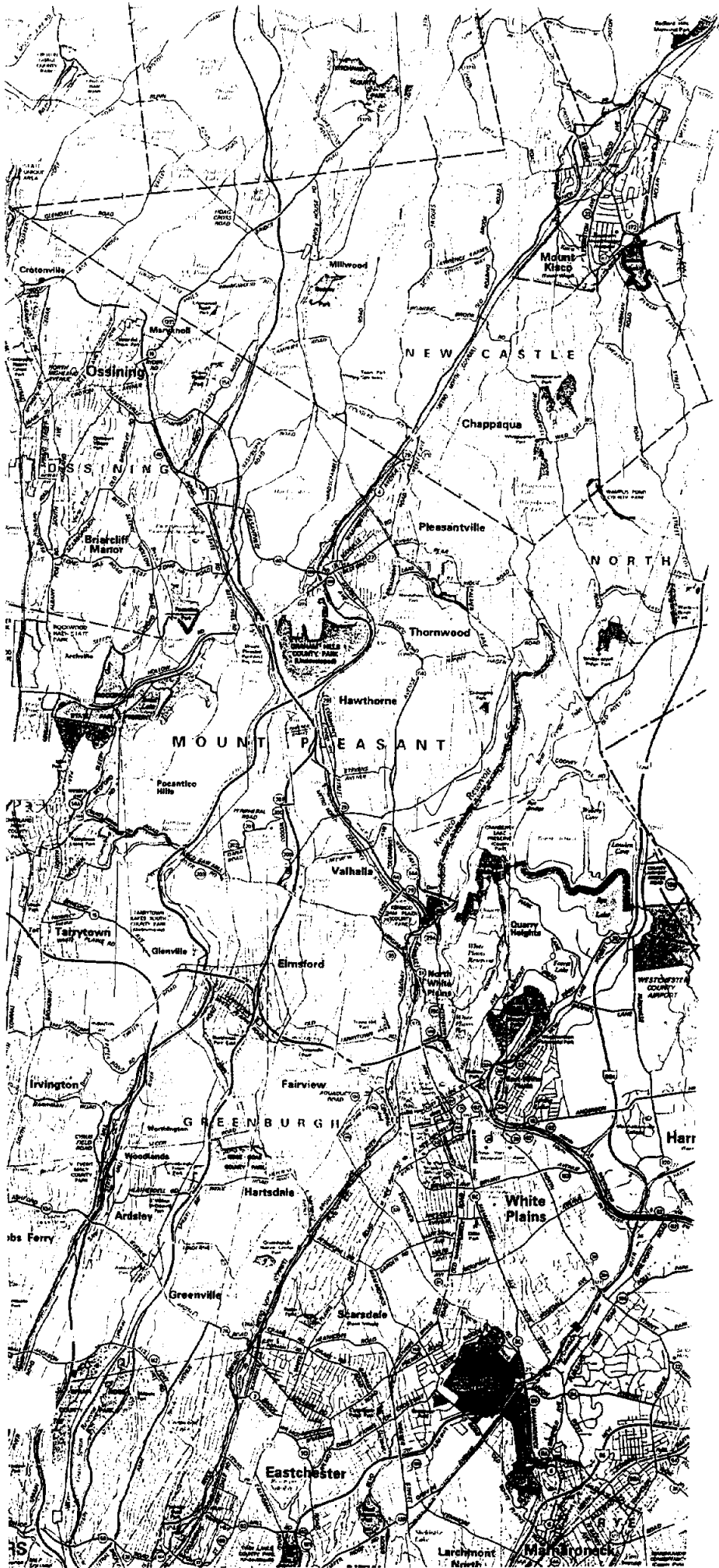
Sleepy Hollow is situated very well with respect to major transportation routes and corridors. The New York State Thruway (Interstate 87 and 287) crosses the Hudson River just south of the Village of Sleepy Hollow at the Tappan Zee Bridge. The railroad is also a very prominent transportation feature of the Village's western waterfront area. AMTRAK and Metro-North Commuter Railroad are the passenger railroad entities that provide transportation options for this region of the State. While AMTRAK does not maintain a stop in Sleepy Hollow, Metro-North Commuter Railroad provides a stop at Philipse Manor (Sleepy Hollow) and in the Village of Tarrytown just to the south. Both stops provide convenient railroad transportation opportunities to Sleepy Hollow passengers.

Just to the east of Sleepy Hollow is the Taconic State Parkway, which also provides a major north/south transportation opportunity. The other major transportation route within the Village of Sleepy Hollow is U.S. Route 9. Route 9 (Old Albany Post Road), or Broadway within the Village, is the primary north/south transportation route within the Village.

### **2. Historical Development of Sleepy Hollow and Community Profile**

Sleepy Hollow has a written heritage that spans more than 300 years. The Weckquaesgeek Indians roamed the area prior to the coming of the white man and had a fortified village at the site of what is currently the Old Dutch Church.

The Recorded History of the area began in 1609 when Henry Hudson sailed up the



River, that was to bear his name. When he saw the expanse of the Tappen Zee (Sea of Tappans, a warlike Native American tribe located in what is now Rockland County), he was convinced that the River was a passageway to the western ocean. It was not until he reached Albany that Hudson admitted that he had not found the "Northwest Passage."

Subsequently the Dutch began to establish trading posts in what was called the "New Netherlands." As political and religious turmoil developed in Europe people began to migrate and small settlements flourished in the Hudson River Valley.

In the mid-17th century a young man, destined to figure prominently in the development of Sleepy Hollow immigrated to New Netherlands. Frederick Philipse controlled vast amounts of land by 1690 and was the lord of Philipse Manor. The manor consisted of the area between the Croton River and Sputyen Duyvil, encompassing one third of Westchester County and 22 miles of Hudson River waterfront. The light loamy soil of the Sleepy Hollow area was ideal for growing wheat or "terwe" as the Dutch called it, and Frederick devoted this portion of his 90,000 acre manor to it. He erected two grist mills in central locations to prepare the finished product. The lower mill was in Yonkers and the upper mill later became Sleepy Hollow. The Philipse Manor house, which doubled as a trade depot became the center of a thriving community. The mill and two story manor house, along with a dam across the Pocantico River were erected in the early 1680's. By 1702, when Philipse died, some 200 individuals lived near the upper mill and provided both a steady labor supply for processing and a market for the finished product. The Philipse operation was one of the few full scale colonial production-distribution enterprises which prepared the refined product for export. Shallow draft ships sailed up the Pocantico River to exchange manufactured goods for ground floor. This ended by 1775, when Frederick Philipse III sided with the British during the revolutionary war. He was banished from New York State and all his property was confiscated. The structures and the 90,000 acres were sold at public auction.

Another significant event of the Revolutionary War also happened in the Sleepy Hollow area. Major John Andre, the British spy, was captured on the Albany Post Road (U.S. Route 9) on September 23, 1780. Andre was carrying plans prepared by General Benedict Arnold which would have betrayed the American cause. The location of the capture was at what is now known as Andre Brook in Patriots Park. The Village erected a monument in Patriots Park on North Broadway to commemorate the event.

The upper mill was operated as a farm by Gerald Beekman until his death at which time his widow laid out a portion of the estate into streets and sold building lots. The hamlet that developed was Beekmantown and was the nucleus of the future Village of Sleepy Hollow.

The entire area grew rapidly because of an integrated local economy. Farm goods traveled from the area south on the Hudson to the metropolitan areas, and Tarrytown Harbor

became a leading river port. The New York-Albany stage ran through the area and accommodations for travelers appeared along the route. Commercial fisherman utilized the Hudson to harvest shad and sturgeon while iron ore was mined locally and shipped to distant smelters. Agriculture dominated Sleepy Hollow commerce until the time of the Civil War. By that time a large proportion of the population was working in factories, stores, and offices and large amounts of farmland had become country estates for the wealthy. By 1800 the population had swelled to 3,000 residents.

The war of 1812 caused an expansion of the economy. The demand for American farm products in Europe increased and with it an increase in output and disposable income. By 1827, a regular freight and passenger steamboat service plied in the Hudson.

The construction of the first Croton Aqueduct which brought water from northern Westchester County to New York City was begun in 1837. Many of the workers settled in Beekmantown. Ferry boats between the Tarrytowns and Nyack went into service 1839.

As stated in The History of the Tarrytowns by Jeff Canning and Wally Buxton (1975),

"A turning point in the History of the Tarrytowns occurred in 1849 when the New York & Hudson River Railroad pushed its way north from New York on its way to Albany and points west. The rails, which grew into the New York & Albany (later Hudson) Division of the New York Central Railroad (which in 1968 merged with the Pennsylvania Railroad to form the Penn Central), signaled the end of the quiet, rural life and the advent of a faster-paced, industry-oriented existence in which the great farms of the area slipped away into the mists of time. The iron horse spelled the doom of the stage and dealt river commerce and passenger traffic a severe blow. Population grew as gristmills gave way to factories, tool works, silk mills, printing shops, drilling establishments, wagon and carriage establishments and stone quarries."

Since this time Sleepy Hollow has continued to be a working class village.

The most famous citizen and individual who made the Tarrytowns renown was Washington Irving. His "Legend of Sleep Hollow" was set in the Tarrytowns and caricatured the Dutch gentry. Many of the last names noted in this work of fiction are also found in the Old Dutch Church cemetery on tombstones.

Washington Irving's estate "Sunnyside" was one of the most popular houses of its day. Irving was well-known and had traveled widely. Friends, relatives, dignitaries, and men of letters traveled from all over the world to visit Sunnyside. Irving's popularity helped to transform the area into a bustling community.

After Irving's death in 1859, Sunnyside remained in the Irving family until 1945 when it

was acquired by John D. Rockefeller. Today, Sunnyside is owned and operated by Historic Hudson Valley, a non-profit educational corporation.

Sleepy Hollow was incorporated in 1874. This was a time when a large number of wealthy families began to add to the charm of the Village by building palatial mansions and sponsoring local activities. According to The History of the Tarrytowns:

"The Tarrytowns still were considered a farming area during the first years after incorporation. J. Thomas Sharf's "History of Westchester County," published in 1886, notes that in 1880 there were 255,774 acres of farmland in the county, with an unspecified but substantial amount of it in the Tarrytown area. A Westchester farm-animal census that year listed 6,919 horses, 2,145 oxen, 19,168 cows, 1,646 sheep, 8,207 swine and 5,302 steers.

By 1900, however, industry and commerce were the mainstays of the local economy, and the farms were disappearing rapidly. The growth of science and invention, improvement of communications, development and investment of capital all contributed to the change. The railroad provided vital transportation for the budding industries in the river towns."

Automobile manufacturing has carried the name of Sleepy Hollow (formerly North Tarrytown) throughout the United States and beyond. For most of the 20th century it has been the backbone of the local economy and the largest single employer in the Village.

Sleepy Hollow began its association with the horseless carriage July 16, 1899, when Amzi Barber and John Brisben-Walker purchased the 225-acre Kingsland estate at the foot of Beekman Avenue. Construction of a factory began later that year. The 700-window brick and steel factory was 300 feet long, 50 feet wide and three stories high, and the Mobile Company of America was in operation in March, 1900 with 180 employees. Two months later there were 400 persons on the payroll, and by summer the Walker Steamer was on the street.

After the closing of the Mobile Company in 1903, the factory was purchased by the Maxwell-Briscoe Motor Company. In 1915, the site was purchased by the Chevrolet Motor Company, which became part of the General Motors Corporation (GM) in 1918.

By 1928, the industry had grown such that the original facilities were too small, and GM began the first of a series of landfilling operations that added several acres of land to Sleepy Hollow and extended the shoreline almost to the Tarrytown Lighthouse. The Chevrolet-Fisher Body operation, now known as General Motors Assembly Division, pumped millions of dollars into the local economy through the wages paid its workers, who, until the national economy took a sharp downturn in 1974, numbered around 5,000.

During World War II, the luxury of the motor car was suspended for the demands of combat, and the facility retooled and became Eastern Aircraft. At the height of the conflict, 10,000 workers were turning out planes for the Allied cause.

Since the mid-1960's the plant has been a factory in a major sociological development-the growth of the Cuban community and other minority groups. The assembly lines became a major employer of people who were immigrants to the United States.

A number of other heavy-industrial firms and activities line the riverbank in central Tarrytown and Sleepy Hollow, some of them ancillaries of auto manufacturing. Anchor Motor Freight has trailer hauled cars and small trucks from the G.M. plant to many areas of the northeast. Another familiar fleet of trucks is that of the Cooney construction-materials interests, which receive many of their raw materials by barge and, among other projects, have been involved in much road-building activity in the metropolitan area. C & C Trucking is another transportation fleet based here. Small manufacturing and fuel-oil distribution round out the industrial waterfront picture.

The closing of the General Motors Corporation plant in 1996 along the waterfront will have a significant affect on the entire area. The plant's waterfront location presents the community with new land and water use opportunities.

The Village of Sleepy Hollow has a significant amount of open space, primarily due to the Rockefeller family. In 1893, John D. Rockefeller carved out a 300 acre estate in the Pocantico Hills area (eastern portion of Sleepy Hollow). His estate ended where his brother William's began in the east. These estates virtually blocked Sleepy Hollow from expanding north or east, a limitation that continues today. John D. built a mansion which he called Kykuit (an Indian word meaning lookout). His son, John D. Jr., inherited the property. He left it to Nelson A. Rockefeller, former New York State Governor and U.S. Vice President. The Rockefeller's were raised in a philanthropic tradition and the area benefitted tremendously from their generous donations and preservation of historic sites. Historic Hudson Valley, Inc. was founded by John D. Jr., and has restored the Philipse Manor Upper Mill, Washington Irving's home Sunnyside, and other notable properties in the region. William Rockefeller financed Sleepy Hollow's first paved road and underwrote construction of the Headless Horseman Bridge (U.S. Route 9) across the Pocantico River, among other generous gifts to the community.

The Rockefeller community spirit lives on today. For example, a large portion of the estate in Pocantico Hills was donated to the National Trust for Historic Preservation. The Pocantico Historic Area will include 86 acres and Kykuit. The site was opened to the general public in 1994. Historic Hudson Valley, Inc. operates public visitation of the site.

The census data for the Village indicates that there was a slight decrease in the total population between 1960 (pop; 8,818), 1970 (pop; 8,334), and 1980 (pop; 7,994). This

is consistent with the drop in family size that occurred in the population as a whole during that period time. In 1990, the population of Sleepy Hollow rose to 8,152. The major change is in the growth of the Hispanic community which was 1,733 persons in 1980 and grew to 2,776 persons in 1990. This seems consistent with the influx of Hispanics to the metropolitan areas during that decade.

The median age in the community also shifted downward from 34.0 years in 1980 to 33.5 years in 1990. The average persons per household rose from 2.66 in 1980 to 2.72 in 1990. The community has a majority of individuals who are college graduates or beyond which correlates with a median family income of \$47,418.

In 1990 the Census showed that there were 3,160 housing units in the Village, of which 873 were single family. The median value of a single family home is \$332,200 with the median rent being \$564 per month. The picture that is portrayed by these figures is a community which, because of its location, transportation facilities, proximity to metropolitan areas, and local amenities, provides a desirable place to live for middle to upper level professionals and managers who are likely to work outside the community.

The majority of the residents of the Village do not own their own homes. Also, the population seems to be relatively stable. The major population shifts occurring in categories (i.e. type/race) rather than in numbers (total population). In fact, Sleepy Hollow appears to be a microcosm of what is happening with the population trends in the northeast. The reason for the stability in housing and population can probably be attributed to the fact that large amounts of developable land in the eastern portions of the Village are either not available for development or are dedicated to open space leaving the western portions of the Village more densely developed. This indicates that most of the development is occurring in the form of changes in use, rather than new construction, and that existing or new dwelling units are at a premium.

In conclusion, the Village of Sleepy Hollow has a rich fabric created by the diversity in the community. The historical and cultural significance, the transportation routes, the industrial facilities and the population diversity have combined to make the Village unique in the Hudson River Valley.

## **B. PLANNING CONTEXT FOR LOCAL WATERFRONT REVITALIZATION PROGRAM**

Over the years there have been a number of different planning studies, master plans, and feasibility studies completed for the Village of Sleepy Hollow. In January and April of 1980 there was an *Economic Study of "North Tarrytown's" Business District* and a *Master Plan of Census Tract #116* done respectively by the consulting firm Raymond, Parish, Pine, and Weiner, Inc. In addition, in 1985 the Westchester County Division of Housing and Community Development had a detailed analysis and report prepared by a consulting

firm called Public Demographics, Inc. concerning the economic development potential of the Sleepy Hollow Central Business District. Also, as part of the Halpern Development Venture Inc. proposal during the late 1980's, there were a number small planning studies done, such as a 1988 study entitled: *Survey of Physical and Economic Conditions for the Proposed Redevelopment Area*. The "redevelopment area" referred to in this study covered a large area of land for which Halpern Development Venture Inc. unsuccessfully petitioned the Village Board to use their broad urban renewal powers and authorities under Article 15 of the NYS General Municipal Law for redevelopment of this rather large area land.

With the exception of the *Master Plan of Census Tract #116*, all of the planning work done in the Village seems to have been comprised of rather separate and discrete studies and plans that were designed to solve specific problems or purposes at a particular point in time. Further, none of the plans or studies, with the exception of certain elements of the proposed Halpern Development, focused on the opportunities and potential associated with the Village's Hudson River waterfront location. Thus, the Village's location on the Hudson River has been largely overlooked as one of the Village's major assets.

The *Master Plan of Census Tract #116*, while more comprehensive than the other planning work, is limited by its obvious geographic extent, but is also somewhat limited in its extent of issue coverage. The *Master Plan's* primary focus was to look at ways to rejuvenate the commercial and residential uses found in Census Tract #116. Census Tract #116 has historically been referred to as the Lower Village and the Beekman Avenue Study Area. The *Master Plan* suggested a number of implementation steps for the rejuvenation and development of Tract #116, such as:

- Better traffic design and beautification of the Broadway-Beekman Avenue - Bedford Road intersection as a major entrance to the Village;
- The Village's existing Community Development Block Grant program for residential rehabilitation should be intensified;
- A more substantial commercial rehabilitation program should be established, with technical and design assistance provided to interested property owners;
- The rent control policy and its impact on rehabilitation potential should be evaluated and alternate means of support for low and moderate income individuals and families should be pursued, if appropriate;
- Alternate parking possibilities for the commercial uses of Beekman Avenue between Cortland and Valley Streets should be investigated;
- Expanding the existing parking areas and providing new ones east of Washington



Avenue should be explored;

- Initial sites where residential parking can be provided should be determined and steps taken to carry out the initial projects;
- Sidewalk and general appearance improvements of Beekman Avenue should be designed and cost estimates prepared;
- Local merchants should organize far more aggressive joint marketing and promotional activities;
- A joint promotional effort should be undertaken to promote new development; and
- Display graphics and signs related to beautification and promotion activities should be designed and used.

Many, if not all, of these recommendations are still relevant today, although the Village has made progress on implementing some of the recommendations.

Because the Village does not have a Village-wide comprehensive plan and because the above mentioned plans and studies are so discrete in their issue coverage, the Village's Local Waterfront Revitalization Program is viewed by the Village as an important comprehensive planning program. Because of the comprehensive nature of the NYS Coastal Management Program, the Sleepy Hollow Local Waterfront Revitalization Program can easily accommodate the Village's desire for it to be a comprehensive master plan.

The other municipalities on the Hudson River within Westchester that are participating in the Local Waterfront Revitalization Program are: Village of Croton-on-Hudson; Village of Ossining; Village of Tarrytown; and the City of Yonkers.

From a regional perspective, the Village of Sleepy Hollow is located within the Hudson River Valley Greenway. Greenways are corridors that link nature reserves, parks, cultural features, and historic sites with each other and with populated areas. The Greenway idea includes ten counties along the Hudson River from the New York City border to the confluence of the Hudson and Mohawk Rivers. It was created by the Hudson River Valley Greenway Act, signed into law by Governor Cuomo on December 31, 1991. The Act creates a process for regional decision-making in the Hudson River Valley and provides a series of incentives to encourage communities to join the that process. The Greenway Act created the Hudson River Valley Greenway Communities Council and the Greenway Heritage Conservancy for the Hudson River Valley to help localities plan for growth in the Hudson River Valley and to assist communities with economic development projects consistent with Greenway objectives and to implement programs for public access to the

River. There are presently two initiatives within the Hudson River Valley Greenway, the Model Communities Program and the Hudson River Valley Trail.

The Model Community Program is the first stage in cooperative planning for the Greenway. There is a model community in each of the 10 Greenway Counties and these communities will be the first to produce Greenway Plans. These Plans incorporate the five basic criteria identified as the basis for attaining the goal of a Hudson River Valley Greenway. These criteria are natural and cultural resource protection, regional planning, economic development, public access, and heritage and environmental education. The experience of these communities will be shared with others, as communities come together to form a Hudson River Compact. It is the Village of Sleepy Hollow's intent that their LWRP will fully substitute as a Greenway Plan, if at some point the Village wishes to pursue inclusion in the Hudson River Valley Greenway Compact.

The most tangible element of the Hudson River Valley Greenway is the Hudson River Greenway Trail. The proposed Trail will run along both sides of the River for the length of the Greenway. No overall route has been proposed, as the exact location will depend upon the voluntary participation of public and private landowners and existing trails and public access opportunities. Wherever possible the trail will provide access to the River or a view of the River, although it is unlikely that this will be possible over the entire length of the Greenway due to physical constraints and existing development patterns. The Trail is intended to be open to non-motorized uses and will incorporate segments accessible to the handicapped. The main spine of the Greenway Trail will be supplemented by other trails, including biking routes that will utilize existing roads and a water-based trail coordinated by the Hudson River Waterway Association that will link campsites and access points available to canoeists and kayakers along the Hudson River. It is the Village of Sleepy Hollow's expectation that the various existing and proposed trails, and other public access sites will define the route of the Hudson River Greenway Trail through the Village.

## **C. EXISTING LAND USE AND DEVELOPMENT**

### **1. Introduction**

Map 1 graphically identifies the Village of Sleepy Hollow's existing general land uses. This map is based on the Village's 1990 Tax Map, and field data collected and analysis of aerial photography by Manuel S. Emanuel Associates, Inc., Community Planning and Development Consultants, in 1990.

### **2. Residential**

For the most part residential land uses are distributed throughout the Village; with certain obvious exceptions. The densities and types of residential development vary considerably. As identified on Map 1, there are four different residential land use types mapped

throughout the Village. To a large extent these four different residential land use categories correspond to the different zoning districts throughout the Village (See Map 10, Zoning Map of the Village). For example, the Rural Estate Residential land use category would correspond to the R-1 One-Family Residence Open Development Zoning District; the Low Density Residential land use category would correspond to the R-3 One-Family Residence, Moderate Density Zoning District; the Medium Density Residential land use category would correspond to the R-2 and R-2A One Family Residence Zoning Districts associated with Sleepy Hollow Manor and Philipse Manor residential neighborhoods; and the High Density Residential land use category would correspond to the R-4, R-5, and R-6 Residential Zoning Districts.

The Village can be delineated into five somewhat discrete residential neighborhood areas. See the accompanying Map 1C for the generalized location of the following five residential neighborhood areas: Webber Park; Briggsville; Philipse Manor; Sleepy Hollow Manor; and the Lower (more urban) Village.

With the exception of the R-2 and R-2A Residential Zoning Districts, the other residential zoning districts within the Village would allow further development densities than currently exist. For instance, within the Lower Village area the predominant residential pattern is one- and two-family residences, however, the existing zoning for these areas is predominately R-4 and R-5. In many areas these two zoning districts allow higher densities than the current pattern of residential development. Depending on what the Village may want to allow, or perhaps encourage, with respect to future residential development, this discrepancy between the existing pattern of residential development compared to what is allowed in the Zoning Regulations, may be something the Village should consider changing. If there were full build-out of residential development as allowed in the Zoning Regulations in many parts of the Lower Village, the character of that part of the Village would be drastically different than exists today.

As evidenced by the LWRP Public Opinion Questionnaire questions that pertained to "Community Atmosphere," the majority of questionnaire respondents felt that the Village's existing small town atmosphere was a major asset and should be preserved. Thus, if certain residential zoning districts within the Village allow higher residential densities than historic and current development patterns, then perhaps a detailed land use and zoning study of these areas should be done and decisions made as to the desirability of down-zoning such areas to zoning districts that more closely match the historic, current, and apparently the desired future development patterns.

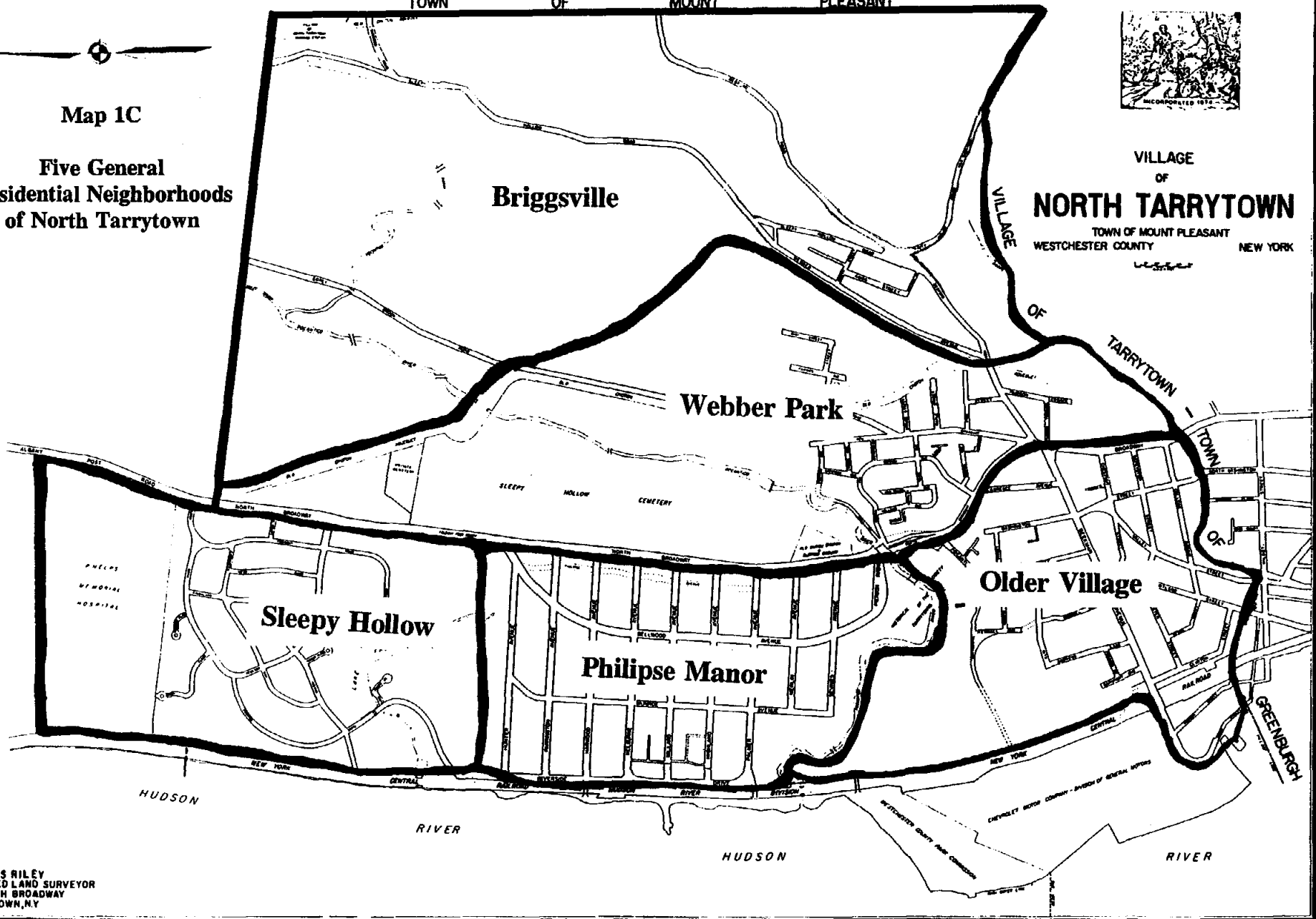
### **3. Agricultural**

The only significant agricultural endeavors in the Village of Sleepy Hollow are those



VILLAGE OF  
**NORTH TARRYTOWN**  
TOWN OF MOUNT PLEASANT  
WESTCHESTER COUNTY NEW YORK

Map 1C  
**Five General Residential Neighborhoods of North Tarrytown**



CHARLES RILEY  
LICENSED LAND SURVEYOR  
21 NORTH BROADWAY  
TARRYTOWN, N.Y.

associated with the Hudson Pines Farm, which is owned and operated by the David Rockefeller family.

The farm specializes in the raising of Simmental Beef Cattle primarily for breeding purposes. In the 1960's when Hudson Pines Farm began raising Simmental Cattle, the breed was considered to be exotic. However, in more recent years Simmental Cattle has become one of the top three breeds raised nationally. The Farm usually has about 160 head, the majority of which are "seed stock" or sold to breeders.

The entire acreage of the Hudson Pines Farm is about 800 acres, 325 of which are utilized for growing corn to feed the cattle. A small orchard is also on the property and chickens are raised for the personal consumption of the owners. The farm is a four-person, year round operation.

Map 1 identifies those locations within the Village where agricultural land uses occur.

#### **4. Commercial**

There are predominantly three areas of commercial development within the Village (see Map 1). These areas are: the highway commercial retail area (commonly referred to as "Gasoline Alley") located along Broadway (U.S. Route 9) between the Pocantico River to the north and DePeyster Street to the south; the downtown business district located on Beekman Avenue; and a branch off Beekman Street to the south known as the Valley Street and Cortland Street business district.

The "Gasoline Alley" highway commercial area has historically been dominated by commercial uses that are more closely associated with the automobile. Types of uses found here are automobile dealers, gasoline stations and repair shops, and mini-marts. There are, however, other commercial uses found along gasoline alley, such as restaurants, offices, and a cabinet making shop.

With the exception of the gasoline alley area, retail sales in the Sleepy Hollow business areas have decreased over time, and a number of stores have gone out of business. The gasoline alley area seems to have benefitted from the stabling influence of catering to the needs of the automotive sector of the economy, and thus has fared relatively well over the years.

In 1980 the Village had an economic study done of the Village's business districts (Raymond, Parish, Pine & Weiner, Inc. (RPPW) conducted the study). While some aspects of the study are out of date, the bulk of the conclusions and recommendations are still relevant today. Many of the relevant conclusions from this study can be summarized as follows:

- With the exception of the gasoline alley business area, the other two business districts have experienced a decline in the sales of general merchandise and convenience goods stores. This decline is due to (a) diminishing of relative buying power within the neighborhoods; (b) lack of desirable facilities such as good size stores with adjacent parking areas, (c) lack of sufficient marketing, and (d) general county-wide trends of consolidation into fewer larger retail outlets (shopping malls), outside the traditional, older retail areas. The RPPW study pointed out that while the sales of general merchandise and convenience goods declined in Sleepy Hollow. It did so as a faster rate than the buying power of the Village. Thus, a reversal of this trend is a realistic possibility.
- Specialty stores, and eating and drinking establishments generally maintained their level of business, due largely to the fact that they have built up a clientele that includes people living outside the Village.
- Many of the retail stores in the business areas operate on a marginal basis. Typically, rents paid for retail space are relatively low and thus reflect the marginal nature of many of these stores. With the present rents, it would be difficult for a considerable private rehabilitation effort, financed by the property owners.
- Merchants in the Sleepy Hollow business districts are forced to draw from a pool of purchasing power which is experiencing very little, if any, real increases.
- Given the relatively limited market for new retail growth, the principal purposes of a revitalization program within the downtown business districts should be to retain the existing merchants and to find solutions to problems of traffic, parking, signage, publicity, etc.
- Other revitalization efforts should be focussed on attracting new owners for vacant stores who can take advantage of the market opportunities already in the area.
- There are strong opportunities for revitalizing certain individual convenience merchandise lines, such as food markets (supermarkets). Food market sales in the Village have not kept pace with other merchandise lines. The RPPW study concluded that this disappointing experience is due to management difficulties and lack of available parking rather than following local demand. Thus, if limited parking can be provided, the RPPW study concluded that there is no reason why supermarket sales cannot be increased, making new or expanded food markets potentially feasible.
- The merchants have organized a merchant association, but membership does not include all of the strongest stores and there is no professional management of the organization. The association organizes an annual sidewalk sale, but problems of

publicity, merchant participation, and weather have made it less than a complete success. Outside of this one day event each year, there is no joint advertising by merchants and little effort to coordinate promotion and publicity of the Village's commercial establishments. Other problems include lack of uniformity of store hours and days of operation. Thus, the Village's business districts do not compete well with the professionally managed and highly marketed suburban shopping malls.

A complementary and succeeding study was also done by Raymond, Parish, Pine & Weiner, Inc. (RPPW) in April, 1980, entitled: *Master Plan: Census Tract 116*, made a number of observations and recommendations for the business districts that are still relevant today. Recommendations from the RPPW Master Plan and from the more recent LWRP Committee are summarized below:

- The overall land use concept for revitalization of the business districts is to consolidate the basic retail and service commercial activity into the existing core areas, limit its westerly extension along Beekman Avenue and southerly extension along Cortland and Valley Streets and surround these areas with sound residential neighborhoods.

A more compact business area permits more effective use of existing space, especially in the vicinity of Beekman and Broadway, and will allow businesses to complement each other and encourage one-stop shopping.

- Also, a combination of improved accessibility, convenient parking, an improved physical environment, a better visual impression at the Route 9 (Broadway) and Beekman Avenue intersection, and a limit on the outward expansion of retail and service businesses should stabilize and possibly generate modest growth in the business areas.

It is envisioned that the business area on Broadway, primarily north of Beekman, will remain as an automotive-oriented corridor. It is also envisioned that the areas of Broadway nearer the intersection with Beekman offer the greatest opportunity for combining retail, service, and office uses with parking. Attractive use of this area can serve as magnets to persons from outside of the Village.

- With respect to parking, it is proposed that a high priority be given to providing additional, attractive parking spaces in the heart of the business area to provide convenient and additional access to the variety of activities that occur there.

It is proposed that the rear areas of commercial properties be used more extensively for large parking areas.

It is also proposed that the rear areas of residential properties be made accessible for parking through the creation of lanes. Parking on larger available (vacant) properties in the residential areas could also serve neighboring dwelling units.

In general, large-scale demolition of residential and commercial properties for provision of additional parking space is not recommended as the fabric of commercial and residential neighborhoods would be severely compromised and lost with such activity. Instead, additional parking should, and can be, provided through creative integration with the existing building stock. As an exception, it should be noted that the vacant, boarded-up Strand Theater is a major blighting influence in the Beekman Avenue Business District. The presence of one of the dominant buildings along Beekman Avenue in such a dilapidated condition projects an image of failure and weakened business conditions. It is unlikely that the theater will be reopened as a theater. Unless a viable tenant can be found, it may be best that this dilapidated structure be demolished. The site could either be redeveloped for commercial use or possibly used for additional parking.

- As has already been successfully started on much of Beekman Avenue, street beautification should be pursued aggressively by the Village in the other business district areas and also into the residential neighborhoods. Elements of such street beautification should include: more aesthetically pleasing sidewalk paving materials, trees, landscaping and pedestrian scale lights to enhance the sidewalks and parking areas. A beautification program will change the visual image of the business areas for local residents as well as for those driving through the area. Such public reinvestment can have a profound impact on the economic health of the Village, as has been experienced by countless other communities.

The Village has done a marvelous job of enhancing the street image of Beekman Avenue from Broadway to Cortland Street. The design for and much of the funding for this project came from the Westchester County Community Development Department. Continuation of this type of program should be made a priority for the Valley and Cortland Street Business District area, as well as the Broadway corridor from the Pocantico River to DePeyster Street. Eventually, the street beautification program should be extended to some of the higher density residential neighborhoods surrounding the commercial districts.

- Commercial building rehabilitation and replacement of unattractive store fronts and signs by property owners and merchants are also essential steps in the upgrading of the business districts. When rehabilitating a commercial building, the integrity of the original design should be respected. Whenever possible, the original materials should be used.

New and replacement signs should be in harmony with the buildings and with each



other. The signs provided on new and on older buildings may be different in architectural styles, but should be properly related through design treatment, color selection, size and location.

A building rehabilitation program should also be a priority. The public improvements associated with the streetscape improvement program will provide substantial incentive to carry out a successful rehabilitation program. Additional, more direct incentives should also be provided in the form of financial assistance to property owners and merchants. Such assistance might be through interest subsidies or direct low interest loans and/or facade grants. In many cases, rehabilitation of the rear facades of these structures are just as important as entrances along the street, since the enlarged and improved parking lots are likely to create a greater demand for more rear entrances.

In order to provide an impetus and common ground from which improvements should be made to commercial buildings, it is recommended that the Village undertake a comprehensive commercial district building facade improvement program. Such a program should start with a study and master plan design project that provides the necessary unified design approach to rehabilitating facades (see Section IV, Proposed Projects). Once such a design master plan is completed, individual property owners and merchants will essentially have "ready made, conceptual design plans" to assist them with the more detailed design work associated with actual rehabilitation and construction.

- In addition to commercial building rehabilitation, it is recommended that the Village continue and intensify residential rehabilitation programs. Residential rehabilitation programs should be encouraged in high impact areas that are part of and adjacent to the Beekman Avenue, and Valley and Cortland Street Business Districts. It should be noted that rehabilitation of multi-family dwellings could increase the cost of maintaining these structures beyond the economic means of the owners, due to existing rent control regulations. Should any resulting rent increases cause an unreasonable burden on tenants, expanded participation in the Federal "Section 8" rent assistance program should be considered.

Residential rehabilitation and commercial rehabilitation combined with public streetscape improvements are very important elements of an overall revitalization program for the Village's three business district areas.

In addition, to the physical improvements that must be made, the Village should also look at the Zoning Regulations with an eye toward revisions that will complement the commercial and residential rehabilitation, and streetscape improvements. The C-2 General Commercial Zoning District that covers most of the Village's downtown commercial districts should be revised to provide better recognition of the traditional mixed use

(commercial/residential) nature of the neighborhoods. Incentive zoning techniques should also be incorporated where appropriate. For instance, on Valley Street, between Chestnut and DePeyster Streets, a property owner has successfully undertaken a major renovation project by building a mixed-use commercial/residential structure and has incorporated parking into the second floor of the structure. The first floor of the structure contains commercial retail space, the second floor contains a parking area/garage, and the upper floors contain residential space. Such revitalization efforts should be encouraged by the Village. It is also possible that the Zoning Regulations could be revised to further encourage such efforts by encouraging such mixed uses and by incorporating incentive zoning techniques that encourage such efforts.

It is also recommended that the Village's Merchants Association be revamped and revitalized so that the Village's commercial attributes can be marketed and capitalized on in a much more planned, and uniform manner. Such a unified approach by the private sector has proven a necessary and effective ingredient in other communities that have been faced with similar problems.

## **5. Industrial**

Industrial uses in the Village are few in number, but have occupied the majority of the Village's limited waterfront land area. The predominant industrial land use in the Village was the General Motors Assembly Plant located at the foot of Beekman Avenue (see Map 1).

The former General Motors (GM) Plant site occupies approximately 100 acres of land and is located directly on the Hudson River. There has been an industrial manufacturing plant at this location since the turn of the century. GM has operated an assembly plant at this location since 1918, with the exception of a period of time during and after World War II, during which the production of automobiles was suspended because of low demand during the War. During this time the plant was retooled and became the site of Eastern Aircraft for the production of military aircraft. The production facility has always been a prominent and important aspect of the Village's and region's economy, through the obvious tax base provided, but also for the number of people employed at the facility. In years past the number of employees that resided within the Village were greater than they were in more recent years. Just prior to the plant's closing in 1996, it was reported that less than 12% of the employees at the plant actually lived within the Village of Sleepy Hollow.

A major retooling and updating of the GM plant occurred in the mid 1980s. At that time a state-of-the-art paint facility was added to the plant. It was at this time that significant incentives were given to GM to remain at that location. For instance, the State of New York agreed to upgrade railroad crossings leading to the facility by raising bridges to accommodate the higher profile automobile carrier rail cars. In addition, the various local

municipalities having a taxing interest in the facility, entered into an agreement with GM for specified tax payments for a period of ten years. This agreement ended in 1995. The amount of taxes paid under this agreement are substantially less than would have been paid under normal taxing circumstances. Thus, there were considerable incentives provided to GM to keep the assembly plant located in Sleepy Hollow when the company upgraded the facility in the mid-1980s for the production of a new type of automobile.

The Sleepy Hollow plant was the only GM facility to assemble a specific mini-van model for the Chevrolet, Oldsmobile, and Pontiac Divisions. During the latter years of manufacture of this model of mini-van, the sales of were not good. This coupled with other problems ailing the American automobile industry for a number of years, led GM to announce the closing of the Sleepy Hollow Assembly Plant. It was first announced that the plant would close in early 1995. That date was later revised to 1996.

Quite obviously the closing of the GM plant will have a major impact on the Village, the region, as well as the State. Soon after the initial plant closing announcement, then Governor Mario Cuomo appointed a task force, chaired by Vincent Tese, then Commissioner of the State's Department of Economic Development, to look at ways of trying to entice GM to keep the assembly plant open. The task force was unsuccessful in trying to convince GM to keep the plant open.

Recognizing that control over future land use at the GM site is ultimately a local government matter, the Village soon realized that the GM plant closing issue would be a major element in their Local Waterfront Revitalization Program. Thus, the Village leaders soon began to see the plant closing announcement as an opportunity; and one within their control. The LWRP Committee began to discuss their vision for the GM site and were aided by numerous responses to questions in the Village LWRP Public Opinion Survey that pertained to the GM plant closing announcement and future land use at the site.

The following is a summary of those questions from the LWRP Committee's Public Opinion Survey that pertained to the future of the GM property in light of the announced plant closing.

The first question from the Survey pertaining to the future of the GM property was: **"The Village should proceed with plans to address and encourage alternative uses of the GM property in light of their recent plant closing announcement."** (The following five response options were available: (1) Strongly Agree; (2) Agree Somewhat; (3) Undecided; (4) Disagree Somewhat; and (5) Strongly Disagree) Approximately 88% of the respondents strongly agreed with this statement. Approximately 7% agreed somewhat; 3% were undecided; 1% disagreed somewhat; and less than 1% strongly disagreed.

The second question pertaining to the future of the GM property was: **"If GM follows through with their plans to close the Sleepy Hollow plant in 1995, what new uses**

**would you like to see there?** (People were given room to write in anything they wanted in response to this question) In general, the majority of responses can be characterized as follows:

- The majority of people would like to see the current industrial buildings and industrial land use replaced with totally new and different types of land uses.
- People seem to be desirous of a comprehensively planned development. In general, people seemed to indicate that such comprehensively planned development should include:
  - Strong provisions for public access along the waterfront, including provision for transient boat dockage, and a public boardwalk or esplanade around the perimeter of the peninsula. Also small public parks interspersed throughout the area;
  - Provisions for and encouragement of water dependent uses such as marinas, ferries, sightseeing excursion boats, aquarium, water related museum concerning local history, etc.;
  - A mix of small commercial retail businesses that not only will be used by local residents, but will be an attraction to tourists (both by land and water);
  - A new railroad station;
  - A mix of small commercial retail uses (including local or regional arts and crafts), small office uses, with a mix of different types of residential uses and densities; and
  - Provision for open space and visual access to the water.

The third question pertaining to GM was: **"How important do you think the following issues are for Sleepy Hollow in the next ten years? Do whatever can be done to keep GM in the Village."** Approximately 60% of the respondents said this was not important. 24% responded with very important, and 16% said it was fairly important to do whatever can be done to keep GM in the Village.

The fourth question pertaining to GM was: **"How important do you think the following issues are for Sleepy Hollow in the next ten years? Try to replace GM with a more stable industry."** Approximately 56% of the respondents said this was very important. 21% responded with fairly important, and 23% said it was not important to try to replace GM with a more stable industry.

The fifth question pertaining to GM was: "How important do you think the following issues are for Sleepy Hollow in the next ten years? Replace GM with other types of land uses." Approximately 71% of the respondents said that GM should be replaced with other types of land uses. 18% responded with fairly important, and 11% said it was not important to replace GM with other types of land uses.

The sixth question pertaining to GM was: "The Village should pursue the development of a public walkway around the GM property, linking the Village public works property with Kingsland Point Park lighthouse and park." Approximately 48% of the respondents strongly agreed with this statement. Approximately 17% agreed somewhat; 14% were undecided; 5% disagreed somewhat; and 16% strongly disagreed.

From their analysis of the Public Opinion Survey the LWRP Committee began constructing a vision for what types of standards should be used to frame future use and/or development opportunities at the site in the future. The following is a summary of what the LWRP Committee established as a framework:

The General Motors plant in Sleepy Hollow has been a long-standing and important part of the community. The Village recognizes the highly competitive and rapidly changing climate within which automobile manufacturers must endure. The Village feels it is very important to identify its desired future land use goals for this large, very key waterfront parcel in the event that General Motors vacates the property and/or the use of the land were to change. In the event General Motors were to vacate their property and/or the use of the land were to change, future redevelopment of the site, as well as other adjacent sites, shall proceed in conformance with the following guidelines:

- a. Public access to and along the Hudson River and Pocantico River water's edge and water related recreational opportunities must be an integral part of any development of the site. Such development shall be encouraged to provide pedestrian public access in a manner which:
  1. enhances existing waterfront public access opportunities, in furtherance of the LWRP and the State's Coastal Policies; and
  2. coordinates such public access with existing or anticipated opportunities for public access on adjacent lands to facilitate further linkages in a continuous pedestrian path system.
- b. Proposed development must improve and diversify as much as possible, the existing economic base of the Village, concentrating on a mix of land uses that would include as a priority, water dependent commercial, water dependent and water related public recreation, and waterfront related public education and entertainment activities that serve residents of Sleepy Hollow as well as the region,

and also develop the Village's tourism potential. The mix of uses may also incorporate residential and commercial uses with a preference for small commercial retail uses which are in keeping with a waterfront image.

- c. **Vistas of the Hudson River and its western banks from the site, and from other parts of the Village must be protected and maintained to the maximum extent possible. The site shall be developed in such a way as to maximize important views and to provide view opportunities at the river's edge and view corridors throughout the development. Site layout and design shall consider view corridors identified in the LWRP and shall also consider important views from the Hudson River toward the shore.**
- d. **Activities on the site should appeal to a variety of age groups and economic levels.**
- e. **Any future development of the site should function as a way of linking waterfront properties and continuing the concept of a linear public waterfront trail extending from the Village's Riverfront Park on River Street, north around the General Motors property to Tarrytown (Kingsland Point) Lighthouse and Kingsland Point Park. Future development of the site should also serve to link public access to the park land adjacent to the Pocantico River between Philipsburg Manor and the Railroad (DeVries Field), Philipsburg Manor, and the Village's Barnhart Park.**
- f. **Provision for signed public access linkages to the rest of the Village, in particular to the downtown commercial districts and to the Philipse Manor Train Station should be established.**
- g. **All future development of the site shall be undertaken in a manner consistent with the preservation and enhancement of other Village coastal resources as identified in the Village's LWRP.**
- h. **Future land uses at the site shall relate visually and functionally with surrounding land uses.**
- i. **The various elements of any future development project shall be integrated by cohesive architectural treatment and compatible design.**
- j. **Buildings shall be designed in consideration of appearance from all vantage points.**
- k. **Architectural elements shall be used to provide visual interest, reduce apparent scale of the development, and promote integration of the various design elements in the project.**
- l. **Building lines shall be varied to the extent practicable in order to provide an**

interesting interplay of buildings and open space.

- m. Project features which may have negative impacts upon adjacent properties, such as parking lots, service entrances, loading zones, mechanical equipment, etc., shall be visually buffered.
- n. Future development of the site shall be designed and arranged in such a way as to promote energy conservation and efficiency to the maximum extent practicable for all buildings.
- o. All plants, trees, and shrubs shall be installed in accordance with a planting schedule provided by the developer and approved by the Village Tree Commission and the Village Planning Board as part of site plan review. Landscape materials shall be appropriate to the growing conditions of the shoreline environment, and this climatic zone.
- p. All signs shall be of a size and scale, as determined appropriate by the Village Planning Board to accomplish their intended purpose. All signs shall be planned and designed in accordance with an overall comprehensive signage plan, which shall be subject to Village Planning Board approval as part of site plan review.
- q. The rights-of-way and pavement widths for all internal streets, drives, walks, or other access-ways for vehicles and/or pedestrian trails shall be in accordance with existing Village standards (when applicable), or as determined by the Village Planning Board on the basis of sound current planning and engineering standards, which shall accommodate projected demand but minimize impervious surfaces to the maximum extent possible.

Based on the above framework, the Village Board of Trustees has enacted a new zoning district, called the RF-Riverfront Development Zoning District, that replaces the previous M-Manufacturing Zoning District, which formerly covered the GM property and adjacent properties to the south. See Section V for a description of the RF-Riverfront Development Zoning District. Also, see Section III for various LWRP Policies that pertain to this issue.

The only other location where an industrial use occurs is the Barrier Oil Company facility located adjacent to the Village's Riverfront Park on River Street. This oil facility receives oil by barge and is thus a water dependent use. There is an oil pipeline pier that juts into the Hudson River for use by oil barges while discharging oil to shore.

The Existing Land Use Map (Map 1) also indicates that the railroad is an industrial use.

## **6. Public and Semi Public Uses**

The Existing Land Use Map (Map 1) identifies both public buildings as well as public and semi-public uses. Public buildings and uses include such uses as: the Village Hall at 28 Beekman Avenue; the schools; the Post Office; the Village pump house and buildings located on Sleepy Hollow Road at the northeastern corner of the Village; and the Village Department of Public Works facility on River Street. Map 1 also identifies a number of semi-public uses, such as: Phelps Memorial Hospital at the northwestern corner of the Village; and churches and church schools.

Map 1 also identifies a number of publicly-owned and semi-public open spaces and park lands. Examples of these are: Kingsland Point Park (owned by Westchester County) located adjacent to the GM property on the Hudson River; Devries Field; Philipsburg Manor (owned by Historic Hudson Valley); Barnhart Park; Douglas Park; Peabody Field (owned by the School District of the Tarrytowns) adjacent to Lake Fremont; Sleepy Hollow Cemetery; the Old Dutch Church and Burial Grounds; Patriot's Park; the Old Croton Aqueduct; and the Rockefeller State Park Preserve. These recreational sites are discussed in more detail in Section II-D.

As evidenced by the above list of public and semi-public sites, the Village is blessed with a wealth of public open space and recreational land and is thus a major asset.

## **7. Existing Water-Dependent/Water-Enhanced Uses and Water Uses**

The Community Profile and summary of the Village's historical development earlier in Section II highlighted the importance of the Hudson River in the development and prosperity of Sleepy Hollow and the surrounding region. Water transportation of local products, goods and services, passenger ships, and commercial fishing are examples of water-dependent uses that were important in Sleepy Hollow's growth. Unfortunately, the River became less important as other means of transportation grew over the years. Thus, the River became less and less important to the Village and became less and less of a focus for the local economy. While commercial shipping is still a significant use of the Hudson River, commercial shipping activities within the Village of Sleepy Hollow is limited to the Barrier Oil Company facility on River Street. Barrier Oil receives oil by barge and stores it temporarily on site before distributing it by truck to other locations. Immediately to the south of Sleepy Hollow, the Village of Tarrytown has active industrial uses located along the northwestern portion of the Village. The industrial land use at this location is a concrete and asphalt batching plant facility. The company which operates here has done so for over 30 years (a family business) and receives supplies of sand, gravel, and other aggregate material by barge.



Aside for the commercial shipping uses identified above, the majority of commercial shipping passes adjacent to the waters off Sleepy Hollow on its way north and south within the federal shipping channel. Recreational boating is now the predominant use of nearshore waters.

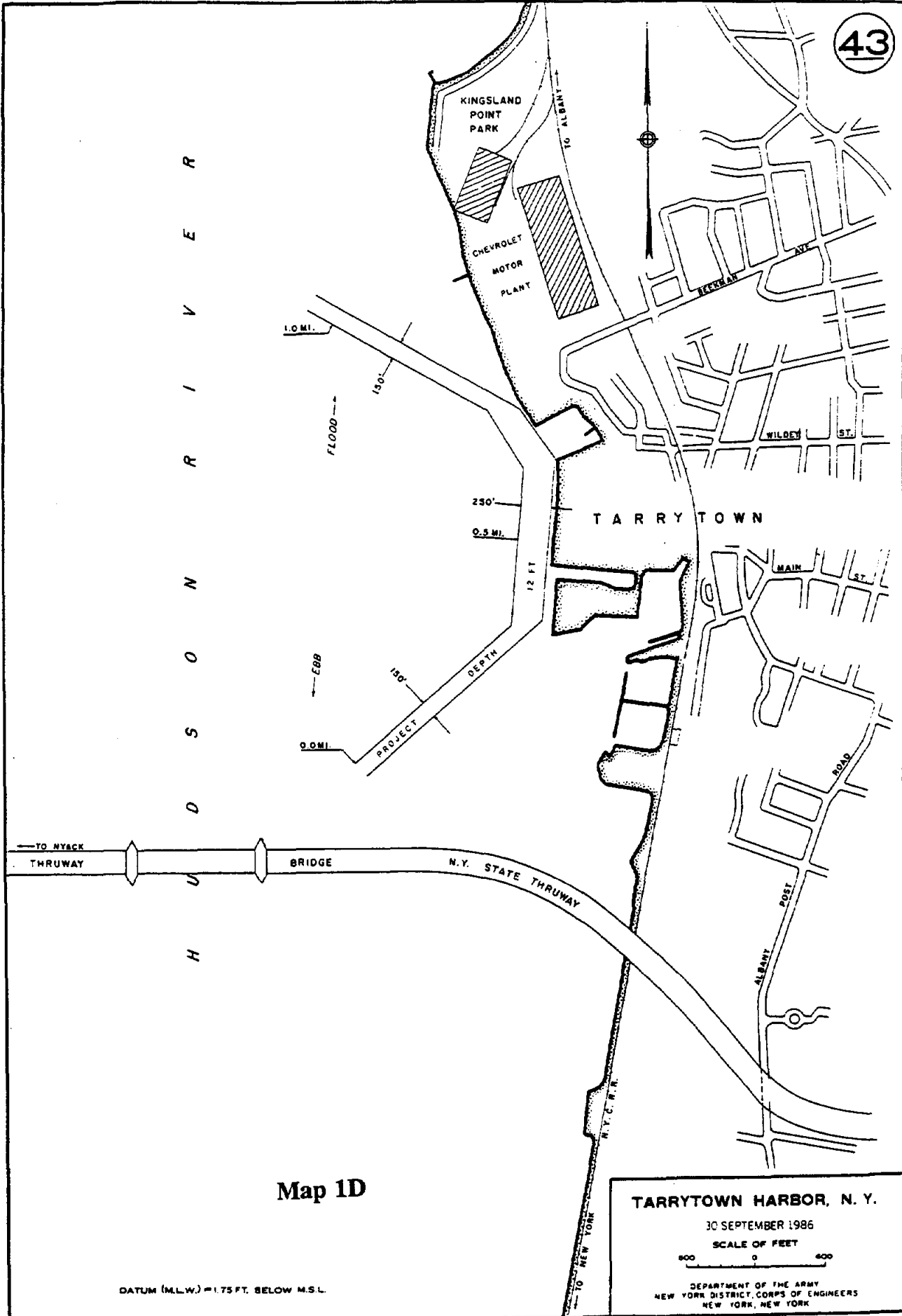
Currently, there is a federal harbor project adjacent to the shores of Tarrytown and Sleepy Hollow. The project is called the "Tarrytown Harbor" and was first authorized and established by Congress in 1905, modified in 1935, and was last improved (maintained) by the U.S. Army Corps of Engineers in 1986. The harbor project has the following characteristics and is depicted on the accompanying U.S. Army Corps of Engineers map (Map 1D). 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. The commercial shipping activities identified above that occur within the Villages of Sleepy Hollow and Tarrytown utilize this federal harbor channel for access to and from the shore.

In recent years, very limited development has taken place along the Hudson River; principally because there is very little land available for development adjacent to the River. The only significant development that has taken place adjacent to the Hudson River in recent time is the new paint facility that General Motors constructed at their facility in the mid 1980s.

Historically, the Hudson River off Sleepy Hollow was used extensively for commercial fishing and the Village was linked with this important water-dependent industry for many years. Currently, there are no support facilities for the traditional Hudson River commercial fishing industry within the Village, although small scale commercial fishing still occurs in the Hudson River (Haverstraw Bay Region) off Sleepy Hollow. Recreational fishing is an important water-dependent activity throughout this section of the Hudson River.

The Village of Sleepy Hollow has identified the following existing water-dependent uses. These uses will be supported and maintained:

- **Philipse Manor Beach Club:** private yacht club located directly west of Philipse Manor. The Beach Club is part of the Philipse Manor Homeowner's Association.
- **Kingsland Point Park and Lighthouse:** water-dependent and water-enhanced public recreational uses.



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Map 1D

DATUM (M.L.W.) = 1.75 FT. BELOW M.S.L.

**TARRYTOWN HARBOR, N. Y.**  
 30 SEPTEMBER 1986  
 SCALE OF FEET  
 0 400 800  
 DEPARTMENT OF THE ARMY  
 NEW YORK DISTRICT, CORPS OF ENGINEERS  
 NEW YORK, NEW YORK

- The Barrier Oil Company facility located adjacent to the Village's Riverfront Park on River Street (existing water-dependent use).
- The Village's Riverfront Park on River Street: water-dependent and water-enhanced public recreational uses.

The location of these sites is identified on Map 5. With the exception of the Barrier Oil facility and the Village's Riverfront Park, these sites offer water-dependent/related recreation. They are discussed in more detail in Section II-D. There are no non-water-dependent structures located over the water adjacent to the Village.

The Village of Sleepy Hollow has identified the importance of re-establishing a stronger link to the River as an important element for revitalizing the Village's immediate waterfront area as well as the Village's business districts. In addition to Kingsland Point Park, the Village has identified their Riverfront Park site on River Street, and the shoreline surrounding the General Motors property as suitable for water-dependent or water-enhanced uses. The General Motors property has been identified as suitable for redevelopment with a strong orientation toward water-dependent and water related recreational development; and with uses that will allow public access to the Hudson River and attract people to the immediate waterfront within the Village.

By promoting and encouraging the re-establishment of a maritime identity for the Village and encouraging such activities as recreational boating, commercial water transportation, commercial and recreational fishing, marinas, and docking facilities for transient boaters, the Village can expect to see not only increasing use of it's waterfront, but also ancillary economic benefits for small businesses within the Village. The Village of Sleepy Hollow can manage the various issues that result from such redevelopment and use of the waters adjacent to the Village through the preparation and implementation of a *Village of Sleepy Hollow Harbor Management Plan*. The opportunity for municipalities to address the issues and opportunities associated with harbor management has been provided by amendments to Article 42 of the NYS Executive Law (Waterfront Revitalization of Coastal Areas and Inland Waterways Act) to provide local governments with the clear authority to comprehensively plan for, manage, and regulate activities within their harbor and nearshore areas by developing comprehensive harbor management plans and laws to implement those plans.

A harbor management plan addresses conflict, congestion, and competition for space in the use of a community's surface waters and underwater land. It provides consideration of, guidance, and regulation on the management of boat traffic, general harbor and water use, optimum location and number of boat support facilities and structures, such as docks, piers, moorings, boat pump-out facilities, special anchorage areas, and identification of local and federal navigation channels. It also provides the opportunity to identify various alternatives for optimum use of the waterfront and adjacent water surface, while at the

same time analyzing the probable environmental effects of these uses and alternatives.

As harbor management plans are now a required element for approval of a LWRP, the Village of Sleepy Hollow has chosen to integrate the *Village of Sleepy Hollow Harbor Management Plan* into their LWRP. The harbor management plan considers many uses and opportunities of Sleepy Hollow's water area. These uses and opportunities are identified and examined throughout this Section and include:

- commercial shipping (see Section II-C-7)
- recreational boating (see Section II-D)
- commercial fishing (see Section II-C-7)
- recreational fishing (see Section II-C-7, and II-D)
- waste management (see Section II-D and II-I)
- dredging (see Section II-D)
- public access (see Section II-D)
- recreation (see Section II-D)
- habitat and natural resource protection (see Section II-E)
- water quality (see Section II-I)
- open space (see Section II-D)
- aesthetic values (see Section II-H)
- riparian interests (see Section II-D)
- public interest in underwater land (see Section II-D)

The harbor management issues of local and regional importance, opportunities to resolve these issues, and the overall goals and objectives of the *Village of Sleepy Hollow Harbor Management Plan* are integrated throughout the LWRP.

## **D. PUBLIC ACCESS AND RECREATION**

### **1. Regional Context**

The people of the Hudson Valley have a renewed interest in the scenery, wildlife, and recreational resources offered within the Hudson River Valley. This interest has led to an increased demand for a variety of new public access opportunities along the Hudson River, including shoreline trails, walkways, and esplanades; scenic viewpoints; swimming and fishing areas; riverside parks and boating facilities. Increases in the number of recreational boaters on the Hudson River is particularly evident, along with the recent growth in the number of commercial tour boats that operate on the River.

This increase in recreational use of the Hudson River was one of the impetuses behind the establishment of the Hudson River Valley Greenway in 1991 by New York State. Greenways are corridors that link nature reserves, parks, cultural features, and historic sites with each other and with populated areas. The Village of Sleepy Hollow has

analyzed the public access and recreational resources of the community with a view to developing greenway links and nodes within the Village and linking these to recreational and cultural resources in surrounding communities.

The Village of Sleepy Hollow has an abundance of regionally significant public and semi-public recreational sites within its boundaries and in close proximity beyond its boundaries. They are: the Rockefeller State Park Preserve (with portions of it extending beyond the Village Boundary); the Old Croton Aqueduct Trail (which runs through the Village and is owned and operated as a public trail by the NYS Office of Parks, Recreation, and Historic Preservation); Kingsland Point Park and Tarrytown Lighthouse (both are directly on the Hudson River and are owned and operated by Westchester County as public recreational resources); Philipse Manor (privately owned by Historic Hudson Valley as a semi-public historic, educational, and recreational resource); Sleepy Hollow Cemetery; and the Old Dutch Church and Burial Ground.

The following is a summary of the public and private recreational resources in adjacent communities.

#### **Village of Tarrytown.**

There are three Village Parks in the Coastal Area of the Village of Tarrytown. Patriots Park, located on Broadway with the northern portion of it within the Village of Sleepy Hollow, is designated as an arboretum for native and estate ornamental trees of the Hudson River Valley. It is used for passive recreation. Located on the waterfront are Pierson Park, a 5 acre park with passive and active recreation facilities including tennis, handball, basketball, picnic area, playground and a riverside walkway, and Losee Park, a flat grassy area with ball field, playground and parking area. The Old Croton Aqueduct Trailway runs south from the Village of Sleepy Hollow on it's way to New York City.

There are two marinas located in the Village of Tarrytown:

- Tarrytown Boat Club has approximately 200 boat slips and one launch site which is used for a boat travel lift. There is no boat ramp. There is a fee for launching by non-members. The land on which the marina is situated is owned by the marina. There is a restaurant at the marina which is open to the public.
- The Washington Irving Boat Club has similar number of slips and two launch sites, comprised of: one travel lift and one ramp. Fees are charged for launching by non-members. The land on which the club is situated is leased from the Village. There is a restaurant (Sunset Cove Restaurant) at the marina which is open to the public.

Both marinas are concerned about siltation in the slip areas and the channel.

The Village of Tarrytown's Local Waterfront Revitalization Program includes proposals that would increase public access to the waterfront through a pedestrian promenade, linking the waterfront recreation sites with a continuous walkway that runs along the riverside where possible. Proposals are also included to enhance the riverfront recreation sites.

**Town of Mount Pleasant.**

**Rockwood Hall Recreation Zone, Rockefeller State Park Preserve.**

The Rockwood Hall Recreation Zone forms one of the four discrete Use Zones identified in the Master Plan for the Rockefeller State Park Preserve. The relative isolation of this site and its location overlooking the Hudson River has led to the development of informal and passive recreation use. The initial gift forms only a part of the final recreation zone and further gifts and easements proposed to the State would increase recreation and public access opportunities in this part of the Rockefeller State Park Preserve. A proposed pedestrian bridge over NY State Route 9 would link the Old Croton Aqueduct Trailway and provide a continuous link between the Rockwood Hall Recreation Zone and the main section of the Rockefeller State Park Preserve to the east of NY Route 9 and along the Old Croton Aqueduct Trail to the Village of Sleepy Hollow.

**2. Existing Waterfront Access and Recreational Resources**

**(a) Kingsland Point Park and Lighthouse.**

Kingsland Point Park is an 18 acre recreation area along the Hudson River operated by Westchester County Department of Parks, Recreation and Conservation. The County has owned the site since acquiring it from the Village of Sleepy Hollow in 1926. The site lies to the west of the railroad tracks and is adjacent to the General Motors Plant. Access to the Park is by a road bridge from Palmer Avenue which crosses the railroad tracks. An abandoned footbridge links Kingsland Point Park with the Village of Sleepy Hollow's Devries Avenue Park to the east of the railroad tracks. The footbridge is in a deteriorated condition but if rehabilitated would provide a valuable link across the railroad tracks for a trail from Kingsland Point Park to Devries Avenue Park and other public access and recreation sites to the east. Westchester County is in the process of investigating a solution to rehabilitation of this bridge or some other means of providing pedestrian access across the railroad tracks.

Kingsland Point Park provides for mainly informal passive recreation. The site has an informal ball field, picnic area, stone breakwater used as a fishing pier, bath house and boat launch. The bath house is now used for offices, maintenance and storage. The boat launch is only suitable for hand launches at this time. It is mainly used by a local sailing club, which rents space in the bath house and provides sailing lessons. The Park once had

a very popular sandy beach area, although pollution of the Hudson River led to a decline in its use and eventual closing. The beach is fenced off and has experienced erosion over the years. However, its possible reuse is a possibility in the future and would certainly provide a major recreational asset to the Park and region. The Park offers spectacular vistas of the Hudson River. Access to the historic Tarrytown Lighthouse is provided from the southerly border through the Park.

Admission to the Park for car parking is charged between Memorial Day and Labor Day. Estimated visitor use is in excess of 12,000 per year, although actual use is considerably higher as this figure is based only on the fees collected for admission of cars between Memorial and Labor Days. This figure suggests that the Kingsland Point Park is underutilized.

In 1990 the Westchester County Executive proposed to close the Park as part of cuts in the County budget. The cost to run the Park in 1990 was estimated to be about \$110,000. This was broken down as \$64,000 for maintenance, \$75,000 in salaries, with revenues from park admission and other sources at \$29,000. The Village of Sleepy Hollow expressed an interest in buying or operating the Park to prevent its closure. However, the Park remained open and the County remains committed to provide public access to Kingsland Point Park. Currently, the County is in the process of updating its Parks and Recreation Master Plan which will provide an excellent opportunity to plan for enhancements to Kingsland Point Park.

**(b) Village of Sleepy Hollow Riverfront Park.**

Currently undeveloped as a park, the main focal point of the Village of Sleepy Hollow Greenway is the proposed .923 acre Riverfront park. The park would be located on Village land on River Street at the foot of Beekman Avenue. The site was previously utilized by the Village's Department of Public Works for the storage of road maintenance material, employee parking and is the Village's Recycling Center. The site is comprised of filled underwater lands conveyed to the Village by the State of New York in the late 19th Century.

The initial proposals for the park call for a landscaped park which would feature pavilions containing concessions, restrooms and interpretive facilities, a lawn area, sitting and picnic areas, a performance area with grassed terraces, a public promenade and pier, access to a sandy beach for hand launching of small boats and canoes and connections to the proposed Greenway network. The pier would provide the opportunity for the docking of tour boats and transient boaters.

The Village successfully applied for and received (through the technical assistance of Scenic Hudson, Inc.) two successive Intermodal Surface Transportation Efficiency Act (ISTEA) enhancement grants from the NYS Department of Transportation for feasibility

and design for the park project as well as construction of the park and associated facilities.

**(c) Philipse Manor Beach Club.**

Phlipse Manor Beach Club is a private yacht and beach club for members and residents of Philipse Manor.

**3. Inland Recreation Facilities**

The following summarizes existing recreational facilities located inland from the Hudson River waterfront and within the Village of Sleepy Hollow. The location of these sites is illustrated on Map 5.

**Village of Sleepy Hollow**

**Peabody Field.**

Peabody Field is located off NY Route 9 across from the northern end of the Sleepy Hollow Cemetery. This 39 acre site is owned by the School District of the Tarrytowns. The site is used for soccer and other field sports. The site also contains wooded areas and is used for nature walks and nature retreats.

**Barnhart Park.**

Barnhart Park is located at the northern end of Barnhart Avenue and west of Andrews Lane. This 2.8 acre Park has tennis, volleyball and basketball courts, a small picnic shelter, and a children's playground. The Park is underutilized and in a somewhat deteriorated condition.

**Devries Avenue Park.**

Devries Avenue Park is located at the end of Devries Avenue and Philipsburg Manor. The park contains playing fields where organized and competitive sports occur. The 11 acre park, which is adjacent to the Pocantico River and borders on marshland, is situated on an old landfill. The park contains two baseball fields. Recent improvements have been carried out to the ball fields and work on access, car parking, and drainage improvements are ongoing. The Park is in need of further small scale landscaping improvements and the Pocantico River would benefit from stream corridor management as it flows through the Park. An abandoned footbridge links the Park with Westchester County's Kingsland Point Park to the west of the railroad tracks. The footbridge is in a deteriorated condition but if rehabilitated would provide a valuable link across the railroad tracks for a trail from Kingsland Point Park to Devries Avenue Park and other public access and recreation sites



to the east.

### **Douglas Park.**

Douglas Park is located at the northern end of New Broadway. This 17 acre parcel of rustic parkland crossed with trails is situated between the Old Croton Aqueduct Trailway and the Pocantico River. Picnic tables with grills and a small playground area are available. Dogs are not permitted in the Park. There are no cars allowed into the Park. Trail links with the Old Croton Aqueduct Trailway connect the Park with the Rockefeller State Park Preserve and the Sleepy Hollow Cemetery, providing a network of local walks.

### **Patriots Park.**

Patriots Park is located on Broadway is within both the Villages of Sleepy Hollow and Tarrytown. The park is designated as an arboretum for native and estate ornamental trees of the Hudson River Valley. It is used for passive recreation. On the grounds stands a monument erected to honor three militiamen who foiled the British spy mission of Major John Andre. Andre was carrying information from Major General Benedict Arnold betraying the American Revolutionary cause to the British. The Park is listed on the State and National Registers of Historic Places.

### **Gorey Brook Road.**

Gorey Brook Road is located off New Broadway and is an abandoned Village-owned roadbed that runs north from the main built area of Sleepy Hollow through the Rockefeller State Park Preserve to Sleepy Hollow Road in the Town of Mount Pleasant. This informal trail links the main built residential area of the Village of Sleepy Hollow with the network of Trails in the Rockefeller State Park Preserve.

### **Sleepy Hollow High School and Morse Elementary School.**

On the grounds of the High School and Morse School are small playgrounds for the public to use. Also on the High School grounds are athletic fields, tennis courts, and a running track.

Several small neighborhood park areas exist within the residential areas of the Village. These include the Clinton Street Playground, and Margotta Playground.

### **New York State**

#### **The Rockefeller State Park Preserve.**

The Rockefeller State Park Preserve is located in the Town of Mount Pleasant and the

Village of Sleepy Hollow. 750 acres of the State Park Preserve, once part of the 3,600 acre Rockefeller Estates at Pocantico Hills, was transferred to the State of New York by the Rockefeller Family in December 1983. At the same time a \$3 million grant from the John D. Rockefeller III Fund was received for maintenance of the Park Preserve. The Preserve subsequently increased in size to a total of 865 acres. Subsequent proposed gifts will increase the Preserve to a total of 1,600 acres. The area of the Rockefeller State Park Preserve is shown on Map 5. The Park Preserve is characterized by a variety of landscape types, including wetlands, rivers, woodlands, meadows, fields and a lake.

The development of the Rockefeller State Park Preserve has taken place according to a detailed Master Plan prepared for the New York State Office of Parks, Recreation and Historic Preservation by Sasaki Associates in 1982. The Master Plan was formulated around a detailed set of objectives for the use and development of the Park. The main objectives were to preserve and interpret natural features, vistas, and wildlife habitat as a basis for the park experience, utilize the existing trail system for non-motorized uses, minimize traffic and parking impacts on local roads and to nearby property, and to provide opportunities for interpretive education. The development of the Park Preserve remains true to the Master Plan, maintaining the high quality environment that was originally intended.

Vehicular access to the Park Preserve is from Route 117 in Mount Pleasant, where a short access road leads from the main entrance to a 150 car parking lot and an overflow lot. This arrangement routes park traffic from the surrounding regional interstate highways and parkways directly to the Park Preserve, avoiding impacts on local roads, such as Sleepy Hollow Road and Bedford Road, whose charm and visual quality are unique features in the area. Adjacent to the parking lot are restroom facilities and the Park Offices. There are 30 miles of trails that traverse the Park Preserve radiating out from the parking lot. This includes 15 miles of well maintained gravel carriage paths, originally developed by the Rockefeller Family at the turn of the century to capture the beauty of the surrounding landscape.

Activities in the Park Preserve are strictly limited. The Park Preserve caters for outdoor education and low-intensity, passive recreation and is ideal for walking, jogging, cross-country skiing, nature study, bird watching and photography. Permits are available for horseback riding and carriage driving, while fishing is permitted during the bass season. Regulations prohibit bicycles, motorized vehicles (including snowmobiles and trail bikes), hunting and trapping, camping, swimming, open fires, smoking, radios, unleashed pets and the consumption of alcohol. Blanket picnics are not permitted but trail lunches are allowed in designated areas. Park Police and Rangers patrol the Park Preserve on horses and all terrain vehicles to enforce the regulations and maintain the integrity of the Park Preserve.

About one quarter of the Park Preserve is in the Village of Sleepy Hollow. This forms the

southern portion of the Pocantico River/Gorey Brook Interpretive Zone, one of four distinct use zones delineated within the Master Plan for the Park Preserve. This area provides an ideal education and interpretative zone, with numerous opportunities to explore the natural and cultural history and ecological characteristics of the landscape. The Master Plan included proposals for an education/interpretive center, associated vehicular access and parking facilities within the Park.

The Old Sleepy Hollow Road Trail leads from the parking lot in the Town of Mount Pleasant to the trails and carriage paths that traverse the area of the Park Preserve in the Village of Sleepy Hollow. These include the Pocantico River Trail, the Eagle Hill Trail, the Witches Spring Trail, the Big Tree Trail and the Woodland Trail. The Old Croton Aqueduct Trailway, itself a State Park, and the closed road bed of the Village's Gorey Brook Road run along the western boundary of the Park Preserve and provide trail links to the main residential areas of Sleepy Hollow to the south. The trail network provides many loop trails and links to other areas of the Rockefeller State Park Preserve.

The trail and carriage paths in the Sleepy Hollow section of the Park Preserve cover varying terrain. Trails run through woodland and meadows, alongside the Pocantico River and Gorey Brook and rise to the summit of Eagle Hill where a scenic overlook provides a panoramic vista that stretches over the surrounding woodlands, fields and meadows to Kykuit, the Hudson River and the Tappan Zee Bridge. A feature of the trails are the well constructed carriage paths and the stone bridges over the Pocantico River.

The Rockefeller State Park Preserve attracts over 400,000 visitors annually with approximately 50% of them Westchester County residents. Thus, the Preserve provides an important local recreation facility and provides the opportunity for considerable public access to the upland landscape of Sleepy Hollow. The Park Preserve is also an important regional recreation facility, both within Westchester County and the metropolitan area of New York City.

#### **Old Croton Aqueduct Trailway.**

The Old Croton Aqueduct Trailway is a twenty-six mile long trail located over the tube of the Old Croton Aqueduct which once supplied water to the City of New York from the Croton Reservoir, together they were New York City's first successful public water supply. Construction began on the enclosed system in 1837 and was completed in 1848, with the first water flowing through the Aqueduct in 1842. While the Old Croton Dam and Aqueduct were built to last, New York City's population increased rapidly and it's water requirements surpassed the capacity of the reservoir and aqueduct. Construction of the New Croton Aqueduct was begun in 1885 and this replaced the Old Croton Aqueduct as the main water supply to the City, although the Old Croton Aqueduct continued to carry water to New York City until 1955. The Old Croton Aqueduct is listed on the State and National Registers of Historic Places as a National Historic Landmark in recognition of

it's historical, technological and architectural significance (see historic resources section of Section II).

Although the Old Croton Aqueduct no longer carries New York City's water supply, it still serves a valuable public purpose. The linear corridor now provides a public trailway which runs from the Croton Reservoir, in Northern Westchester County, to the New York City line. The trailway connects cities, towns and villages and links urban, suburban and rural areas. The Old Croton Aqueduct Trailway begins in the Town of Cortland and passes through the Town and Village of Ossining, the Village of Briarcliff Manor, the Town of Mount Pleasant and the Villages of Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry and Hastings on Hudson on the way to the City of Yonkers and New York City.

New York State purchased the public right-of-way from New York City Water Supply in 1968 and the trailway is now owned and managed as a State Park by the New York State Office of Parks, Recreation and Historic Preservation (Taconic Region). The trailway is primarily a walking path, although parts are suitable for equestrian use. There are many points of access along the corridor and for much of it's length the trailway is easy to find and follow. Annual use of the Old Croton Aqueduct Trailway is estimated in the region of over 850,000 visitors.

In the Village of Sleepy Hollow the Old Croton Aqueduct Trailway exhibits a wooded rural character. It runs south from the Town of Mount Pleasant, along the western boundary of the Rockefeller State Park Preserve and then between the State Park Preserve and the Sleepy Hollow Cemetery. There are links to the extensive trail network in the Park Preserve and to the Sleepy Hollow Cemetery, where public access is permitted. The trailway crosses the Pocantico River and then runs between Douglas Park and the abandoned roadbed of Gorey Brook Road, both owned by the Village of Sleepy Hollow. The wooded path of the trailway ends at Bedford Road and takes on a more urban character, as it crosses Bedford Road and runs beneath the High School building emerging to the east of John Paulding Elementary School in the Village of Tarrytown.

The Old Croton Aqueduct Trailway provides Sleepy Hollow with a link to a potentially larger regional trail system. The links to the Rockefeller State Park Preserve open up large acreages of state parkland which extends into the Town of Mount Pleasant. A proposed pedestrian bridge over NY State Route 9 (as it once was), in the Town of Mount Pleasant, would link the now discontinuous Old Croton Aqueduct Trailway and provide a link between the Rockwood Hall Recreation Zone and the main section of the Rockefeller State Park Preserve to the east of NY Route 9. On a wider scale the Old Croton Aqueduct Trailway also offers potential to link into the ever expanding Westchester County Trailway network. This involves existing and proposed trails and linkages which include the Old Croton Aqueduct Trailway, the North County Trailway and the Tarrytown Lakes Extension, the South County Trailway and the Tarrytown-Kenisco Trailway, the Bronx River Pathway and the Briarcliff-Peekskill Trailway.

## **Other Public Access and Recreation Sites.**

### **Philipsburg Manor Upper Mills.**

This privately owned site is located on NY Route 9, North Broadway, in the main part of Sleepy Hollow. The early 17th century farm and trading post of the Philipse family features a restored grist mill, Dutch style manor house and barn. The site is owned and managed by Historic Hudson Valley. The site is open to the public daily, except Tuesdays, from 10 A.M. to 5 P.M. It is closed in January and February. A charge is made for admission. The site includes an interpretive center, gift shop and picnic grounds. There are tours of the site, demonstrations and special events. (see Historic Resources Section of Section II).

### **Sleepy Hollow Cemetery.**

This historic private cemetery is located on NY Route 9, North Broadway, in the middle of the Village. It is open to the public daily between the hours of 8:00 A.M. and 4:30 P.M. The cemetery is covered by many narrow roads and features a shaded walk on the main access road alongside the Pocantico River. There are informal links to the Old Croton Aqueduct, Rockefeller State Park Preserve and Douglas Park. (see Historic Resources Section of Section II).

### **The Old Dutch Church and Burial Ground.**

This historic site features one of America's oldest burying grounds of the early European settlers. It is located on NY Route 9, North Broadway, in the main part of Sleepy Hollow. The Old Dutch Church and Burial Ground is open to the public on Saturdays and Sundays, June through August. (see Historic Resources Section of Section II).

### **Tarrytown Lighthouse.**

The historic Tarrytown Lighthouse is owned and operated by Westchester County as part of Kingsland Point Park. The Lighthouse was built in 1882-83. It is accessible to the public by making reservations through the Westchester County Department of Parks, Recreation and Conservation. The Lighthouse is reached by a path that runs along the northwest side of the General Motors property from the southern part of Kingsland Point Park. (see Historic Resources Section of Section II).

### **Kykuit.**

The former Rockefeller Mansion at Kykuit was opened to the public in 1994. The property is now owned by the National Trust for Historic Preservation, which has opened the property and parts of the estate to the public. The site is managed and run in

partnership with Historic Hudson Valley, which is in charge of site interpretation and visitor management. Access to Kykuit is by a small bus from Historic Hudson Valley's Philipsburg Manor Upper Mills site, located on NY Route 9, North Broadway, in the main part of Sleepy Hollow. This is due to access constraints caused by the local road network, parking limitations at Kykuit, and the desire to control overall visitor numbers to the estate.

#### **4. Village of Sleepy Hollow Greenway.**

A Greenway system has been identified that will connect many of the public access and recreational facilities that already exist in the Village, directly linking the Old Croton Aqueduct, Douglas Park, the Old Dutch Church and Burial Ground, the Sleepy Hollow Cemetery, Philipsburg Manor Upper Mills, Devries Avenue Park, Kingsland Point Park and the Hudson River waterfront. The proposal grew out of the Village's development plan for their Riverfront Park and riverfront esplanade located on River Street.

The Village of Sleepy Hollow Greenway was originally put forward as a phased implementation plan. Phase 1 included the creation of the new Village park on River Street and the beginnings of the Greenway network linking the new waterfront park via Village streets to Barnhart Park, Philipsburg Manor Upper Mills, Old Dutch Church and Burial Ground, the Sleepy Hollow Cemetery, Devries Avenue Park and Kingsland Point Park. Phase 2 includes the extension of the Greenway network to embrace the major public open spaces of Douglas Park, the Old Croton Aqueduct Trailway and the Rockefeller State Park Preserve and the creation of a riverfront esplanade linking the Phase 1 Riverfront Park with Kingsland Point Park.

The Village of Sleepy Hollow, the Department of State, the Hudson River Access Forum, and more recently Scenic Hudson, the Hudson River Valley Greenway Communities Council, and the Hudson River Greenway Conservancy all recognize the potential greenway links within the Village of Sleepy Hollow and continue to work towards it's implementation. Details of the two key components of the Greenway are discussed below:

##### **Riverfront Park, River Street.**

The main focal point of the Village of Sleepy Hollow Greenway is the proposed 1.5 acre Riverfront park. The park would be located on Village land on River Street at the foot of Beekman Avenue. The site was previously utilized by the Village's Department of Public Works for the storage of road maintenance material, employee parking and is the Villages Recycling Center. The site is comprised of filled underwater lands conveyed to the Village by the State of New York in the late 19th Century.

The initial proposals for the park outline a landscaped park. It would feature pavilions containing concession, restroom and interpretive facilities, a lawn area, sitting and picnic areas, a performance area with grassed terraces, a public promenade and pier, access to a sandy beach for hand launching of small boats and canoes and connections to the proposed Greenway network. The pier would provide the opportunity for the docking of tour boats.

#### **Riverfront Esplanade.**

The main proposal of Phase 2 of the Village of Sleepy Hollow Greenway is the 2000 foot Esplanade linking the Phase 1 Riverfront Park with Kingsland Point Park. The Esplanade would run around the edge of the General Motors property. It would average 20 feet in width and be used for fishing, walking, sitting, and possibly biking. The Esplanade would connect the Phase 1 Riverfront Park with other sites in the Greenway network. The implementation of the Esplanade requires consent from private landowners, notably General Motors.

#### **5. Underwater Lands Issues.**

The historic understanding that the air, the running waters and the sea are common to all people is the main thrust of the Public Trust Doctrine. This Doctrine, dating from Roman times and based on common law principles, guarantees the public's right to reach and use tidal lands, waters and their living resources. Under the Public Trust Doctrine, the State of New York generally holds title to the foreshore, tidal waters and submerged land under tidal waters below the mean high water line as trustee for the public, and must administer the use of these lands in the public interest.

In New York State, the courts have interpreted the Public Trust Doctrine to mean that the public has the right to use public trust lands and waters for bathing, boating, fishing, and other lawful purposes when the tide is in; and when the tide is out, to walk along the foreshore to gain access to the water for these purposes and to lounge and recline on the foreshore. The courts have recognized that recreation is a valid and protected Public Trust purpose. The Public Trust Doctrine applies on the Hudson River, which is tidal to the Federal Dam at Troy. The Public Trust Doctrine is a complicated and ever evolving legal concept. A good discussion of the Public Trust Doctrine and how to use it is put forward in "The Public Trust Doctrine: Let's Use It" (Hudson River Sloop Clearwater, Inc., 1992).

Upland property owners whose lands abut public trust resources have rights. The public cannot access public trust land across private land without the owner's permission. Additionally, these owners possess riparian rights to the Hudson River. These rights entitle the owner to access navigable water. These rights are limited as to the type of use which may be placed in the water, and they must be reasonably exercised. By the nature

of location over the water, the exercise of these rights almost always interferes with public use of the water and lands subject to the Public Trust Doctrine.

In New York State, adjacent upland owners can also apply to purchase or lease underwater lands. In the 18th and 19th centuries, the State sold large expanses of public trust lands and waters to adjacent land owners to promote the development of commerce. In many cases, these owners placed fill in the Hudson River to create new land. In more recent years, private uses of public trust waters include marinas, commercial fishing operations, and docks and piers for shipping, and recreational boating. Many grants were limited and a public interest in the underwater land remains. While the courts have consistently recognized the Public Trust Doctrine as a sovereign right held for the people, they have also recognized the validity of grants of public trust land to riparian owners. The courts have held that where some types of grants have been made by the State without any express reservation of the public rights, the public trust and accompanying public rights are extinguished, although the State may still regulate such lands under its police power and may authorize local governments to do so as well. The courts have also held that some grants may be invalid if the grant is not in the public interest.

The importance of the Public Trust lands for public access and as a recreational resource and the use of the Public Trust Doctrine to better protect New York's coastal areas, their living resources, and the public's right to access and enjoy them have recently been re-emphasized. The use of trust lands by the public generates billions of dollars for the State economy. The foreshore and underwater lands of the coast are used for recreation, boating, fishing, swimming, and visual enjoyment. The tidal areas provide habitat and breeding areas for shellfish and finfish of commercial and recreational importance. Private actions that interfere with these activities diminish the public's use and enjoyment of these commercially and recreationally productive resources.

In 1992, the NYS Legislature passed Chapter 791, codifying, in part, the public trust in underwater lands. The Legislature found that regulation of projects and structures, proposed to be constructed in or over State-owned land underwater, was necessary to responsibly manage the State's proprietary interests in trust lands. Additionally, the regulation would severely restrict alienation into private ownership of public trust lands owned by the State. The intent of the Act was also to ensure that waterfront owners' reasonable exercise of riparian rights and access to navigable waters did not adversely affect the public's rights. The Legislature stated that use of trust lands is to be consistent with the public interest in reasonable use and responsible management of waterways for the purposes of navigation, commerce, fishing, bathing, recreation, environmental and aesthetic protection, and access to the navigable waters and lands underwater of the State.

An accurate inventory of the public trust lands and those lands that have been leased or granted to private interests within the Village of Sleepy Hollow is very important. The ownership of underwater lands may have an important impact on the ability to implement



some of the policies of the Village's LWRP. The Village of Mamaroneck, Westchester County carried out such an underwater lands study within the context of their LWRP (Village of Mamaroneck and L.R. Johnston Associates, 1989). This study had three principal objectives:

- to identify those nearshore areas (underwater land) where ownership, jurisdiction, and right to use the property may be unclear or undocumented in current local codes, programs, and plans;
- to document and clarify the ownership, jurisdiction, and usage rights on these properties; and
- to evaluate how this information may affect local and State management of water and waterfront areas and, more specifically, how this information can best be utilized by the local municipality to improve public access and recreational opportunities, protect and promote water dependent uses and maintain scenic quality.

This study provides a model which could be used in the Village of Sleepy Hollow to inventory and analyze its underwater land resources.

Before considering any development activity or land purchases along the waterfront area, prospective developers and owners are advised to check on the ownership of the adjacent underwater lands. This must be done at the NYS Office of General Services (OGS) office in Albany. OGS is the administrator of State lands, including underwater lands, and maintains a series of "Water Grant Index Maps" that identify lands within State ownership, as well as grants, easements, and leases previously issued by the State to various public and private entities.

It is very important to understand the nature of the ownership of underwater lands as municipal, State, and federal agencies should consider the public's rights under the Public Trust Doctrine during their regulatory review of development proposals. In many cases it can provide a rationale for modifying or denying permits when an activity would impair public trust resources or if the use is inconsistent with the Public Trust Doctrine. Where areas have been illegally filled, State agencies can seek to have the area restored to its original condition and configuration or require the provision of compatible public trust opportunities elsewhere. Existing State grants, easements and leases to upland owners for use of public trust lands do not necessarily extinguish the public's rights to use these resources. Remaining public rights depend on the specific grant, easement or lease and in some cases require judicial interpretations. In addition, the federal government has tremendous powers under the Federal Navigation Servitude to regulate, and even absolutely prohibit, activities in the navigable waters of the United States, which includes the Hudson River.

## **E. NATURAL RESOURCES**

### **1. Significant Fish and Wildlife Habitats**

Many habitats that are vital to the survival of New York State's coastal fish and wildlife resources exist within the State's Coastal Area. However, as development pressures have mounted, these habitats are being degraded or lost. In response to public concern about accelerating habitat destruction, a policy aimed at protecting our most important coastal habitats was established in the New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Through Policy 7 of the New York State Coastal Management Program, habitats of Statewide Significance are identified, evaluated and protected.

Coastal Fish and Wildlife Habitats of Statewide Significance for the Hudson River Valley were designated by the NYS Secretary of State in 1987. There are no Coastal Fish and Wildlife Habitats of Statewide Significance designated within or adjacent to the Village of Sleepy Hollow. Within the Hudson River, the closest Coastal Fish and Wildlife Habitats of Statewide Significance are: the Croton River and Bay Habitat; and the Haverstraw Bay Habitat, both to the north of the Village of Sleepy Hollow.

Aside from the habitats of Statewide Significance, the Village of Sleepy Hollow has identified five habitat areas of local significance that the Village wishes to protect. They are as follows and are identified on Map 3:

- Lake Fremont and associated wetlands/watercourses and adjacent upland areas;
- Philipsburg Manor and DeVries Field wetland and watercourse areas of the Pocantico River;
- Upper Pocantico River and Gorey Brook watercourse areas;
- The Hudson River immediately adjacent and within 1000 feet of the Village's shoreline.
- The lands in State ownership associated with the Rockefeller State Park Preserve and the Old Croton Aqueduct Trail.

The composite of habitat values and species of plant and animals associated with these areas is rather extensive and important to the Village of Sleepy Hollow. There are no rare, threatened, or endangered plant or animal species known to exist within the Village of Sleepy Hollow.

All of the habitat areas identified have experienced, and continue to experience, human disturbances of some type. These disturbances also vary considerably, but include such activities as: the effects of bulkheading; filling and dredging; removal of vegetation; adjacent land uses; and recreational activities and facilities such as fishing, boating, and

associated marina and boat launch facilities. The specific impacts of these human disturbances depends on the nature and scale of the human interactions within and affecting the habitat areas.

Although not comprehensive, examples of general types of activities and impacts within and adjacent to the Village which could destroy or significantly impair the identified habitats are listed below:

- Any activity that would substantially degrade water quality.
- Discharges of sewage or stormwater runoff containing significant amounts of sediments or chemical pollutants into the habitat area.
- Any activity that would substantially increase turbidity or sedimentation, reduce flows, increase water temperatures, or alter tidal fluctuations.
- Any major physical alteration of the habitat.
- Spills of oil or other hazardous substances.

Also, of particular concern are the potential effects of upstream and adjacent disturbances, including water withdrawals, impoundments, stream bed disturbances, vegetation removal, or runoff from agricultural, residential, commercial and industrial areas.

The general activities and impacts discussed above do not have to destroy or impair the natural resources of the habitats identified above. In addition to avoiding incompatible use of the habitats and adjacent lands, many management measures can be taken to ensure that negative impacts do not occur. In most cases, these measures have been included into existing local land use regulations within the Village of Sleepy Hollow. Probably the most effective way to protect wetlands and watercourses is to maintain an undisturbed vegetative upland buffer around the habitat areas. Such buffering is required in the Village's existing Wetland/Watercourse Protection Law (Local Law No. 1, 1990). For example, existing areas of natural vegetation bordering the Pocantico River should be maintained to provide bank cover, soil stabilization, and buffer areas. Other management measures include established "Best Management Practices" for construction sites and agricultural practices, stream corridor management, removal of trash, control of exotic species, and maintenance of appropriate public access to a habitat area.

## **2. Water Resources**

The Hudson River is certainly the main water feature for the Village of Sleepy Hollow. However, there are a number of other water resources within the Village that are also very significant, such as the Pocantico River, Lake Fremont, and Andre Brook.

The Village's location on the Hudson River has played an important role in the historical development of the Village and is likely to be of continued importance. The water resources of the Village are shown on Map 3.

The quality of water resources are defined in terms of chemical, physical, and biological characteristics which, in turn, relate to the water's acceptability for its intended use. The NYS Department of Environmental Conservation (DEC) has classified all streams, lakes, and rivers according to best use. The classifications are used to regulate water quality and enforce water quality standards. The water quality classifications used by DEC are as follows:

- Class AA      Source of water supply for drinking, culinary or food processing purposes and any other usage.
- Class A        Source of water supply for drinking, culinary or food processing purposes and any other uses with treatment.
- Class B        Primary contact recreation and any other uses except as a source of water supply for drinking, culinary or food processing purposes.
- Class C        Suitable for fishing and all other uses except as a source of water supply for drinking, culinary or food processing purposes.
- Class D        Suitable for secondary contact recreation but will not support the propagation of fish.

The Hudson River adjacent to the Village of Sleepy Hollow is classified "SB" by DEC. This classification is the same as "B" above, except that the "S" simply identifies that the water is brackish or saline. The water quality classification for Lake Fremont is "B". The lower reaches of the Pocantico River, that portion that is tidal influenced below the mill pond at Philipsburg Manor, is classified as "SB". That portion of the Pocantico adjacent to Philipsburg Manor at the mill pond and upstream to the small dam adjacent to Sleepy Hollow Cemetery is classified as "B". Further upstream, beyond the small dam, the Pocantico River is classified as "C(T)". The "T" implies that the Pocantico River is suitable for trout fish propagation. Lake Fremont is classified as "B". Gory Brook is classified as "D" for its entire length through the Village of Sleepy Hollow.

In general, sources of pollution to waterbodies may be classified as either point or nonpoint. Point sources, as the name implies, are discrete sources of pollution, the classic example being a pipe bearing sewage or industrial effluent. Nonpoint pollution enters the waterbody from more diffuse sources, such as runoff from streets, fields, etc. Pollution control has historically focused on point sources, as these sources are more easily determined and the effects are often more readily apparent. Since the passage of the 1972 Federal Water Pollution Control Act Amendments (PL 92-500), remarkable progress has been made in controlling pollution from point sources. Despite the progress, more remains to be done.

Numerous point and nonpoint sources have degraded and continue to degrade the water quality of the Hudson River. Many development activities can impair water quality, including discharges from sewage treatment plants and industrial sites; problems arising from combined storm and sanitary sewers; septic system effluent; agricultural fertilizers, pesticides and wastes; pollution from marinas; boat discharges; household pollution; lawn care; maintenance of golf courses; street run-off; and construction site run-off.

In the Village of Sleepy Hollow potential impairments to water quality could result from storm water run-off, industrial discharges, and from the full range of nonpoint sources of pollution outlined above. In addition, a growing cause of pollution in the Hudson River is discharges from the increasing number of recreational boats on the River. There are currently no pumpout facilities within the Village of Sleepy Hollow and only two in the neighboring Village of Tarrytown.

The Village of Sleepy Hollow recognizes the need to maintain high water quality in and adjacent to the Village. People depend on clean and pure water for drinking, cooking and cleaning; wildlife depends on clean water to live on and in; commercial fishing requires clean water and water-based recreation requires clean water. Indeed, clean water is tied to a healthy economy and a healthy community. All surface water that flows through the Village ends up in the Hudson River and Sleepy Hollow recognizes that it is their responsibility to the Hudson River Valley to ensure that this water is not polluted or loaded with sediment, or otherwise impairing the water quality through inappropriate or improper actions occurring within the Village.

The Village of Sleepy Hollow recognizes the need to improve the quality of their surface waters to the extent they are able. This requires an understanding of where pollution and sedimentation are entering the waters within the Village and what types of pollutants are entering these waters. These facts are not fully known at present.

### 3. Wetlands

Once believed to be flooded wastelands, wetlands are now recognized as valuable natural resources. Wetlands provide important wildlife habitats, opportunities for recreation and valuable open space. Wetlands also play an important role in flood control and in improving water quality, as they are natural filters able to absorb large quantities of run-off and filter out impurities and sediments. In New York State, the Freshwater Wetlands Act (1975) protects certain wetlands from activities which can have a negative impact on water quality. Any wetland of 12.4 acres or more, and smaller wetlands determined to be of unusual local importance, are regulated by the Act. Anyone proposing to undertake an activity on or within 100 feet of a designated wetland, may be required to obtain a permit from DEC.

There are no wetland areas within the Village of Sleepy Hollow that have been designated

by DEC as freshwater wetlands. In addition to designated wetlands, all wetlands and watercourses associated with navigable waters are protected under Article 15 of the NYS Environmental Conservation Law.

In addition to protection under State laws and regulations, wetlands are protected under the Federal Clean Water Act with the U.S. Army Corps of Engineers administering the 401 permit program. These wetlands have been identified under the National Wetlands Inventory and can include wetlands as small as one acre. The federal wetlands are defined by three criteria: type of vegetation, period of inundation, and hydric soils; whereas the State designated wetlands are defined in terms of size and vegetation only.

Map 3 identifies federally and locally identified wetlands within the Village of Sleepy Hollow.

All of the wetlands within the Village have experienced, and continue to experience, human disturbance. This includes the effects of bulkheading; filling and dredging; removal of vegetation; adjacent land uses; and various types of recreational activities. The impact of these human disturbances depends on the nature and scale of human interactions within or adjacent to the wetlands. Although not comprehensive, examples of generic activities and impacts originating in the Village which could destroy or significantly impair wetlands are similar to the habitat impairments listed in Section II-E-1. Of particular concern are the potential effects associated with adjacent land uses and activities.

Negative impacts from such activities can be avoided or mitigated. In addition to avoiding incompatible use of the wetlands and adjacent land, many management measures can be taken to ensure that negative impacts do not occur. Probably the most effective way to protect these identified wetlands is to maintain an undisturbed vegetative upland buffer around the wetlands. Other management measures include established "Best Management Practices" for construction sites and agricultural practices, stream corridor management, removal of trash and control of exotic species.

The Village's existing Wetland/Watercourse Protection Law (Local Law No. 1, 1990) provides the Village with a comprehensive means of controlling and mitigating activities that may negatively impact on the Village's wetlands and watercourses.

## **F. HISTORIC RESOURCES**

### **1. Introduction**

The historical development of the Village of Sleepy Hollow is summarized in Section II-A-2. The Village of Sleepy Hollow has a large number of historic resources, many of which have been recognized by their listing on the State and National Registers of Historic Places. In addition, there are a number of locally significant historic resources. The

location of these resources is illustrated on Map 4 and their significance summarized below.

The Village of Sleepy Hollow recognizes the importance of protecting its historic resources. Thus, as part of the LWRP the Village has amended its Architectural Review Law by including specific historic resource protection provisions and a procedure for designation of historic resources of local significance. (See Section V for a description of this local law.)

## **2. Historic Resources on the State and National Registers of Historic Places**

### **(a) Dutch Reformed Church of Sleepy Hollow.**

The Old Dutch Reformed Church is located on U.S. Route 9, just north of the Pocantico River. The Church was built in the 1680's by Frederick Philipse, a wealthy Dutch settler with extensive land holdings in the region along the Hudson River. The congregation was organized in 1697 and services were conducted in Dutch. The steeple bell was cast in Amsterdam in 1685 and still hangs in the belfry today. It continues to call to worship members of one of the oldest, continuance congregations in the United States. In 1819, Washington Irving published The Legend of Sleepy Hollow in which the Church figured prominently. In 1962, the Church was designated as a Registered National Historic Landmark, making it a property of national historic significance. The State of New York, with funding from the Environmental Quality Bond Act, has provided funding for restoration of the structure. The Church is the oldest church in continuous use in the United States. It has not been modernized and still uses candles for light and a stove for heating.

### **(b) Old Dutch Burying Ground Cemetery.**

The Cemetery is associated with the Dutch Reformed Church and is one of America's oldest cemeteries. It is located adjacent to the Old Dutch Reformed Church to the north. The Church provides a record of the early settlers of the area. The gravestones themselves are some of the earliest and most enduring examples of American folk art. The burials in the cemetery may have begun as early as 1645 or as late as 1700. The early markers have long since disappeared, probably because they were made of materials such as wood that rapidly decayed. The Cemetery contains grand neoclassical monuments and mausoleums, as well as weathered sandstone markers from the colonial period. The burying ground clearly is a reflection of the history of the Village and the changing aesthetic and religious values of the nation as a whole.

### **(c) Philipsburg Manor and Upper Mills.**

This property is located on U.S. Route 9 (North Broadway) in the heart of the Village of

Sleepy Hollow. This facility is an 18th century manor house and trading center of the Philipse family, with restored gristmill, Dutch style manor house and barn. The original owner of the property was Frederick K. Philipse, who came to America from Holland in 1653 as a carpenter and became one of the wealthiest men in the new colonies. (See history of Village in Community Profile, Section II-A-2.) The stone manor house boasts a rich collection of early New York and European furniture, as well as Dutch Delft ceramics and continental brass. The property is open for tours and demonstrations as a living museum and has become a popular destination with approximately 40,000 - 45,000 visitors per year. It is owned and operated by Historic Hudson Valley and is on the National Register of Historic Places as a National Historic Landmark.

**(d) Tarrytown Lighthouse.**

The Tarrytown Lighthouse is located on the eastern shore of the Hudson River, one hundred feet from the General Motors Assembly Plant property. It is to the north of the Tappen Zee Bridge and south of Kingsland Point Park. The Lighthouse was constructed between 1882-1883. It was the southernmost in a series of eight lighthouses charged with the responsibility for providing navigational aid to shipping on the Hudson River. It is the only conical steel lighthouse structure in the thematic group to have living quarters incorporated into the structure. It is also the only family station in the lower Hudson and the only lighthouse located in Westchester County. It was built to mark a dangerous area off the Tarrytown shoals at a time when river commerce was at its peak. The Lighthouse has remained largely unaltered for almost one hundred years except for repair and updating when needed. The beacon was automated in 1957 after construction of the Tappen Zee Bridge made the need for the lighthouse keeper unnecessary. In 1959, the federal government declared all but one hundred feet around the lighthouse surplus land (which was sold to General Motors) to accommodate the expansion of the General Motors Assembly Plant. The light was deactivated in 1961 and the lighthouse was decommissioned in 1965 after more than three quarters of a century of service. In the early 1970's, Westchester County obtained an easement from General Motors to build a pedestrian walkway out to the Lighthouse from Kingsland Point Park. The County acquired the Lighthouse from the federal government in 1974, in recognition of its historic value and it was placed on the National Register of Historic Places in 1979. There are currently tours of the facility available through the Westchester County Department of Parks and Recreation.

**(e) Philipse Manor Train Station.**

The Philipse Manor Train Station is located on Riverside Drive. Built in 1910, the Train Station contains one of the cast iron eagles which once adorned the original Grand Central Station in New York City. The Station originally was quite artistic with a majestic stone fireplace, dark paneling and oriental rugs. Originally, 25 passenger trains per day stopped at the station. In the 1970's, AMTRAK stopped, using the smaller train stations on the Hudson River line. Vandalism began to take its toll on the Station and in 1977, a



reclamation effort was proposed. The Station is currently owned by Metro North Commuter Railroad with a long term lease to the Hudson River Valley Writers' Center. The Writers' Center recently applied for and received an Inter-modal Surface Transportation Efficiency Act (ISTEA) Enhancement Grant from the NYS Department of Transportation for renovation of the Station for passive cultural types of uses. Much of the restoration work has been completed. The Station is listed on the Westchester County Inventory of Historic Places and listed on the State and National Registers of Historic Places. There is also a Metro North Commuter Railroad platform stop located at the Station.

**(f) Old Croton Aqueduct.**

The Old Croton Aqueduct runs through (north-south) the Village of Sleepy Hollow. The Aqueduct formerly supplied water to the City of New York from the Croton Reservoir to the north. This was New York City's first successful public water supply projects. Construction began on the enclosed aqueduct system in 1837, with the first water flowing through the system in 1842. Although water traveled through the conduit in 1842, construction on the project was not completed until 1848. The total cost, including purchase of land, ranged between 12 and 13 million dollars. From the Croton Dam to the Harlem River the Aqueduct stretched a total of 33 miles. The Croton water supply system, including the Croton Reservoir and the Aqueduct was one of the most notable public works projects of the nineteenth century. Although the capacity of the Aqueduct became insufficient for the growing population of New York City, it was still used up until 1955. All of the above ground facilities, as well as the masonry conduit itself, are listed on the State and National Registers of Historic Places as a National Historic Landmark based on their historic, technological, and architectural features. The land above the Old Croton Aqueduct is currently owned by the State of New York and is managed by the Office of Parks, Recreation, and Historic Preservation as a historic trailway for public use.

**(g) James House (James Phelps Memorial Hospital Center).**

The James House property is located on the grounds of the James Phelps Memorial Hospital Center and the very northwestern corner of the Village just off of U.S. Route 9 (North Broadway). This former private Italian villa style residence was built in 1850. The house is now used for hospital-related fundraising events and other activities. The house is situated on the western edge of the sixty-six acre hospital complex property, fourteen of which comprises the immediate setting of the house. The fourteen acre site also includes a historic stonewall and is enhanced by specimen trees and an unobstructed view of the Hudson River and the Palisades across the River. The house is on the Westchester County Inventory of Historic Places and is on the State and National Registers of Historic Places.

**(h) Pokahoe (Fremont House).**

Pokahoe, or the Fremont House, is located at 7 Pokahoe Drive and consists of 3.7 acres of a steeply sloping site incorporating an 1850 gothic revival residence constructed of site-quarried granite. The property also includes a section of the old New York Central Railroad line.

The house was constructed in 1850 for James Watson Webb, diplomat and journalist, who owned the New York Morning Courier and Inquirer. He was also an Ambassador to Brazil who negotiated the withdrawal of the French from Mexico in 1867. The property was also owned at one time by Ambrose C. Kingsland, a mayor of New York City. Primary historical significance of the property, however, is derived from the site's association with General John Charles Fremont, "The Pathfinder," who, with his wife, Jessie Benton Fremont, owned Pokahoe from 1865 to 1872. Fremont, with Kit Carson as his guide, led pioneers to the west coast along a route that became known as the Santa Fe Trail. He later served as the Governor of California and the first (unsuccessful) Republican candidate for President of the United States. The property is listed on the Westchester County Inventory of Historic Places and is on the State and National Registers of Historic Places.

**(i) Patriots Park.**

Patriots Park is located on Broadway (U.S. Route 9) and is within both the Villages of Sleepy Hollow and Tarrytown; the boundary of which is Andre Brook, which flows through the Park. It is designated as an arboretum for native and estate ornamental trees of the Hudson River Valley. On the grounds stands a monument erected to honor three militiamen who foiled the British spy mission of Major John Andre. Andre was carrying information from Major General Benedict Arnold betraying the American Revolutionary cause to the British. The Park is listed on the State and National Registers of Historic Places.

**(j) Kykuit.**

Kykuit is the name of the historic John D. Rockefeller estate house located in historic Pocantico Hills section of Sleepy Hollow off of Bedford Road. The name Kykuit comes from the Dutch word for "Lookout." The house was built in 1913 by John D. Rockefeller. Kykuit is listed on the State and National Registers of Historic Places.

The 40-room mansion is surrounded by formal gardens and the west porch provides a wide vista of the Hudson River. This is the most historic portion of the John D. Rockefeller estate and has been donated to the National Trust for Historic Preservation. Known as the Pocantico Hills Historic Area, the 86-acre portion of the estate includes Kykuit, the principal residence of John D. Rockefeller, Jr. and Nelson Rockefeller from 1913 to 1979. The area was opened to the public in 1994 and public tours are managed by Historic

Hudson Valley. The gardens contain sculptures collected by Nelson and beneath the gardens are underground galleries which display other art works which he collected. The mansion itself is a melange of styles, but is most frequently described as a Georgian Revival.

3. **Historic Resources of Local Importance to the Village of Sleepy Hollow and Region.** (See Map 4 for location of these resources.)

(a) **Sleepy Hollow.** Used by Washington Irving as a backdrop for his famous story. The name is derived from the Dutch "Slaeperingh Haven."

(b) **Sleepy Hollow Bridge.** The stone abutted bridge crossing the Pocantico River for U.S. Route 9 (North Broadway). This is the bridge in Washington Irving's story of Sleepy Hollow where the Headless Horseman rode.

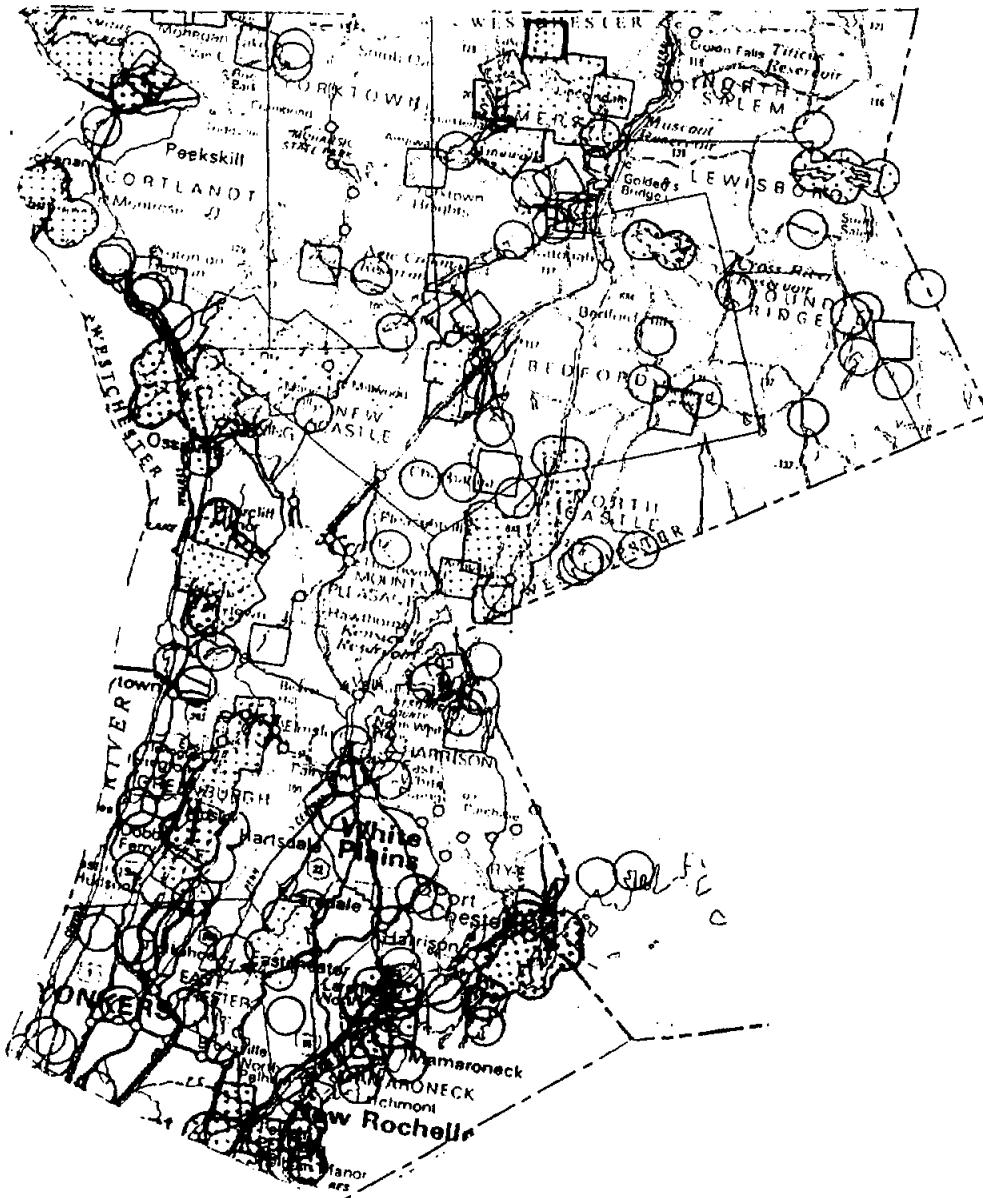
(c) **Fremont Fountain.** Natural spring outlet adjacent to Sleepy Hollow Cemetery. Dedicated to the memory of J.C. "The Pathfinder" Fremont by William Rockefeller.

(d) **Kidds Rock.** According to legend, this is where Frederick Philipse met and bargained with Captain Kidd, the famous privateer who sailed the Hudson in pursuit of "hun money."

G. **ARCHAEOLOGICAL RESOURCES**

The New York State Archaeological Sensitivity Map (OPRHP, March, 1992) (See attached Map 4A) indicates that the Village of Sleepy Hollow has multiple site sensitivity over almost the entire Village. Because of the sensitivity of archaeological resources it is not possible to identify specific sites within Sleepy Hollow where archaeological resources have been found or are likely to be found.

The prehistory of the lower Hudson Valley region, which includes the Village of Sleepy Hollow, encompasses the PaleoIndian, Archaic, Transitional, and Woodland Periods. The PaleoIndian period (10,000-8,000 B.C.) represents the earliest occupation of the southeastern New York region. The Archaic (8,000-1,700 B.C.) refers to a time prior to the introduction of horticulture and pottery manufacture and is divided into Early, Middle, and Late periods. The Transitional period (1,700-1,000 B.C.) witnessed a gradual change in Archaic lifestyles with the development of "Woodland" period traits. The Woodland period (1,000 B.C. - A.D. 1,600), which is characterized by the use of pottery and reliance on horticulture, is divided into Early, Middle, and Late periods.



**Map 4A - New York State Archaeological Sensitivity Map  
March, 1992**

BASED ON OVERLAY FROM N.Y.S. MAP 1:250,000  
BASE MAP BY N.Y.S. DEPARTMENT OF TRANSPORTATION

**LEGEND**

**SCALE**

**1 5 MILES 1**



SITE LOCATION, 1 MILE DIAMETER  
FROM THE N.Y.S. MUSEUM ARCHEOLOGICAL SITE FILE



SITE LOCATION, 1 MILE SQUARE  
FROM THE N.Y.S. HISTORIC PRESERVATION OFFICE  
ARCHEOLOGICAL SITE FILE



MULTIPLE SITE SENSITIVITY

Some or all of these types of pre-history resources may be found in the Village Sleepy Hollow.

As a means of providing protection to these resources, the NYS Office of Parks, Recreation, and Historic Preservation has requested that any ground-modifying construction should be proceeded by an archaeological investigation through consultation with the State Historic Preservation Officer when necessary.

## **H. SCENIC RESOURCES**

### **1. Introduction and Background**

The Village of Sleepy Hollow contains a tremendous visual variety of landscapes and scenic viewsheds. The Hudson River and Tappan Zee Bridge a strong visual elements for the Village. The natural and agricultural landscapes associated with the Pocantico River and Rockefeller State Park Preserve also provide strong visual elements for the Village.

In recognition of the scenic value of the coast the federal government, through the Coastal Zone Management Act, and the State of New York, through Article 42 of the Executive Law, "Waterfront Revitalization of Coastal Areas and Inland Waterways Act," provide for protection of coastal scenic resources. This State legislation gives statutory authority to the Department of State to identify and protect Scenic Areas of Statewide Significance (SASS) and to protect the general scenic quality of the State's Coastal Area.

The Department of State embarked on a program to identify, evaluate and recommend areas for designation as a SASS. The Department developed a scenic assessment methodology to determine the scenic quality and aesthetic significance of a landscape. The methodology is based on federal and New York State legislative findings, New York State Coastal Policy 24 and the State's Coastal Management Regulations. It identifies the scenic quality of the components of coastal landscapes and evaluates them against criteria for determining aesthetic significance. The components are described according to three levels of quality and significance: (1) distinctive, of Statewide Significance; (2) noteworthy, of regional and local significance; and (3) common. The scenic assessment methodology used is outlined in detail in the "Technical Memorandum - Identification of Scenic Areas of Statewide Significance in New York State" (Department of State, 1992).

The methodology divides the subject landscape into subunits. The boundaries of subunits are drawn to reflect salient characteristics of the landscape such as topography or land use. To facilitate the determination of landscape quality, the landscape of the subunit is divided into three categories of elements - physical character, cultural character, and views. Each category in turn is divided into specific elements and sub-elements of the landscape that contribute to the character of the categories, as listed below:

Physical character: landform, vegetation, shoreline configuration, and water features.

**Cultural character:** land use, ephemeral characteristics, historic character, symbolic value/meaning, architectural character, landscape character, state of upkeep, and discordant features.

**Views:** coastal viewshed, length of views, breadth of views, background, composition, and focal points.

The categories and their elements are called landscape components. For each element and sub-element in the subunit a range of characteristics are described, together with an associated rating of distinctive, noteworthy or common. The characteristics of the landscape elements found in the subunit were compared against descriptions of each level of quality developed for the State and Region, which provided the standard for evaluation.

To determine aesthetic significance the composition of the subunit's landscape as a whole was first evaluated. That is, the landscape components were rated for the scenic quality of their relationship with each other, and the level of quality was determined. The components were then evaluated against the criteria that determine aesthetic significance. These are the variety, unity, contrast and uniqueness of scenic components, the lack of discordant features in the landscape and the degree of public accessibility and recognition of a landscape. As with the assessment of scenic quality, aesthetic significance was determined by applying the same quantitative rating system for distinctive, noteworthy and common value.

The first application of the scenic assessment methodology was used in the coastal area of the Hudson River Valley. The initial series of candidate SASS's included the Haverstraw Bay Parks SASS. This included three subunits in the Village of Sleepy Hollow, based around Phelps Hospital, Philipse Manor and Sleepy Hollow Manor, and Sleepy Hollow. These are shown on Map 6A. The Haverstraw Bay Parks SASS was not included in the SASSs that were designated by the NYS Secretary of State (Department of State), which focused on more rural sections of the Hudson River. This does not reduce the value of the proposed Haverstraw Bay Parks candidate SASS which continues to have very important scenic values of regional and local significance.

Scenic landscapes which have been recognized as a candidate SASS but were not included in the final SASS designations for the Hudson River Valley, or did not qualify as a candidate SASS, can still be given a significant measure of recognition and protection. They can be considered to be "Identified Landscapes of Statewide Scenic Importance", "Landscapes of Regional Scenic Importance" or "Landscapes of Local Scenic Importance." These areas can be afforded protection under Policy 25 of the Coastal Management Program which addresses the protection of overall coastal scenic quality. Local governments are in a unique position, through their exercise of local land use authority, to protect and improve the scenic quality of the entire coast within their municipal boundaries.

## **2. Village of Sleepy Hollow Scenic Assessment**

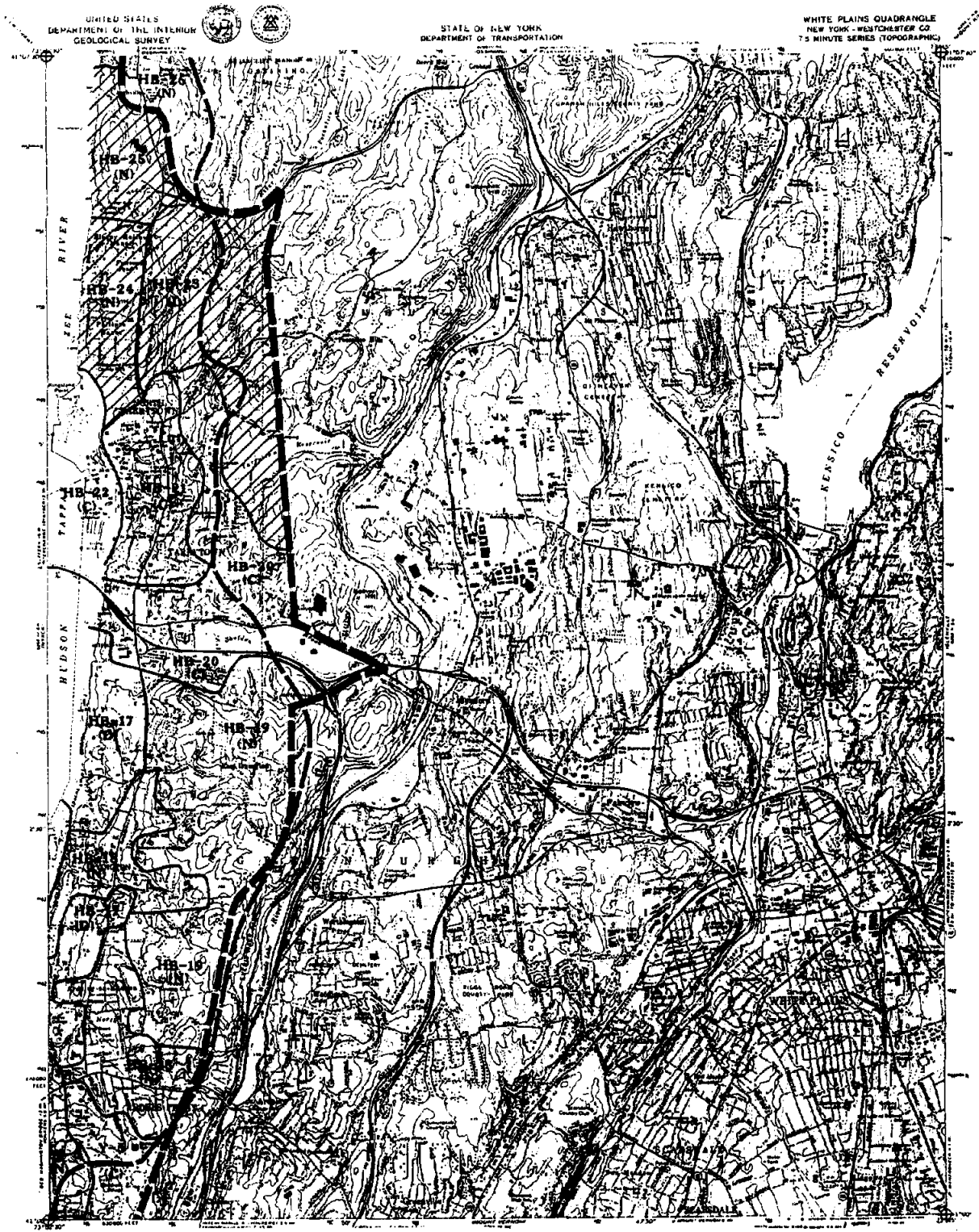
The scenic assessment methodology developed by the Department of State to identify SASS's can also be applied to evaluate the scenic resources of the coastal area of a local municipality. In Sleepy Hollow the landscape has already been broken down into subunits and analyzed for Statewide Significance as part of the Hudson River Valley SASS process. Map 6A shows that the Village was included in parts of a distinctive and two noteworthy subunits, part of the candidate Haverstraw Bay Parks SASS, and three common subunits. Using the analysis and evaluations of the SASS program, attached in Appendix A, and supplementing this with further site visits and analysis of viewpoints, scenic vistas, and scenic corridors, the following assessment of scenic and visual resources of the Village has been prepared.

The Village of Sleepy Hollow is located on the eastern shorelands of the Tappan Zee stretch of the Hudson River. The low shoreline gives way to gently rising rolling upland, a sharp contrast to the dramatic cliffs of the Palisades on the distant western shore of the Hudson River, some 2.5 miles wide at the Tappan Zee. The Village contains a number of positive scenic components, including Kykuit, the restored Philipsburg Manor, the Pocantico River, Lake Fremont, the residential neighborhoods of Sleepy Hollow Manor and Philipse Manor, the Sleepy Hollow Cemetery, and the Rockefeller State Park Preserve, to name a few.

The Village has a wide variety of internal and external views. Most external views are limited to the immediate waterfront area where views are of the broad expanse of the Hudson River at the Tappan Zee, the impressive and dominating structure of the Tappan Zee Bridge, the Nyack waterfront and its recent high-rise development, the cliffs, hills and ridges of the Palisades, culminating in the headland of Hook Mountain, which rises to 736 feet, and distant views of Croton Point and Haverstraw Bay to the north and the urban skyline of Manhattan to the south. Internal views are limited by various types of development, topography and vegetation. Viewed from the Hudson River and the western shore, the Village of Sleepy Hollow is dominated by the large industrial complex of the General Motors Assembly Plant, while the residential development on the low rolling shorelands are hidden from view by the existing landscaping. The wooded uplands of Sleepy Hollow rise above the shorelands

The SASS evaluation of the region broke the Village of Sleepy Hollow down into six discrete subunits. At the more detailed local level the Village has been broken up into nine discrete subunits (See Map 6). These are:

Phelps Memorial Hospital; Sleepy Hollow Manor; Sleepy Hollow; Sleepy Hollow Cemetery; Philipse Manor; Lower Pocantico River; General Motors Plant complex; Lower Village; Upper Village.



**Map 6A Scenic Subunits of the Haverstraw Candidate Scenic Area of Statewide Significance**

## Hudson River Visual Analysis Study

<p>State of New York Department of State Coastal Management Program</p> <p>Dodson Associates/Jackson &amp; Kihn Mary Lou Lutters Laura Ziesel</p>	<p><b>Map Name:</b> White Plains</p> <p><b>Date:</b> September, 1989</p> <p><b>Revised:</b></p>	<p><b>Legend:</b></p> <ul style="list-style-type: none"> <li> Coastal Region Boundary</li> <li> Scenic Areas of Statewide Significance (SASS)</li> <li> Hudson River Viewshed</li> <li> Subunit Boundary</li> <li> Subunit Identification Code</li> <li> Subunit Visual Quality Rating:</li> <li>(D) Distinctive (N) Noteworthy (C) Common</li> </ul>
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Miles



The scenic components of these subunits are discussed below.

### **Phelps Memorial Hospital Subunit**

The Phelps Memorial Hospital subunit is located on the steeply rising shorelands of the Hudson River. The shoreline configuration is smooth, dominated by the railroad tracks. The subunit is dominated by the buildings and parking areas of the Phelps Memorial Hospital, providing an institutional landscape. In contrast is the rolling estate landscape of lawns and woodlands associated with the historic James House, which offers glimpses of the broad expanse of the Tappan Zee and beyond to Hook Mountain. The subunit is well maintained. The subunit offers little public accessibility, due to the private ownership of the hospital site.

The Phelps Memorial Hospital subunit was identified as part of the candidate Haverstraw Bays Park SASS.

### **Sleepy Hollow Manor Subunit**

The Sleepy Hollow Manor subunit features a residential neighborhood located on the low rolling shorelands of the Hudson River. The residential neighborhood is a mix of old and new development. The informal layout of the roads and siting of houses respects the rolling topography of the subunit. The design of the houses is varied. The winding roads follow the relief. Development is set in landscaped settings with lawns, shrubs and garden trees combining with mature street trees to form a vegetative canopy that screens development from the adjacent U.S. Route 9 and the Hudson River. The informal nature of development, the extensive landscaping, mature street trees, and winding roads give a sense of enclosure to the development.

Peabody Field is located in the southern part of the subunit, separating the informal residential layout of Sleepy Hollow Manor from the formal grid pattern of the adjacent residential development of the Philipse Manor subunit. Peabody Field includes a recreational field and mature mixed woodland which stretches down to Lake Fremont and Pokahoe Drive.

The shoreline configuration is low and straight and the railroad runs alongside the shore. The main water feature of the subunit is Lake Fremont, a freshwater pond fed by a stream and springs that rises in the Sleepy Hollow Cemetery. Residential development lines the shore of the pond. The pond drains into the Hudson River through a small wetland area that has been encroached on by residential development.

The subunit is accessible from local roads and from Peabody Field. There are many unfolding vistas of houses set in landscaped settings, available from the winding roads in the subunit. Views of Lake Fremont are available from the bridge on Pokahoe Drive. Glimpses of the Hudson River and the Palisades, notably Hook Mountain, are available

from street ends and between houses. The subunit is well maintained and there are no discordant features.

The Sleepy Hollow Manor subunit was also identified as part of the candidate Haverstraw Bays Park SASS. The subunit features a variety of contrasting housing styles set in a distinctive landscaped setting. The informal residential layout is unified by the mature vegetative coverage and the pleasant suburban theme. The informal layout of the residential development is an unusual departure from the traditional grid style of development.

### **Sleepy Hollow Subunit**

The largely undeveloped Sleepy Hollow subunit consists of a rolling upland with some steeply rising hills, and gentle river valleys containing the swift flowing Rockefeller Brook, Gory Brook and Pocantico River. The subunit is dominated by Kykuit Hill, rising to over 450 feet, Cedar Hill and Eagle Hill. The subunit is basically a historic estate landscape featuring the Kykuit Estate built for John D. Rockefeller Jr, by his father in 1905. The estate is dominated by Kykuit, a large Beaux-Arts mansion sited axially with a dramatic view of the Hudson River. The mansion and sculpture gardens now house the art collection of Nelson Rockefeller. While living at the Kykuit Estate, Nelson Rockefeller commissioned further additions to the estate including a Japanese house and garden.

The northern portion of the subunit is part of the Rockefeller State Park Preserve, large portions of the Rockefeller estate have been transferred to the State of New York as a gifts by the Family starting in 1983. The Preserve is characterized by wetlands, wooded hillsides and open meadows. The Preserve is crossed by a network of carriage paths and trails, with access from local roads. Well preserved stone bridges are a feature of the carriageway network. The Old Croton Aqueduct Trail runs through the subunit. The subunit is crossed by Old Sleepy Hollow Road, a winding tree lined country road with views of the surrounding estate and park preserve.

Views within the subunit are generally contained by topography and vegetation. There is a panoramic vista from the Eagle Hill Trail which extends from the mansion on Kykuit Hill over the rolling woodland and meadows of the Rockefeller Estate and the State Park Preserve to Cedar Hill and beyond to the distant Tappan Zee Bridge and the Palisades. The public and private land in the subunit is well maintained and there are no discordant features.

The Sleepy Hollow subunit was also identified as part of the candidate Haverstraw Bays Park SASS. The subunit features a variety of contrasting scenic components, notably the rolling landscape, steep slopes, stream corridors, the formal and informal landscape of the estates, woodland and meadows. The subunit is unified as a classic estate landscape. The Kykuit Estate complex is possibly the best example of it's type and period in the State. The subunit is highly accessible from the State Park Preserve and receives widespread

recognition through its association with the Rockefeller family.

### **Sleepy Hollow Cemetery Subunit**

The Sleepy Hollow Cemetery subunit is dominated by the formal landscape of the Sleepy Hollow Cemetery. The Cemetery is located on the steeply rising slopes above the low rolling shorelands of the Hudson River, this gives way to a rolling upland that falls steeply to the Pocantico River and then rises again on the steep slopes of Cedar Hill. The well maintained formal landscape of the Cemetery features narrow winding roads, the regimental layout of gravestones with their accompanying floral tributes, large mausoleums, mature trees and formal plantings. The fast flowing Pocantico Brook flows through the subunit in an enclosed wooded corridor that splits the Cemetery.

A significant historic structure within the Cemetery is the Old Dutch Church and the Dutch Burial Ground. (See Section II-F-2-a & b.)

Adjacent to the Cemetery is Douglas Park. Located on the steep slopes of Cedar Hill, the heavily wooded Village Park provides a wonderful natural park experience within an otherwise developed, urban area. (See Section II-D-3.)

The Sleepy Hollow Cemetery subunit was also identified as part of the candidate Haverstraw Bays Park SASS. The subunit features a varied topography unified by the formal landscape of the Sleepy Hollow Cemetery. The wooded corridor of the Pocantico Creek and the informal layout of the heavily wooded Douglas Park provide a natural area that contrasts with the more manicured landscape of the cemetery. Public access is permitted to the Sleepy Hollow Cemetery, between certain hours of the day, and the Village's Douglas Park. The subunit is recognized as the site of the historic Sleepy Hollow Cemetery.

### **Philipse Manor Subunit**

The Philipse Manor subunit features a residential neighborhood located on the low rolling shorelands of the Hudson River. The residential neighborhood is laid out in a formal grid, and appears more open than the adjacent residential development in the Sleepy Hollow Manor subunit. The houses are designed in a variety of styles and are set in landscaped settings, with lawns, shrubs and garden trees combining with mature street trees to form a vegetative canopy that screens development from the adjacent U.S. Route 9 and the Hudson River.

The shoreline configuration is low and straight and the railroad runs alongside the immediate shore. The Philipse Manor Railroad Station is on the State and National Registers of Historic Places (See Section II-F-2-e). The Philipse Manor Yacht Club is located along the shoreline on a small point and cove.

The subunit is accessible from local roads. The formal grid setting of the residential neighborhood leads to long and wide vistas along the residential streets. Views of the Hudson River and the Palisades, notably Hook Mountain, are available from street ends and from Riverside Drive. The subunit is well maintained and there are no discordant features, although the amount of parked commuter vehicles along Riverside Drive reduces the scenic quality of the subunit.

The Philipse Manor subunit was also identified as part of the candidate Haverstraw Bays Park SASS. The subunit features a variety of contrasting housing styles set in a distinctive landscaped setting. The subunit is unified by the mature vegetative coverage and the formal residential layout.

### **Lower Pocantico River Subunit**

The Lower Pocantico River subunit features the lower stretch of the Pocantico River and its confluence with the Hudson River. The low floodplain alongside the River is a mix of recreational areas, landscaped estates, woodland and wetland. The natural landscape of the subunit has been altered by extensive filling at two recreational areas. The flow of the Pocantico has been altered by the damming of the River to create a mill pond at Philipsburg Manor historic site. The dam creates a waterfall. The shoreline configuration is a smooth bulkheaded shoreline with rip-rap and a sandy beach which meet at Kingsland Point, a small promontory in the Hudson River.

There is significant public access to the subunit at the Philipsburg Manor historic site, Devries Park and Kingsland Point Park. These sites are also well recognized by the public. The landscape is well maintained and there are no discordant features in the subunit, although the adjacent industrial structures of the General Motors Plant introduce an element of discordance that detracts from the scenic quality of Kingsland Point Park and Devries Park.

The main cultural feature in the subunit is the restored Philipsburg Manor, originally built in the 1680's. It was saved from destruction and restored through financing from John D. Rockefeller, Jr. and opened to the public in 1943. The site includes a modern visitor center, and the historic stone house, grist mill and dam. Sleepy Hollow Restorations (Historic Hudson Valley) have restored the house to its original appearance. The reconstructed Upper Mill is a good example of the grist mills that were once common along the tributaries of the Hudson River. The reflections in the mill pond of the old manor house and surrounding willows provides ephemeral characteristics that enhance the scenic quality of the subunit. The site is open to the public.

Devries Park, owned and operated by the Village of Sleepy Hollow, is located alongside the Pocantico River just west of Philipsburg Manor. The flat filled area features two baseball fields. The Pocantico River, forms a wide pond with wetland edges before narrowing and flowing under the railroad tracks and into the Hudson at Kingsland Point

## **Park.**

Kingsland Point Park, owned and operated by Westchester County, is a large parcel of public open space on the shoreline of the Hudson River. The flat recreational landscape features open grassy areas, clusters of trees and a sandy beach. There is a brick bath house. The Park is accessed by a car bridge over the railroad tracks.

There are a number of significant views within and from the subunit. The view of Philipsburg Manor from the U.S. Route 9 bridge is of the landscaped estate of the Manor and features the historic white manor house, grist mill and the mill pond. Internal views within the site of the Manor are important and feature the same focal points. The view of the Pocantico River from Devries Park is of the wide section of the river with surrounding woodland and wetland. The main external views from the subunit are from Kingsland Point Park. The Park offers the most significant Hudson River views from within the Village of Sleepy Hollow. The views are broad, long and uninterrupted, encompassing the lighthouse, the broad expanse of the Hudson River at the Tappan Zee, the impressive and dominating structure of the Tappan Zee Bridge, the Nyack waterfront and it's recent high-rise development, and the cliffs, hills and ridges of the Palisades, culminating in the headland of Hook Mountain, which rises to 736 feet.

The eastern section of the Lower Pocantico River subunit, including the Philipsburg Manor historical site was also identified as part of the candidate Haverstraw Bays Park SASS. The subunit features a variety of formal landscapes including the historic Philipsburg Manor estate with it's manor house and grist mill, and the recreational landscape of Devries Park and Kingsland Point Park. The Pocantico River varies in width from it's normal narrow fast flowing channel to the wide mill pond at the Grist Mill and the wide pond adjacent to the Devries Park.

## **General Motors Property Subunit**

The General Motors Property subunit is an industrial-looking subunit dominated by the bulky mass of the buildings of the now closed General Motors Plant. The flat filled area is bulkheaded, giving a smooth shoreline configuration to this man-made point. The industrial buildings are surrounded by the appurtenances associated with a car-assembly plant, including parking lots, rail yards, and security fencing. Located adjacent to the General Motors property to the south is the Village of Sleepy Hollow Public Works facility and the Village's Riverfront Park. Located at the end of the point is the historic Tarrytown Lighthouse (See Section II-F-2-d).

Public accessibility is limited in the subunit. Limited public access is available to the Tarrytown Lighthouse from Kingsland Point Park, with a walkway along the shoreline adjacent to the General Motors Plant. The Lighthouse offers significant views of the Hudson River. The views are broad, long and uninterrupted, encompassing the broad expanse of the Hudson River at the Tappan Zee, the impressive and dominating structure

of the Tappan Zee Bridge, the Nyack waterfront and it's recent high-rise development, and the cliffs, hills and ridges of the Palisades, culminating in the headland of Hook Mountain, which rises to 736 feet. Views of the Tappan Zee Bridge and the Hudson River Street are available from local streets, although these are interrupted by tall, bulky industrial buildings, parking lots, and security fences.

### **Lower Village Subunit**

The Lower Village subunit rises abruptly to the gently rolling plateau located above the low shorelands of the Hudson River. The subunit is the main, more urban area of Sleepy Hollow and features the commercial core, centered on Beekman Avenue, and surrounding residential neighborhoods. The subunit is well maintained. The residential neighborhoods are in a good state of upkeep and there are few vacant lots. The main vacant site is on the former Duracell Battery plant on Andrews Lane. Redevelopment of this site at an appropriate scale could improve the scenic quality of the neighborhood, although large scale or high rise development would be greatly out of character with the surrounding neighborhood and could impair the scenic quality of the subunit. Barnhart Park, a Village Park, is underutilized and in need of renovation. The appearance of the commercial area of Beekman Avenue has benefitted substantially from streetscape improvements including tree planting, provision of on and off-street parking, sidewalk improvements, street light replacement and provision of street furniture.

The majority of views are contained within the subunit, constrained by the built development. The bulky industrial buildings, located in the adjacent General Motors Plant subunit, are a major intrusion into views of the Hudson River from the western sections of the subunit. Significant views of the Hudson River and the Tappan Zee Bridge are available along Beekman Avenue and Cortland Street. These narrow glimpses of the River are framed by the surrounding buildings. Development at street ends would close these views and impair the scenic quality of the subunit. Barnhart Park offers views of Kingsland Point Park, Devries Park, and the Hudson River to the northwest over and adjacent to the General Motors Plant property. The most extensive views of the Hudson River are available from Hudson Street and the corner of Beekman Avenue. Again constrained by development the views stretch across a parking lot and through a chain link fence to the Tappan Zee Bridge and onto the Manhattan skyline in the distance. Views down Beekman Street are of the Hudson River and Nyack on the western shorelands of the Hudson River. An asphalt plant in Tarrytown provides a discordant feature in views to the south. The structures on the General Motors Plant property blocks views to the north.

### **Upper Village Subunit**

The Upper Village subunit is located on the steep slopes of Cedar Hill, rising above the rolling plateau of the Lower Village subunit. The subunit is heavily developed and features a number of residential neighborhoods and the Sleepy Hollow High School complex. Mature street trees are important and dominant components in the landscape.

Views are mainly contained within the subunit, although there are glimpses of the Hudson River and the Tappan Zee Bridge from local streets in the upland areas. Public accessibility is limited to local streets.

### **3. Analysis of Elements of Scenic Importance Within Sleepy Hollow**

The above scenic assessment has considered how the many and varied scenic components of the subunits contribute to the aesthetic quality of the Village of Sleepy Hollow. The Village's subunits can be categorized into various levels of scenic importance. They can be considered to be "Identified Landscapes of Statewide Scenic Importance," "Landscapes of Regional Scenic Importance," or "Landscapes of Local Scenic Importance." The breakdown is as follows:

**Identified Landscapes of Statewide Scenic Importance and Landscapes of Regional Scenic Importance:**

Phelps Memorial Hospital; Sleepy Hollow Manor; Sleepy Hollow; Sleepy Hollow Cemetery; Philipse Manor; Lower Pocantico River;

**Landscapes of Local Importance:**

General Motors Plant Property; Lower Village; Upper Village.

These areas are afforded protection under Policy 25 of the Sleepy Hollow Local Waterfront Revitalization Program, which addresses the protection of overall coastal scenic quality. The Village of Sleepy Hollow is in a position, through the use of their LWRP and exercise of local land use authority, to protect and improve the scenic quality of the identified scenic resources within their municipal boundaries.

### **4. Specific Viewsheds to be Protected**

During the process of inventorying the Village's scenic resources, a total of 64 individual viewsheds were initially identified as important and characteristic components of the above nine landscape subunits. After analysis of these viewsheds, the Village's LWRP Committee decided to eliminate 9 of the individual viewsheds, primarily because there were too many discordant elements present. After analyzing the remaining 56 individual viewsheds, the LWRP Committee grouped them into 23 Viewsheds of Local Importance. The location of each of the 23 viewsheds are identified on Map 6. Representative photographs and brief descriptions of each of the 23 viewsheds are provided below.

The following list and description of viewsheds is not in any order of importance. Each of the 23 viewsheds of local importance have been included in Policy 25 (See Section III).

a. **Beekman Avenue at intersection with U.S. Route 9**



1 Beekman Avenue looking west toward Hudson River at intersection with U.S. Route 9 (Broadway)

Beekman Avenue at the intersection with U.S. Route 9 (Broadway) is one of the primary entrances to the Village's downtown commercial districts and is certainly a primary entrance for visitors to the Village. The above photograph represents an important viewshed for the Village and one that the Village desires to protect. The Hudson River and west shore are visible at the end of the view corridor created by Beekman Avenue. Beekman Avenue starts (eastern terminus) at U.S. Route 9 (Broadway) and extends to the Hudson River. Beekman Avenue dates back before the platting of streets and subdivisions of early Beekmantown, sometimes called Beekman suburb and Pocantico suburb, the old names for present day Sleepy Hollow.

The viewshed possesses the basic character of an old Hudson River village and many of its buildings are identified by Westchester County as possessing characteristics eligible for listing on the State and National Registers of Historic Places.

Any new development along Beekman Avenue must recognize the distinct nature of a Hudson River community appearance and protect the view at this intersection to the Hudson River. Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.



**b. Philipsburg Manor Upper Mill Historical Site**



**2 Philipsburg Manor Upper Mill Historical Site as viewed from U.S. Route 9 (North Broadway)**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Philipsburg Manor is a major element of the Lower Pocantico River Scenic Subunit, as described above. The main cultural feature in the subunit is the restored Philipsburg Manor, originally built in the 1680's. It was saved from destruction and restored through financing from John D. Rockefeller, Jr. and opened to the public in 1943. The site includes a modern visitor center, and the historic stone house, grist mill and dam. Sleepy Hollow Restorations (Historic Hudson Valley) have restored the house to it's original appearance. The reconstructed Upper Mill is a good example of the grist mills that were once common along the tributaries of the Hudson River. The reflections in the mill pond of the old manor house and surrounding willows provides ephemeral characteristics that enhance the scenic quality of the subunit. The site is open to the public.

It is very important that future development in this vicinity not detract from the identified viewshed in order to protect the valuable cultural and scenic heritage represented by Philipsburg Manor and Upper Mill.

**c. U.S. Route 9 (North Broadway)**



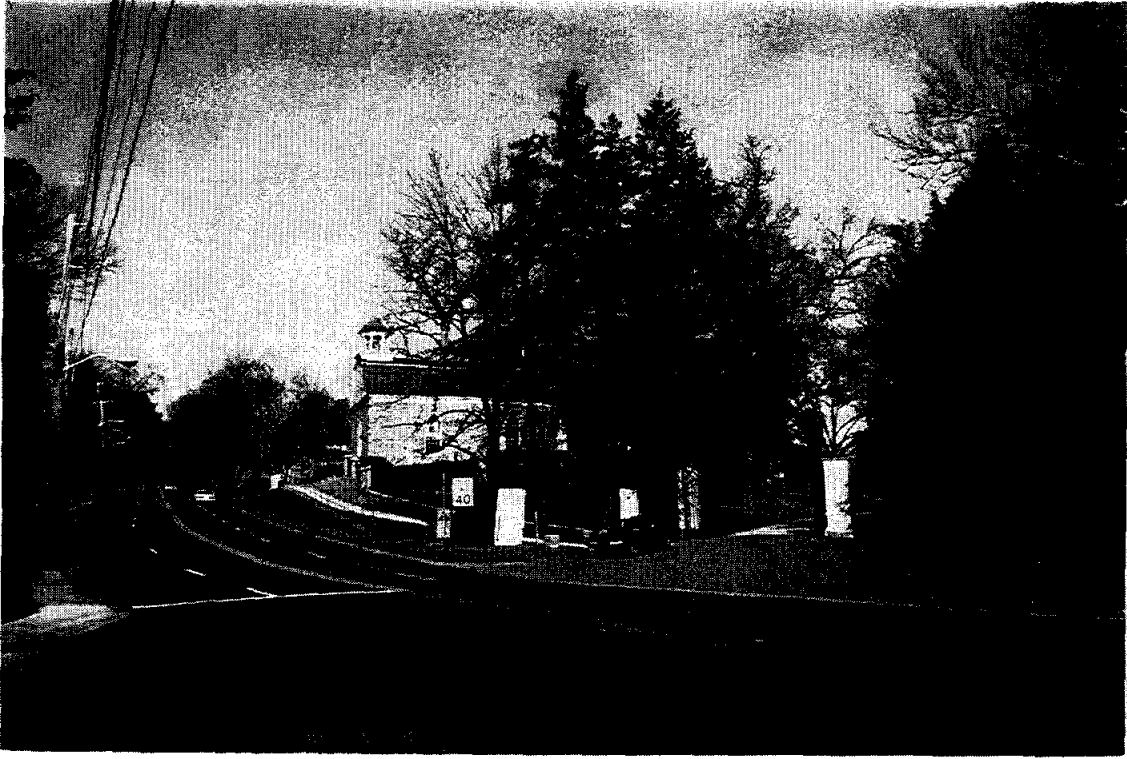
**3 U.S. Route 9 (North Broadway) view north and south along highway corridor**

The above photograph is a view looking south along the U.S. Route 9 corridor and is representative of the view north and south along U.S Route 9 (North Broadway). The U.S. Route 9 corridor is a very important viewshed for the Village of Sleepy Hollow and one the Village wishes to protect. The entire length of U.S. Route 9 within the Village of Sleepy Hollow has been recently designated by the New York State Department of Environmental Conservation as a Scenic Road under Article 49 of the NYS Environmental Conservation Law.

The U.S. Route 9 corridor within the Village includes an extraordinary number of historic and scenic sites as well as being a roadway that dates back to pre-Revolutionary War times. Its tree lined shoulders include an imposing line of Sycamores on the east side. The highly scenic values of the road corridor coupled with the historic settings surrounding the road make this part of Route 9 one of the most attractive and important in the Hudson Valley. Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

Proceeding south past Philipsburg Manor on Route 9 is a commercial area that stands in sharp contrast to the setting above. In order to modify the appearance of this commercial strip the Village is modifying the Zoning Regulations to require more appearance-related standards while the Planning Board reviews site plans.

**d. The Old Dutch Church and Burial Grounds and Sleepy Hollow Cemetery**



**4 The Old Dutch Church and Burial Grounds and Sleepy Hollow Cemetery as viewed from the intersection of U.S. Route 9 and the Pocantico River.**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. The Old Dutch Church and Burial Grounds and the Sleepy Hollow Cemetery are the major elements of the Sleepy Hollow Cemetery Subunit, as described above. The Sleepy Hollow Cemetery subunit is dominated by the formal landscape of the Sleepy Hollow Cemetery. The Cemetery is located on the steeply rising slopes above the low rolling shorelands of the Hudson River, this gives way to a rolling upland that falls steeply to the Pocantico River and then rises again on the steep slopes of Cedar Hill. The well maintained formal landscape of the Cemetery features narrow winding roads, the regimental layout of gravestones with there accompanying floral tributes, large mausoleums, mature trees and formal plantings. The fast flowing Pocantico Brook flows through the subunit in an enclosed wooded corridor that splits the Cemetery. A significant historic structure within the Cemetery is the Old Dutch Church and the Dutch Burial Ground. (See Section II-F-2-a & b.).

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

- e. **Panoramic Views of the Hudson River and beyond from the following Streets: Pokahoe Drive, Lakeview Avenue, Lakeshore Circle, Hunter Avenue, Farrington Avenue, Harwood Avenue, Kelburne Avenue, Highland Avenue, and Palmer Avenue**

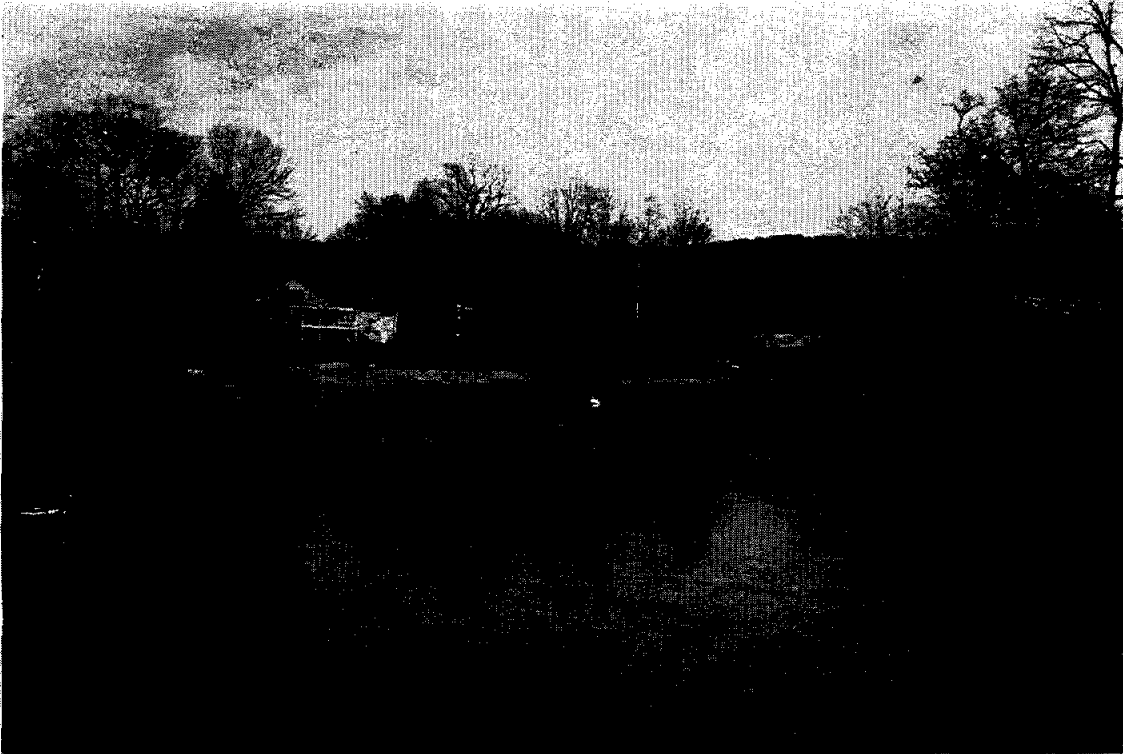


**5 Panoramic View of the Hudson River and beyond from the end of Highland Avenue as a representative of the views from various streets in Sleepy Hollow Manor and Philipse Manor.**

The above photograph is representative of the viewsheds of the Hudson River from the above streets and collectively are all important viewsheds for the Village and ones that the Village desires to protect. From the above streets, as identified on Map 6, parts or all of the Hudson River and the opposite shore can be seen. The only obstructions and discordant features within the views are the utility lines and poles situated along the railroad tracks. Except for certain park lands there are no other locations within the Village where such a substantial stretch of land along the Hudson River from which such views can be seen. Thus, the above streets that intersect with Riverside Drive and the others, are very important visual access sites for the public to view be able to view the Hudson River.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**f. Lake Fremont**



**6 Lake Fremont as viewed from Pokahoe Drive**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Lake Fremont is within the Sleepy Hollow Manor Subunit as described above. One of the main features of the subunit is Lake Fremont, a freshwater pond fed by a stream and springs that rises in the Sleepy Hollow Cemetery. Residential development lines the shore of the pond. The pond drains into the Hudson River through a small wetland area that has been encroached on by residential development.

The water of Lake Fremont is protected by the Village's Watercourse Protection Law. However, it is important that the residents around the Lake, the Sleepy Hollow Manor Association, and the Village continue to cooperate to retain the scenic and environmental quality of Lake Fremont.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**g. DeVries Field Park**



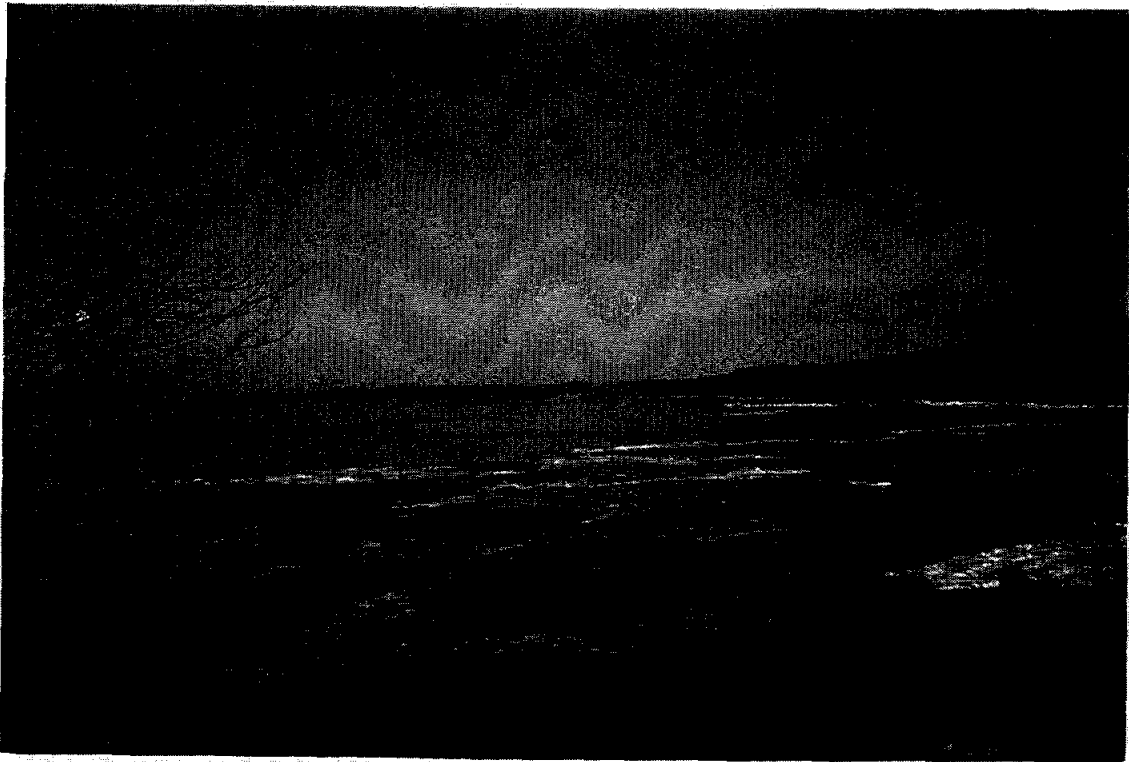
**7 DeVries Field Village Park adjacent to the Lower Pocantico River and General Motors Property.**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. DeVries Field Park is within the Lower Pocantico River Subunit as described above. DeVries Field Park, owned and operated by the Village of Sleepy Hollow, is located alongside the Pocantico River just west of Philipsburg Manor. The flat filled area features two baseball fields. The Pocantico River, forms a wide pond with wetland edges before narrowing and flowing under the railroad tracks and into the Hudson at Kingsland Point Park.

Improvements at the Park represent a good example of what the Village is doing to create a mixed use recreation area in a natural setting that combines active and passive recreational uses.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**h. Panoramic Views of the Hudson River and beyond from various points along the shore at Kingsland Point Park**

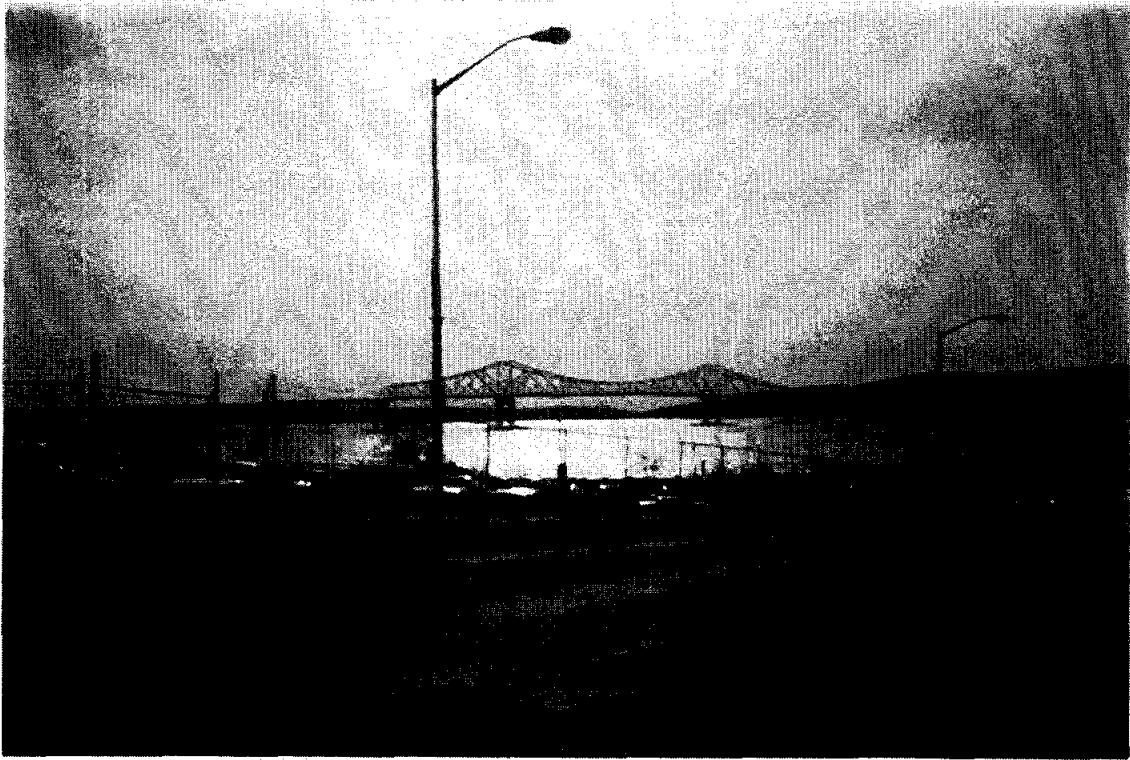


**8 Panoramic View of the Hudson River and beyond as a representative of the views from various locations within Kingsland Point Park.**

The above photograph is representative of the viewsheds of the Hudson River from the various locations within Kingsland Point Park and collectively are all important viewsheds for the Village and ones that the Village desires to protect. Kingsland Point Park, owned and operated by Westchester County, is a large parcel of public open space on the shoreline of the Hudson River.

Kingsland Point Park is part of the Lower Pocantico River Subunit as described above. There are a number of significant views within and from the subunit. The Park offers the most significant Hudson River views from within the Village of Sleepy Hollow. The views are broad, long and uninterrupted, encompassing the lighthouse, the broad expanse of the Hudson River at the Tappan Zee, the impressive and dominating structure of the Tappan Zee Bridge, the Nyack waterfront and its recent high-rise development, and the cliffs, hills and ridges of the Palisades, culminating in the headland of Hook Mountain, which rises to 736 feet. Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**i. View of the Hudson River from the corner of Beekman Avenue and Hudson Street**



**9 View of the Hudson River from the intersection of Beekman Avenue and Hudson Street**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Beekman Avenue is the main direct thoroughfare from Broadway (U.S. Route 9) into the Village and to the Hudson River and waterfront. The Avenue is wide and heavily traveled.

The viewshed from this vantage point is one that includes the wide expanse of the Hudson River southward to the Tappan Zee Bridge and westward across to the opposite shore of Nyack and the hills beyond. Northward the views are impeded by the GM Assembly Plant structures.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.



**j. View of the Hudson River looking west from the intersection of Beekman Avenue and Barnhart Avenue**



**10 View of the Hudson River looking west from the intersection of Beekman Avenue and Barnhart Avenue.**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Beekman Avenue is the main direct thoroughfare from Broadway (U.S. Route 9) into the Village and to the Hudson River and waterfront. The Avenue is wide and heavily traveled.

The viewshed from this vantage point is more linear and focussed than the previous viewshed because of the structures on both sides of Beekman Avenue. Nonetheless, future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**k. View of the Hudson River looking south from the intersection of Beekman Avenue and Cortland Street**



**11 View of the Hudson River looking south from the intersection of Beekman Avenue and Cortland Street**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Similar to the previous viewshed the view from this vantage point is linear and focused because of the structures on both sides of Cortland Street. Nonetheless, future development must not impact negatively upon this viewshed and the ability to see the Hudson River, Tappan Zee Bridge, and other features to the south.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**I. Views of the Hudson River and Village from the School District of the Tarrytowns facilities on Broadway**



**12 View to the west of the Hudson River and Village of Sleepy Hollow from the Union Free School District of the Tarrytown facilities on Broadway**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. The upper grades of the School District facilities are located in a sprawling expanse of buildings which encompass a large area of the open sloping bank of the Hudson River. A wide panoramic view of the Hudson River and the Village is available from many locations within the School District property. This is perhaps one of the most easily attained expansive, panoramic viewsheds of the Hudson River from within the Village and is accessible to the public.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**m. View of the Hudson River and Village from the intersections of Route 448 (Bedford Road), Pine Street, and the Old Croton Aqueduct**



**13 View of the Hudson River and Village from the intersections of Route 448 (Bedford Road), Pine Street, and the Old Croton Aqueduct.**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Bedford Road, now designated Route 448, is one of the three main entrances to the Village. As one descends down Route 448 west toward Broadway there are opportunities for expansive views of the Hudson River, the opposite shore, and overlooking the rest of the Village below.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**n. Gory Brook Road at intersection with Old Croton Aqueduct**



**14 View of the Hudson River, overlooking Village from Gorey Brook Road at intersection with Old Croton Aqueduct.**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Gorey Brook Road represents one of the old main entrances into the area and Village which now has become essentially an accessway to local residents in this area of the Village. The Rockefeller Family acquired the adjacent land through which the old road traversed and the road is now closed to automobile traffic, but is available for horseback riding and foot travel. That portion of the road which services residences however, provides excellent views of the Hudson River over wide panoramic expanses.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**o. Viewshed looking east at Freemont Fountain site on Broadway (U.S. Route 9)**



**15 View looking east at Sleepy Hollow Cemetery at Freemont Fountain site on North Broadway (U.S. Route 9).**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. The location of this viewshed is representative of the views all along North Broadway of Sleepy Hollow Cemetery. The Sleepy Hollow Cemetery is the principal component of the Sleepy Hollow Cemetery subunit, described above. The Cemetery is located on the steeply rising slopes above the low rolling shorelands of the Hudson River, this gives way to a rolling upland that falls steeply to the Pocantico River and then rises again on the steep slopes of Cedar Hill. The well maintained formal landscape of the Cemetery features narrow winding roads, the regimental layout of gravestones with their accompanying floral tributes, large mausoleums, mature trees and formal plantings.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

- p. **Viewshed looking west at Freemont Fountain site on Broadway (U.S. Route 9)**



**16 View looking west toward Peabody Field from the Freemont Fountain site on North Broadway (U.S. Route 9).**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. The view at this location is looking west toward Peabody Field. Peabody Field is a significant scenic element of the Sleepy Hollow Manor Subunit, as described above. Peabody Field is located in the southern part of the subunit, separating the informal residential layout of Sleepy Hollow Manor from the formal grid pattern of the adjacent residential development of the Philipse Manor subunit. Peabody Field includes a recreational field and mature mixed woodland which stretches down to Lake Freemont and Pokahoe Drive.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

- q. **Viewshed looking west toward the Pocantico River and surrounding landscape at the New York City/Village of Sleepy Hollow Water Pumphouse property on Sleepy Hollow Road**



**17 Viewshed looking west of the Pocantico River and surrounding landscape at the New York City/Village of Sleepy Hollow Water Pumphouse property on Sleepy Hollow Road.**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Located in the extreme northeast corner of the Village along Sleepy Hollow Road, the viewshed is to the west toward the Pocantico River. At this location there is a feeder stream the joins the Pocantico River. The Pocantico River at this location is a fast moving stream the meanders through the woods with the adjacent wooded bridle paths of the Rockefeller State Park Preserve. Residences are very sparse in the portion of the Village. The viewshed is representative of a sylvan setting of true peace and tranquility.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.



**r. Eagle Hill**



**18 Panoramic views from Eagle Hill in the Northeast corner of the Village.**

The above photograph represents an important panoramic viewshed for the Village and one that the Village desires to protect. Eagle Hill is in the Sleepy Hollow Scenic Subunit and is a dominant feature within the subunit. There is a panoramic vista from Eagle Hill which extends from the mansion on Kykuit Hill over the rolling woodland and meadows of the Rockefeller Estate and the Rockefeller State Park Preserve to Cedar Hill and beyond to the distant Tappan Zee Bridge and the Palisades. The public and private land in the subunit is well maintained and there are no discordant features.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

s. **Old Sleepy Hollow Road**



19 Old Sleepy Hollow Road looking north

The above photograph is representative the types of views characteristic of the Old Sleepy Hollow Road. The above photograph represents an important panoramic viewshed for the Village and one that the Village desires to protect. The road runs in a southerly direction from the point where it enters the Village boundary to the north. The Old Sleepy Hollow road is within the Sleepy Hollow Scenic Subunit and is characterized as a winding tree lined country road with views of the surrounding Rockefeller Family estate and Rockefeller State Park Preserve. The easterly side of the road borders a wooded expanse, a part of the Rockefeller Family estate. As the road meets the north end of Webber Avenue, the nature of the area changes from rural country road to that of neat, single family homes. The road is one of truly sylvan beauty with spring and fall being the most colorful seasons.

Future development actions along, near, or within the viewshed of the Old Sleepy Hollow Road should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

t. **Kykuit**

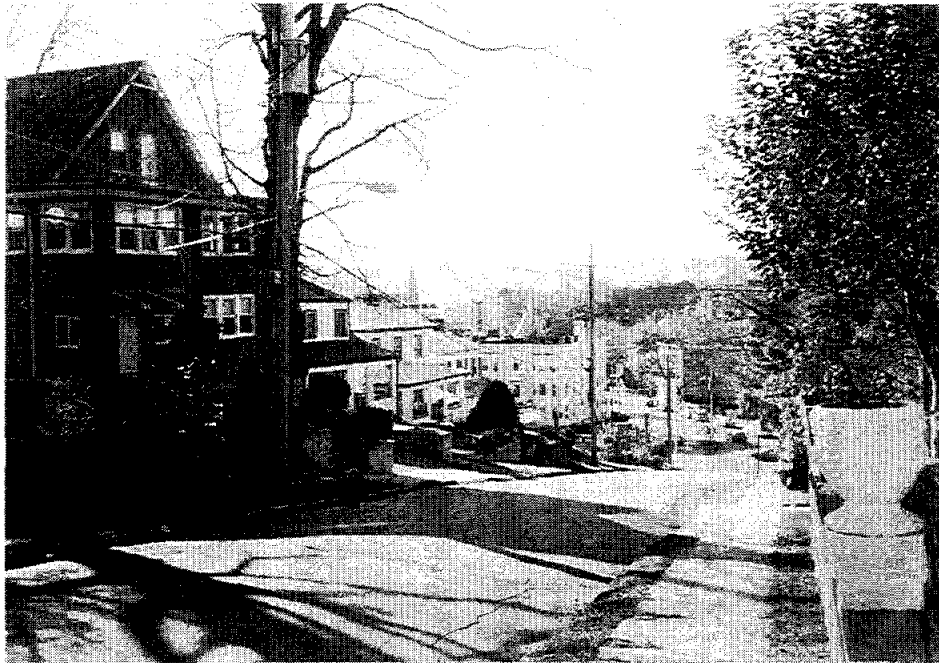


20 **Panoramic views from Kykuit**

The above photograph represents the types of views characteristic of those from Kykuit. The above photograph represents an important panoramic viewshed for the Village and one that the Village desires to protect. Kykuit is located within the Sleepy Hollow Scenic Subunit. The subunit is dominated by Kykuit Hill, rising to over 450 feet, Cedar Hill and Eagle Hill. The subunit is basically a historic estate landscape featuring the Kykuit Estate built for John D. Rockefeller Jr, by his father in 1905. The estate is dominated by Kykuit, a large Beaux-Arts mansion sited axially with a dramatic view of the Hudson River. The mansion and sculpture gardens now house the art collection of Nelson Rockefeller. While living at the Kykuit Estate, Nelson Rockefeller commissioned further additions to the estate including a Japanese house and garden. There is a panoramic vista from Kykuit Hill over the rolling woodland and meadows of the Rockefeller Estate and the State Park Preserve to Cedar Hill and beyond to the distant Tappan Zee Bridge and the Palisades.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

**u. View west of the Hudson River and overlooking the Village from Hudson Terrace**



**21 View looking west to Hudson River and overlooking the Village from a high point on Hudson Terrace.**

The above photograph represents an important viewshed for the Village and one that the Village desires to protect. Hudson Terrace is a short street which runs from the rise on Route 448, south to the public school property and also west, down a steep slope to North Broadway (U.S. Route 9). The view of the River from this vantage point is panoramic and typical of the viewsheds experienced from similar elevations within the older portion of the Village. Closely-spaced modest homes with varying architectural styles provide a foreground for the viewshed with the Village center providing the middle ground. The background is the Hudson River and the opposite shore and hills and mountains beyond.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

- v. **View west of the Hudson River from Elm Street adjacent to the old Mallory site**

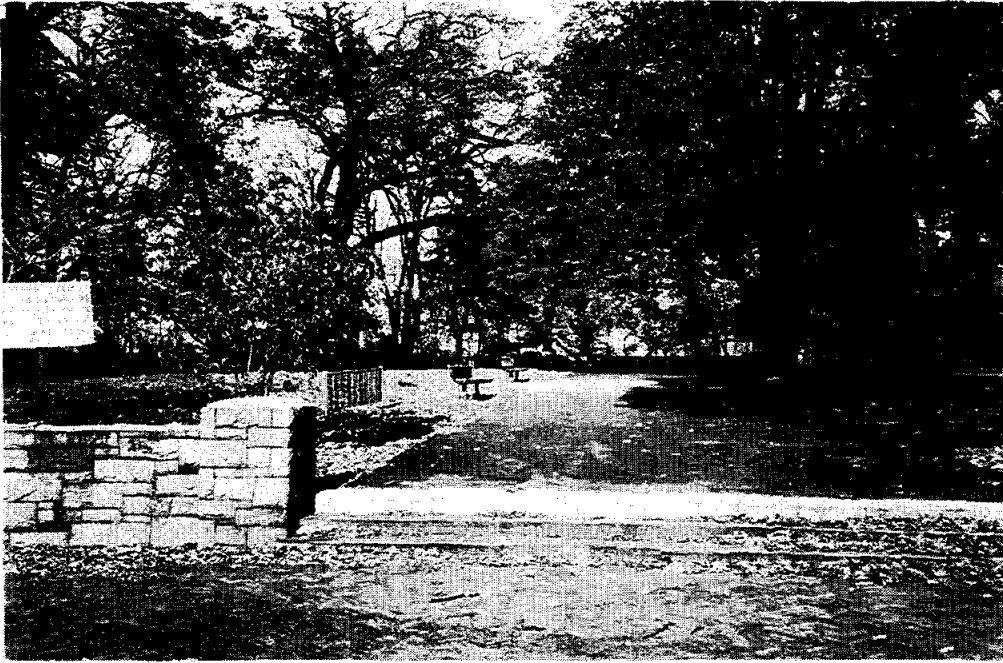


- 22 **View looking west from Elm Street adjacent to the old Mallory plant site.**

The above photograph, while partially blocked by trees and other vegetation at present, represents an important viewshed for the Village and one that the Village desires to protect. The above view is from the west end of Elm Street looking west, across what is now the vacant Mallory plant employee parking lot, with a rise of the hills and mountains across the Hudson River to be seen in the background. The viewshed is currently blocked partially by a dense growth of young trees and the west edge of the parking lot. The site also provides a view across the General Motors buildings and former employee parking lot upriver toward Haverstraw Bay and beyond. The viewshed is important because it is at the top of a bluff overlooking the now closed General Motors Plant and the Hudson River.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

w. **Barnhart Park**



23 View at the entrance to Barnhart Park looking north

The above photograph, while substantially blocked at present by trees and other vegetation, represents an important viewshed for the Village and one that the Village desires to protect. The above view is from the entrance to Barnhart Park looking north. Through the vegetation the view is upriver toward Haverstraw Bay and beyond. Similar to the previous viewshed, the importance of this viewshed is primarily because it is located at the top of a bluff overlooking the now closed General Motors Plant and the Hudson River, and because it is a public park.

Barnhart Park is the oldest park in the Village and is located in the center of the more densely populated portion of the Village. With proper tree trimming and maintenance, this park would provide excellent visual access opportunities of the Hudson River and other significant scenic resources.

Future development actions should be undertaken in a manner that recognizes the importance of this viewshed and provides for its enhancement and protection.

## **5. Other Scenic Resource Information**

In 1992 the Village of Sleepy Hollow participated with a number of surrounding municipalities in making a collective application to the NYS Department of Environmental Conservation for designation of "The Tappan Zee East Scenic District," under the provisions and authority of Article 49 of the NYS Environmental Conservation Law.

Article 49 of the State Environmental Conservation Law authorizes the New York State Department of Environmental Conservation (DEC) to designate scenic areas in the State. In order to qualify for such a designation, an area must contain positive aesthetic elements of regional, state-wide, or national significance and must have aesthetically recognizable boundaries. The designation is made by the DEC Commissioner.

In the Fall of 1994, the Commissioner of DEC approved the designation of the Tappan Zee East Scenic District. The District includes the following municipalities: the Villages of Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, and Hastings-on-Hudson; and the Towns of Mount Pleasant, and Greenburgh. The accompanying Map 6B shows the location of the Tappan Zee East Scenic District. The map also shows the boundary of the Tappan Zee West Scenic District, previously designated by the DEC Commissioner.

Some of the goals of designation of the Tappan Zee East Scenic District are to stimulate increased public awareness of scenic and historic resources; identify and document the importance of valued cultural assets; enhance community pride; and promote a positive image for the area as a good place in which to live and work.

### **I. DEVELOPMENT CONSIDERATIONS**

#### **1. Public Services and Facilities**

The Village of Sleepy Hollow purchases all of its water from the New York City Municipal Water Supply System. The specific sources of water for the Village are from the New Croton Aqueduct System and the Catskill Aqueduct System.

Historically, the first (Old) Croton System was constructed in 1842. This system has as its source of water the Croton River Drainage basin in Westchester County. Although this system was predicted to meet the New York City needs for 30 years, it fell short within 14 years due to rapid population growth. Along with increased population, per capita consumption rose in the years following 1842, probably due to availability of high-quality water, and the introduction of private, indoor bathrooms. In response to increased demand, the Croton system was expanded, and in 1907 a new Croton Dam and Aqueduct were completed. Today, the Croton System, with a safe yield of 240 mgd, supplies about 10% of the needs for the New York City System in periods of normal rainfall, and up to 25% during severe drought.

Upon consolidation of the New York City water supply systems in 1898, New York City had over 3 million residents who consumed 228 mgd. Once again, the City looked for new water supplies.

The Esopus Creek watershed in the Catskills became the City's next focus of attention, and construction of the Catskill system was largely finished by 1915. With storage capacity of 140.5 billion gallons and a safe yield of 470 mgd, the Catskill system today furnishes approximately 40% of the City's daily water supply system needs.

New York City also has the Delaware reservoir system, the newest and largest of the three systems. It was developed over a forty-year period beginning in the 1920's. With 320.4 billion gallons storage capacity and 580 mgd safe yield, the Delaware system provides the remaining 50% of the City's daily water demand.

Based on increased demand and the need to have water available during periods of drought, New York City is currently studying expansion options, as well as pursuing other means to solve the long term water supply needs of the City System.

Based on the most recent date available, the Village of Sleepy Hollow uses approximately 1.28 mgd. Based on population projects, which call for a decrease in population, and the anticipated closing of the General Motors Assembly Plant, the daily water demand for the Village is expected to decrease in the future.

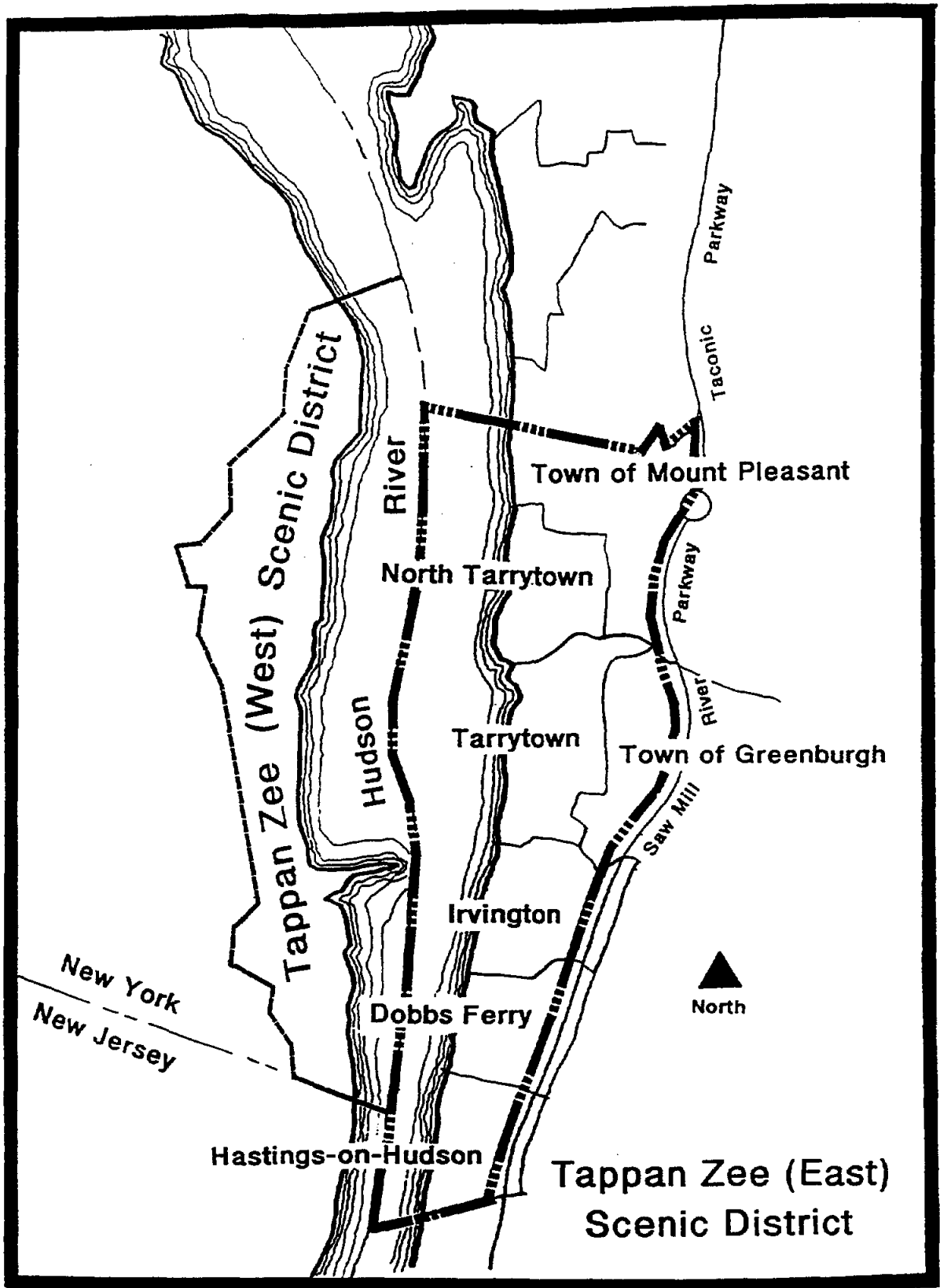
100% of Sleepy Hollow's water users are metered. The per capita daily use for approximately 160 gallons. This represents a moderate to heavy amount of water use per capita, in comparison with use by other New York City water system users. Currently, the Village does not have a water conservation program. Based on the per capita daily water use figures, it may be advisable for the Village to consider a water conservation education program and possibly higher water rates as a means of lowering the amount of water used. Currently, the Village has one of the lowest rates for water use among other New York City water system users.

In relation to other New York City water supply users, the Village has a very low amount of water unaccounted for, which indicates that the water distribution system has a low leak rate and that the distribution system infrastructure is in relatively good shape.

The Village used to have its own sewage treatment system. However, it is now linked into a larger Westchester County system which is shared by many municipalities. The condition of the existing sewage infrastructure within the Village is generally good. There are some minor problems of infiltration. However, comparatively, the Village does not have any major sewage system problems. The Village does have a regular maintenance and improvement program for the storm and sanitary sewer systems.

Existing water and sewer infrastructure within the Village is generally adequate to support





**Map 6B** Location and Boundaries for the Tappan Zee East and Tappan Zee West Scenic Districts

further development and redevelopment within the Village.

## **2. Flooding**

The Village of Sleepy Hollow is participating in the Regular Phase of the National Flood Insurance Program. As such the Village has a "Flood Insurance Rate Map," dated August 17, 1981, which identifies the flood prone areas for the Village. The Flood Insurance Study for the Village produced by the Federal Emergency Management Agency (FEMA), provides details on the flood characteristics of the rivers and streams in and adjacent to the Village. This study examines, in detail, the potential for flooding in the Village of Sleepy Hollow and includes details of discharges, stillwater elevations, and hydraulic characteristics associated with various flooding circumstances or possibilities.

The Federal Emergency Management Agency has mapped the Special Flood Hazard Areas for the Village and indicated them on the Flood Insurance Rate Map. The 100-Year flood boundaries are indicated on Map 2.

The Pocantico River is the main source of flooding within the Village, while the Hudson River is generally limited to its immediate shorelands. Flooding can occur in the Village during all seasons, but generally, the most probable flooding season occurs between the months of February and April when snowmelt upstream adds to heavy spring rains to produce increased runoff. Summer and Fall flooding also occur due to hurricane activity.

There are no structural flood protection measures located within the Village of Sleepy Hollow. In order to minimize the harmful effects of flooding in the community, the Village regulates new development actions taking place within the designated flood prone areas (see Map 2). Construction activities within the flood hazard areas are subject to restrictions designed to promote a wiser use of these areas. In general, development in these areas should be discouraged or undertaken only if proper precautions are taken.

## **3. Steep Slopes**

The Village of Sleepy Hollow has large areas of steep slopes as identified on Map 2. The major purpose of delineating steep slopes is to identify areas of the Village where erosion would occur if vegetation were removed. While practically all of the Village's steep slope areas are currently vegetated, it would be particularly damaging to these steep slope areas to remove trees and other vegetation, since most of the areas are adjacent to watercourses. In other areas, removal of vegetation would very likely result in erosion harm to adjacent landowners.

Development on the identified steep slopes and clearing of vegetation from these areas could impair the scenic quality of the Village and could lead to increased soil erosion and run-off, thus threatening water quality in the watercourses within, and adjacent, to the

Village.

#### **4. Erosion**

The Hudson River, at this location, is generally not subject to severe erosion. No Coastal Erosion Hazard Areas have been identified in the Village of Sleepy Hollow under the provisions of Article 34 of the NYS Environmental Conservation Law. However, there are some areas of the Village that are experiencing minor erosion. In addition to the general fluvial and tidal action of the Hudson River, this erosion is also associated with the affects of wakes from boating traffic on the River and sporadic and the occasional actions of ice and flooding. The types of erosion the Village is experiencing are not life threatening, but on an individual basis constitute minor problems that need attention.

Erosion protection structures along the Village's Hudson River shoreline are extensively used and are primarily comprised of stone rip-rap and concrete bulkheading. Some of the rip-rap and bulkheading has deteriorated due to lack of maintenance, but has not deteriorated to the point of being dangerous. In general, improper design, construction, and maintenance may lead to the failure of an erosion protection structure to give the protection which they are presumed to provide.

In addition to the minor fluvial and tidal erosion associated with the Hudson River, there is also minor erosion associated with the Pocantico River, Andre Brook, and the Lake Fremont watershed. The steep slopes associated with these watercourses makes them particularly susceptible to erosion, particularly where vegetation has been disturbed or removed.

#### **5. High Water Table - Shallow Soils**

Areas of the Village that have high water tables and shallow soils are identified on Map 2. Soil survey data used to identify these areas is from the U.S. Department of Agriculture, Soil Conservation Service. For the most part, development in these areas does not pose a problem, but rather, an important issue that must be accounted for during development planning and construction. Thus, for future development in these areas, special consideration must be given to this issue to avoid water problems and other types of structural building problems.