

11 Marion Ave
Cold Spring, NY 10516
845-265-2907

January 12, 2014

Dear Chairman Molloy and Members of the Planning Board,

Re: Butterfield EAF and SEQRA declaration

Given the extensive comments provided by Barton & Loguidice in their "EAF Technical Review" dated 10/17/13, I was stunned to read in philipstown.info (<http://philipstown.info/2014/01/10/butterfield-project-set-clear-first-hurdle/>) that the Planning Board is expected to issue a negative SEQRA declaration. The technical review indicates the possibility of significant adverse impact in numerous areas. It also outlines many areas in which the consultants believe the EAF is deficient.

The philipstown.info article suggests that the EAF may in fact have been revised since the initial version dated 5/7/13, and the "Revised Response to Village Comments" dated 12/11/13 indicates that it has. However, the version dated 5/7/13 is the only one available on the village website. If there is a subsequent version addressing the concerns noted by B&L, I hope you will make this available for public review.

In addition to the comments made by B&L, I would like to draw your attention to one specific aspect of the Butterfield EAF dated 5/7/13 that remains unaddressed and which I believe has the potential for significant negative environmental impact, namely the loss of line-of-sight visibility for traffic leaving the site from the Lahey Pavilion exit.

Line-of-sight visibility from that exit is already challenging due to the curve on route 9D. This was a factor noted by the Department of Transportation during their site visit in 2008 when the area below the Lahey Pavilion was under consideration as a possible location for a new firehouse.

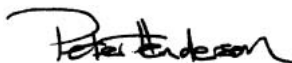
The site plans in the EAF indicate the placement of a large retail/office structure within the current line-of-sight looking south from the exit. They also indicate the placement of parking spots along the east side of route 9D. These two factors will almost certainly impact visibility at that location.

At a minimum, if the Planning Board has not already done so, I would respectfully suggest you seek input from the Department of Transportation before making a declaration on the EAF. The EAF acknowledges that approval will be required from the DOT (page 1-5), yet no correspondence from the DOT is included. It would seem to make sense to seek their input sooner rather than later.

For your information, I have attached an article "Intersection Site Distance" provided by the DOT in 2008 following their site visit that provides details of line-of-sight visibility requirements for different vehicle types.

Thank you very much for your attention.

Sincerely,



Peter Henderson

Cc: Trustee Francisco, Liaison to the Planning Board