



## Memorandum

*Village Manager's Office*

To: Stephen M. Pappalardo, Village Manager  
From: Robert Cole, Deputy Village Manager  
Date: March 06, 2020  
Re: Freightway Redevelopment Community Priorities and Preferences

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Pursuant to your direction, this memo presents a summary of written community priorities and preferences received in relation to potential Freightway Site Redevelopment.

### Background

On December 11, 2019, candidates for potential Freightway Site Redevelopment presented their concepts during a public meeting at Rutherford Hall. The meeting experienced a large public turnout, with many residents having taken time to verbally express their priorities, preferences, and concerns. Conclusion of the meeting marked the beginning of a public comment period wherein residents were encouraged to submit their written priorities and preferences for prospective Freightway Site Redevelopment. The written comment period remained open until the end of February 09, 2020.

Strategies deployed to make presenting written comments as easy as possible included:

1. Launch of a special email address, [freightway@scarsdale.com](mailto:freightway@scarsdale.com);
2. Capturing emails sent to the Village Board as “Written Correspondence” for inclusion in the public comment record;
3. Development of an online form, which was accessible from [www.scarsdale.com](http://www.scarsdale.com);
4. Stationing of a cardboard comment box and writing materials in the Village Hall lobby, where display boards depicting images and information describing each of the proposals was made available to the public; and
5. In addition to providing multiple pathways for submitting written comments, Village staff also worked with the Advisory Council on Communications to develop a web-based resource where residents and other interested parties could access Freightway-related documents and information from a [single portal](#). The portal also included an updated FAQ and process overview.

Before continuing to discussion of the written comments, it should be noted that the many verbal comments presented at the public meeting on December 11, 2019, are not incorporated into the following discussion of written comments. However, anecdotally, observations gleaned from the

written comments appear to capture, in a general sense, the priorities, preferences, and concerns expressed verbally by those in attendance on December 11, 2019. As such, the significant amount of staff work necessary to capture the verbal comments in the same level of detail as those presented in writing was not undertaken. Nonetheless, the voices from those having attended the meeting are important to consider and I believe have been captured on a proxy basis in the priorities, preferences, and concerns otherwise presented to the Village in writing during the public comment period.

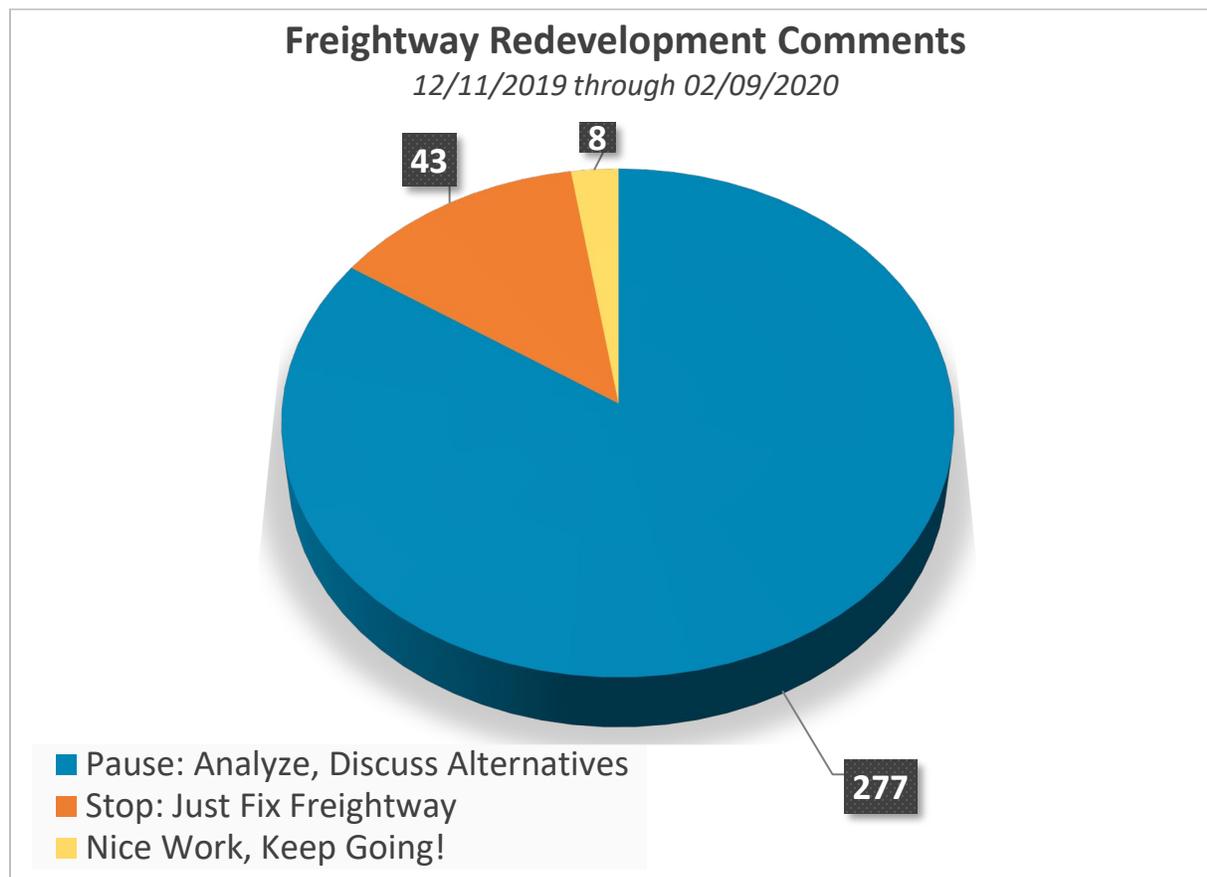
## Written Comments: Observations and Salient Themes

### *Intro*

The goal in connection with this public comment review is to help inform the best path forward in continuing the community conversation surrounding potential redevelopment of the Freightway Garage Site.

It should be noted that qualitative review of public comments is an imprecise endeavor. In preparing this summary, every effort was made to fairly capture and present major themes. I believe that in reading the memo, a majority of community members having participated in the public comment period will perceive that, on a thematic basis, their priorities, preferences, and concerns are reflected in the narrative provided.

### *Big Picture Observations*



A total of 328 written comments were received of varying lengths and complexity, with 277 (84.5%) of the comments supportive of continuing a process focused on identifying and adequately vetting potential redevelopment alternatives for the Freightway Site.

It is noteworthy that 198 of the 328 written comments were delivered as part of a petition signed by 850 persons, each of whom indicated agreement with continuing a process, subject to certain conditions; largely the types of concerns and informational needs captured in this analysis. The *Petition* section later in this memo relates additional information concerning how comments from the petition were interpreted.

Within this significant majority of residents who support continuing with an improved process, the concepts presented to the public on December 11, 2019, were widely rejected. Dissatisfaction with the proposed concepts was principally on grounds of potential school enrollment increases, which were viewed as negatively impacting Scarsdale Schools and the existing high quality of student education.

Interestingly enough, it appears that few (if any) of the respondents were aware that members of the Village Board were not satisfied with the proposed concepts, either, constituting one of the communication deficits that likely contributed to heightened resident concern about the proposed concepts, as well as to varying levels of public distrust of the process. Enhancing communication and looping-in more residents to the communication network constitutes a critical need on a moving forward basis.

Continuing with discussion of the 328 comments received, approximately 13.1% favored simply repairing or replacing the Freightway Garage with no site redevelopment. The balance (2.4%) expressed general support for the concepts presented on December 11, 2019.

To help visualize public comment themes, a Word Cloud is provided as Attachment 1. In addition, a log of all written comments received is included as Attachment 2.

Finally, the comments included one report from a community-based organization, the Scarsdale Forum, and two position papers from the same resident. The balance were individual comments, generally relatively short in length. 198 of the 328 comments received were delivered by way of petition; see the *Petition* section later in this memo for more information.

### *Major Themes*

Although the dominant concern expressed by Scarsdale residents was the potential for adverse impacts to Scarsdale Schools and education quality, there were other major themes evident, as well.

On the following page, the themes derived from the public comments are characterized as “Building Blocks,” i.e., feedback that we can build upon to reach consensus as the process continues, and “Focal Areas,” i.e., those dimensions of prospective redevelopment that must be discussed publicly and resolved in order for a community-supported outcome to be achieved.

The categorization framework is based on a combination of verbatim written comments and staff interpretation of the comments, taken as a whole.

## *Building Blocks*

- **Let's Talk:** There's a path forward.
- **Site Importance:** The Freightway Site is an important community asset.
- **Desirable Redevelopment:** Find the right uses, scale, and mix.
- **Show Your Math:** Share data and analysis with residents.
- **Public Engagement:** Do even more public education and engagement.
- **Vibrancy:** Cure existing Village Center vacancies, draw residents to the redevelopment site.
- **Sustainability:** Seize opportunities to incorporate sustainability and resilience strategies.

## *Focal Areas*

- **School Impacts:** New students could overload system and erode education quality; protect schools and education quality.
- **Net Fiscal Benefit:** Redevelopment must pay its own way, including future burdens.
- **Traffic:** Existing traffic problems could be exacerbated; Scarsdale Avenue access needed.
- **Parking:** Preserve both the quantity and local control of resident commuter parking.
- **Public Space:** Examine decking options for rail right-of-way, plaza, public art, connectivity.
- **Metro North:** New ridership may further crowd peak ridership periods.

## *Petition*

A petition authored by “Scarsdale Residents For The Protection Of Our Schools and Taxpayers” was circulated within the community seeking signatures from Scarsdale residents and merchants. The completed petition included 851 signatures, with 198 written comments noted. Staff undertook reasonable effort to verify that petition comments discussed in this memo were submitted by a Scarsdale resident or business. Because of the brevity of many of the comments, classification of the writer’s position heavily relied upon the petition’s preamble, which all signatories indicated their agreement with.

The petition’s preamble stated:

We, the undersigned, are residents of and merchants in the Village of Scarsdale. We respectfully request that you halt proceedings with the two Freightway Redevelopment finalists you chose, until the School Board and the Village Board of Trustees independently run studies on the possible effect of 20 -500 new students coming to Scarsdale in the currently proposed residential units and how those enrollments would impact the quality of education and physical constraints at our schools. We are concerned additional enrollments would automatically trigger rezoning of schools, which many residents oppose.

We recommend that you:

- involve the Scarsdale School Administration, the School PTAs and the School Board more proactively and transparently; waiting to get them more involved later in the process is too risky for current residents,

- create a Freightway Committee with diverse representation of residents, PTA members, and local merchants from the Village Center and Garth Road to help you with our professional expertise and experience to get significant input from a diversity of Scarsdale residents and merchants as to what type of commercial, cultural, and recreational facilities we want in Freightway,
- revise and reopen the Request for Proposal process, so that as many bidders can show us different designs,
- ask all bidders to disclose their financials when they show us designs, so that we can evaluate their ability to service their debt until they complete Freightway Redevelopment,
- evaluate and disclose to residents the impact of increased residents on our traffic patterns, parking, and train crowding and safety, and
- organize a referendum, so that we the residents can choose the proposal best suited to our needs.

We are open to re-developing the Freightway site, provided that this redevelopment can be accomplished by

- not burdening our School District,
- bringing desirable, revenue-enhancing facilities to our Village, and
- lowering existing residents' property taxes.

Otherwise, let us maintain the existing Freightway garage, while we figure out the best steps moving forward.

Given the petition's preamble and the content of a majority of petition comments, all but nine of the comments were characterized as opposing the developer concepts presented on December 09, but generally supportive of continuing the process, subject to the identified informational needs and concerns. As noted, based on relatively clear intent, nine of the petition comments were classified as being opposed to any potential Freightway Redevelopment, preferring that the garage simply be repaired instead.

## **Conclusion**

In summary, the path forward for potential Freightway Site Redevelopment necessarily involves being responsive to the priorities, preferences, and concerns received through the public comment period. Although the Village Board has maintained a firm commitment in this regard throughout the process to-date, as well as taken a variety of actions intended to achieve this critically important objective, public comments suggest opportunity for improvement, particularly in the areas of information sharing, public education, and engagement of a broader public audience.

It is apparent that a large number of the respondents may not have engaged in the process until the developers presented their proposed concepts, which is unfortunate. Absence of these voices during earlier stages of the timeline when public feedback was being encouraged to help shape the process and redevelopment priorities is likely a factor contributing to current perceptions that the process has not been as open or transparent as it needs to be in order to achieve consensus on site redevelopment decisions.

The next step should be to map out a revised process and timeline that maximizes opportunity to effectively resolve public informational needs and concerns in connection with the Focal Areas identified through the public comments. All the while, we should support growth in public enthusiasm in connection with Building Block themes. Unanimity in public opinion regarding potential Freightway Site Redevelopment is not a realistic goal, so there will be difficult decisions that need to be made. However, demonstrating responsiveness to the public comments solicited and working together as a community to arrive at the best outcome for such an important community asset is not only a worthy target, but also consistent with the Village Board's intent throughout the process.

Overall, it appears from the public feedback received that the Scarsdale community recognizes the inherent value of the Freightway Site and its importance to Village Center vibrancy. Residents and Scarsdale merchants simply want to be more informed, active participants able to shape the ultimate outcome. With a broader public audience now aware of the project and interested in the outcome, future communication efforts may be more effective and consensus may be within reach – with a fair amount of work to achieve it.



**Attachment 2**

**Written Public Comments**

*Freightway Public Comment Period*

*12.11.19 through 02.09.20*

## Nice Work, Keep Going! (n=8)

1. I understand that there is a lot of devil in the details regarding the financials of the developers, the impact on the schools and the kind of amenities that we want in a vibrant downtown but I am VERY much in favor of adding a mixed use development in downtown Scarsdale. I support continuing this process. Doing nothing for as long as I can remember from my childhood growing up in Scarsdale to now as a resident, has not, I feel served us well. I would like to think, if I should be so lucky to have my children move back to Scarsdale, as I have, that there would be a development like we saw tonight so I could stay in Scarsdale long after I might want to give up my house. I hope my children won't be listening to the same conversations we heard tonight!
2. I have reviewed the proposals by Avalon and LCOR / EastEnd available at [scarsdale.com/freightway](http://scarsdale.com/freightway)

I am pleased to see that both developers have put an emphasis on public spaces and seem to share the vision of a vibrant and walkable community as set forth in the RFP.

While located in a different municipality, the community of co-op apartment residents on Garth Road will be directly impacted by the project due to its physical proximity to Garth Road and also because many of Garth Road residents use the Scarsdale MetroNorth station for their daily commute to / from Manhattan and would thus be walking around or through the development site. This foot traffic, of course, constitutes an important opportunity for the retail component of the project and its potential to establish a vibrant community. Therefore, effectively managing the foot traffic between Garth Rd and the MetroNorth platforms is of utmost importance to the project.

Currently, access to the Southbound MetroNorth platform is possible from Garth Road via the pedestrian ramp at the Southwestern end of the platform, which can in turn be accessed by traversing the Freightway parking lot and the Freightway street. Access to Garth Road from the Northbound MetroNorth platform is possible by taking the stairs on the Eastern side of the Freightway parking garage and walking through the parking garage.

Note that access to the Southbound platform from Garth Road currently does not require the climbing of any steps or waiting at any traffic lights. While access to Garth Road from the Northbound platform requires the climbing of stairs, access is quick and direct and does not require navigating street traffic (lanes in the Freightway garage are wide enough for cars exiting the garage and pedestrians on their way home to Garth Road to share the available space).

From the proposals posted on [scarsdale.com/freightway](http://scarsdale.com/freightway), it wasn't clear to me how easy access to the MetroNorth platform from Garth Road (morning commute) and access to Garth Road from the MetroNorth platform (evening commute) would be maintained or, ideally, improved.

The LCOR / EastEnd proposal contains information regarding access to / from the MetroNorth platforms during the am / pm commute but the emphasis here is on access to / from the garage.

The Avalon proposal contains information regarding access to the Southbound MetroNorth platform in the context of the "kiss and ride" circle near Scarsdale Avenue.

I would like to understand how access to / from the MetroNorth platforms is provided for commuters who walk to the train station via Garth Road. In particular, I would like to see the proposals highlight the most direct route to / from the platform from / to Garth Road and include details on total distance, stairs to climb etc. I think it will greatly improve the acceptance or appreciation of the Freightway project by Garth Road residents if developers can demonstrate that the development will not create an obstacle to but, hopefully, improve their daily commutes.

3. I would like to see the final design for the freightway project include space for public art installations, either sculpture or murals, or some other site-specific media.
4. Thank you for your hard work on the Freightway development. I was out of town on December 11, but I examined the presentations on the Scarsdale.com website with great interest.

I urge you to view these proposals as an opportunity to unify the Village Center / East Parkway area with Garth Road. Whether this encompasses partly building over the tracks, constructing a pedestrian bridge or plaza by the Popham Road bridge and Scarsdale Avenue, providing retail that faces the Village Center, or generally orientating the development towards the northeast, the chosen developer should prioritize making this a Scarsdale-facing development rather than one that embraces Eastchester, Yonkers, or Edgemont, and turns its back on the rest of Scarsdale.

Connecting the two business areas has been a challenge for all of Scarsdale's history, as the train tracks cleave the downtown in two. The bridge over the railroad tracks seems to serve as a psychological barrier to pedestrian crossing that looms larger than the actual distance. Facing the development away from the train tracks further separates the Village Center from the Garth Road area. However, with some creativity, the Freightway development can serve as a literal or figurative bridge between the two areas.

By slight digression, I lived in Berlin in 1992, shortly after the Berlin wall fell. The areas of Berlin that had until recently abutted the wall felt like they were on the fringes. Today, they constitute the robust center of that city. The center of Scarsdale's downtown -- the railroad tracks -- feels like the fringes today. Making it a true center with ample access in both directions would increase the vitality of both the Village Center and Garth Road.

To my eye, the AvalonBay proposal does a much better job of integrating the two areas, especially with its more extensive pedestrian entry at the corner of Popham Road and Scarsdale Avenue. The Avalon Bay plans account for public use and pedestrian flow in a superior way, and would encourage all Scarsdale residents to make greater use of this development. There are elements of the other proposal that are also attractive, but I would have more confidence that AvalonBay would participate in finding creative solutions to meet Scarsdale's needs.

How else can this development alleviate downtown parking? Shopper parking has been an issue in Scarsdale for some sixty years now. Meters were first installed in Scarsdale after World War II to try to deal with this, and in the 1950s there were even several studies (fortunately unadopted) to convert Chase Park into a parking lot. The new development may be able to alleviate some of the parking scarcity, but only if the connection between the facility and the

rest of downtown is extremely convenient. Drivers need to feel that the new development is an extension of the Village Center for this to work, however.

I agree with your assessment that we shouldn't bet on self-driving cars or ride-sharing becoming the norm anytime soon. I support your planning for the Village's immediate parking needs. Perhaps the chosen developer might have contingency plans to convert some of the parking space to other uses should driving habits change dramatically in the future, but at this point in time we should make sure that the Village's needs are met.

Thank you again for spearheading this long-needed project. I am grateful for your involvement of the community and I am looking forward to the next steps in the process.

P.S. I will be giving a presentation and historical tour of downtown Scarsdale on April 30 and May 2 through the Scarsdale Adult School that some of you might enjoy, and could provide some historical context for your decision making.

5. I believe that the village could have a more vibrant downtown center. I find that my family and I go to other towns like Mamaroneck, Larchmont and Hartsdale far more often than we go to the Village center. I thought the plan from LCOR addressed the need for parking, better traffic patterns and added much needed retail where restaurants etc. could thrive.

Although I recognize a concern for a large influx of students that could strain an elementary school, I felt LCOR addressed this by limiting the number of larger units more likely to have families. I welcome the economic diversity the housing units would provide.

6. Project should be mixed-use. Love that there a diversity of types of rental units proposed (rental, townhome, etc.) Increasing density at the train station in the correct location to consider such an increase. The scale of the project should match the existing scale of development in the area. Both proposals look better than the current garage.
7. My suggestions for the developer are more walkable areas and playgrounds for kids so we can encourage more social connections between children of all faiths and backgrounds while outside of schools.
8. Having lived in Scarsdale 46 years, I hope that I will live long enough to finally see this property redeveloped and remedy the eyesore that exists. I fully endorse having a counterweight to the almost monopoly of the village center (this is my opinion and does not reflect that of an architect with the same last name!).

## Pause: Analyze, Discuss Alternatives (n=277)

1. My strong preference is to remove the Freightway parking garage, to convert the land to commercial use, and to install a bridge over the railroad tracks to improve access from Scarsdale Ave to Garth Rd. I do not have a strong view on whether there should be housing included in the development.
2. My husband and I would like to express our opinion regarding the redevelopment of the Freightway Public land. We are opposed to the construction of apartment buildings in that space. A combination of stores, parking and public park would be suitable.
3. I attended the public meetings from the presentation on the Study results to the last one showing the proposals from the two selected developers, as well as examining the documents on the website. At the last public meeting, where many commenters complained about the two developer proposals, I was curious how the Freightway Site Development Study prepared by the Freightway Steering Committee (FSC) compared to those proposals. I had believed that the Study was the conclusion of a thorough process that included substantial community input. However, the commenters either were not aware of it or, if so, did not seem to make any reference to it.

Upon re-review of that study, I am still impressed by it. But a major complaint from the commenters was the number of the residential units at around 200, which also strikes me as large. In the study, it seems that Scenario 4, the most ambitious one, actually calls for that many units (but the additional access to Scarsdale Ave seems overlooked by the developers).

The study showed some conclusions from the public survey:

- When asked to identify which type of housing would be most appropriate at the site, respondents preferred mixed-use (commercial first floor with residential or office above).
- Respondents showed support for multiple ground-floor nonresidential uses such as restaurants, cafes, locally-owned stores, culture/entertainment, and bars.
- 66% of respondents would support a residential or mixed-use residential/commercial development at the Freightway site if doing so might help enhance the Village Center.

Unfortunately, there did not seem to be any indication of how large the residential portion should be.

I recognize that the Village went to the marketplace with this study and that market came back with a response. The response is disappointing in the magnitude of the development in terms of residential units. The most recent development so far in the Village is 42 units (age restricted) on Christie Place.

It seems that Scenario 1 or 2 from the Study, with more "culture/entertainment" uses and even less residential units than those scenarios would make more sense. These scenarios, however, only include refurbishing the existing Freightway Garage. It is uncertain how that could be included from marketplace developers under those two scenarios. If the marketplace can only

offer the magnitude of Scenario 4, the Village may just have to be content with refurbishing the garage in the future.

#### 4. ADDITIONAL COMMENTS REGARDING PROPOSED FREIGHTWAY PROJECT

Here are my additional comments. The basic point of these comments is to explain what I see as a possible consensus path in light of the many constraints that limit this project and to ask for a reality check.

The Many Constraints Suggest That There is a Narrow Path at Best

Here is a list of constraints and concerns. There are certainly others.

- The Board has the self-imposed constraint that a Freightway development must improve commuter parking, bring vibrancy to the Village Center and provide a positive net fiscal impact to the Village and the School District. There have been repeated assurances particularly on the last point, that there must be a net fiscal benefit relative to just dealing with the existing parking
- The public clearly has concerns regarding the financial and non-financial impacts on the schools.
- There are concerns about aesthetics, traffic, parking and overall disruption.
- I have to believe there are certainly economic, legal and operational constraints that various experts have been explaining to the Board if not yet to the general public.
- I have heard that Metro-North wants to add a third track that would go on the western side (the Freightway side) of the current tracks.

Based on the reality that there are so many constraints and concerns, I have personally reached the conclusion that there is only going to be a very narrow path toward any consensus project. I have to believe the Board is looking for that narrow path and is open to suggestions that help in determining the narrow path if it exists at all.

From the Perspective of the Visioning Study, Scenario 2 is the Best Starting Point

The Visioning Study is helpful, because it lays out four scenarios for the overall physical scope of possible developments, as summarized in the following grid.

In terms of these options, I think the consensus path rules out the three scenarios other than Scenario 2. Scenario 2 is not perfect, as I will explain, but in terms of the Visioning Study it is a starting point toward the consensus narrow path that might exist.

Ruling Out Scenarios 3 and 4 Primarily on Fiscal Grounds. The larger scenarios, Scenarios 3 and 4, appear to present much more fiscal risk and uncertainty than Scenarios 1 and 2, which maintain the current garage and limit development to the Open Lot.

First, if we were only looking at the garage and not a development project, I am sure almost everyone would agree that we should not demolish and rebuild a garage now, at cost of \$25 million. I am sure the preference would be to just do a renovation now, limited to the \$2.4 million or so that is now already in the capital budget, and wait maybe ten or 15 years to do a demolition and rebuild, if it is even necessary at all.

As far as the garage itself is concerned, Scenarios 1 and 2 are just doing the renovation now. The work on the current garage would be limited to the budgeted \$2.4 million or so, and we could this do ourselves, separate from any new project. Thus, to show a net fiscal benefit, the development of the Open Lot itself would have to demonstrate no upfront cost, or any cost, to the taxpayers, and an ongoing fiscal benefit at least equal to the current net income (revenue - expense) of the parking lot.

By comparison, Scenarios 3 and 4 would be in lieu of our own demolition and rebuild of the garage at perhaps \$25 million, and they require us to commit to that now, not ten or 15 years from now if ever. They are also substantially more complicated in terms of demonstrating the net fiscal benefit. For example, as discussed in my earlier comments, there is considerable complexity and uncertainty in showing a net fiscal benefit if the idea would be to pay for the \$25 million indirectly, through increased school costs and taxes.

I also have been informed that it costs much more to build below-ground parking than above-ground parking, so the actual construction cost that has to be funded, mostly below ground in a larger project, exceeds the cost of an eventual ten or 15 year rebuild above ground.

Not to mention the non-financial concerns regarding a larger project – crowding, disruption, train platform and the fact that we just do not want a large residential complex.

So, bottom line, I think that if there is to be a consensus path it will be necessary to rule out anything like Scenarios 3 and 4.

Ruling Out Scenarios 1 and 3 Primarily on Village Center Concerns. I understand the perspective that this project is a once-in-a-lifetime opportunity to connect the two sides of the tracks. The pictures in the Visioning Study for Scenarios 2 and 4 present the attractive possibilities, including a plaza and park, if we build a platform across the tracks. I also understand the perspective that any new development will only worsen traffic on Garth and Popham unless it also includes new vehicular access from and to Scarsdale Avenue, as also shown for Scenarios 2 and 4.

Scenarios 1 and 3 do not provide any sort of bridging or platform to connect both sides of the tracks or any vehicular access, so at this point I would rule them out as part of a consensus path.

In ruling out Scenarios 1, 3 and 4 am not saying that Scenario 2 as it appears in the Visioning Study is perfect, as discussed next. I am saying that in terms of the overall physical scope it is the best starting point.

Scenario 2 is Still Not Perfect

As compared to the Scenario 2 as it appears in the Visioning Study, I think a consensus path, if it exists, should also address the following.

- Provide a convincing assurance/guarantee regarding the school financial and non-financial impacts.
- Limit residential capacity to less than what is in the Visioning Study and invite more non-residential uses.
- On aesthetic grounds, do not put a multi-story residential building above the tracks. This would be way too urban, like above the Cross Bronx near the George Washington Bridge.
- Another RFP might make sense unless there is an offsetting concern that the developers will all just stop taking us seriously.

Furthermore, and most important, there is a real risk that the idea of the platform over the tracks will encounter opposition along the lines of the opposition to the “tunnel” in years back. It would be necessary to guarantee that no one would go under the platform for normal use of the station and the area. It would be necessary to guarantee that there would be no access for vagrants or even congregating teenagers. The size of the platform should perhaps be reduced from what appears in the Visioning Study.

Please Inform Us Now If Our Expectations are Not Realistic

I have attempted here to explain what I think might be a consensus path. I am sure you are getting many comments from many people about their expectations and constraints.

So, my request to the Board as a next step is quite limited. I am not asking the Board to do any new work that has not already been done. I am not asking the Board to answer questions that it does not already have the answer to. I am not asking for any projections or pro formas that do not already exist.

I am only asking the Board to give us a reality check, now, based on what the Board already knows from its research and the input it has received from experts and staff. For example,

- What legal and financial structures were considered? What are the most realistic?
- Have you updated and expanded the quantitative estimates in the Visioning Study? In particular, Tables 8, 9, 10 and 12.
- Based on what you learned from experts and the data that you assembled, were you able to conclude that some suggested uses and improvements are so obviously unrealistic that it is pointless to pursue them?
- What exactly are the residential age and occupancy constraints that can be imposed?
- Generally, if the particular narrow path that I have identified is unrealistic because of known constraints, please say so.

- Even more generally, Board, please tell us what you learned. We are eager to hear from you.

Again, I am only asking for information that the Board already has.

Sharing the information and providing the reality check may deflate my suggested path or the overall public wish list, but if these are not realistic and not plausible, than being realistic is what we should be doing right now. It may be that there are so many irreconcilable expectations and constraints that the highest and best use of Freightway is as a garage and a parking lot and that Scarsdale lives within those limits.

5. I appreciate the work and thought that the Village has put into the freightway development project. I also appreciate the decision to pause on moving forward at this point, given the concern that has been expressed by many Scarsdale residents.

I have many questions about the best use of the space and the ability for the development to be budget neutral or positive to the village. I am concerned by the potential for development to increase the tax burden on existing residents and I am also concerned by the potential impact to our schools, particularly Fox Meadow.

The development of the freightway site is a great opportunity for us as a village, and we would benefit from seeing a wide range of proposals for the space, both with and without the addition of multi-family housing units like co-ops, condos, or apartments. If the village decides to re-open this project, I respectfully request that the village does not artificially limit the range of proposal options that are considered. I also ask that all proposals include a realistic impact analyses on taxes, schools, etc. and that these analyses be validated / assessed by a third party.

6. I am a Scarsdale resident and just heard about this project. I am concerned about if we have enough school resources to accommodate a development of such substantial size. I would like to hear more about it from both sides.
7. We do not want apartments over Freightway. The town really needs things for residents to do: movie theatre, bowling alley, virtual reality arcade, more food options.

We understand that selling space for residential apartments can bring in significant revenue, however, it will also add significant traffic, and burden the schools. Residential apartments will not make the village a better place.

Please hear out your constituents and use this opportunity to actually improve the quality of life for Scarsdale residents.

8. I strongly oppose the two plans proposed by the two finalists. There are MUCH TOO LARGE for our quaint Village in a Park!!!

I suggest the Board go back to a smaller plan like Simon Breines, architect and Scarsdale resident, proposed in about 1998 .with an L-shaped plaza built over several levels of parking over the current open Freightway Lot. The structure would contain retail and offices on the first level around the Plaza and apartments possibly condos on the upper levels of the building. The

development package could include repairs to the current garage and perhaps additional levels of parking over the Beatty Lot.

Perhaps the developer could participate in getting some revenue from the additional parking.

Have we had any conversations with Martin Ginsberg about his thoughts as he developed Christie Place?

The parents of School children are very concerned about the negative impact on increasing the school population. Condos could be limited to 55 years and older.

The Village should be talking to smaller developers for their thoughts and interest. We don't need the big developers like Avalon Bay and East END Capital.

9. I hope that you'll manage to come with the right resolution for the Freightway parking facility. No doubt that the aging infrastructure, and the surrounding require a major change.
10. The Village Board of Trustees ("BOT" or "Village Board") selected two real estate developers, AvalonBay Communities and East End Capital/LCOR, as "finalists" from the firms that responded to a June 19, 2019 Request for Proposals (RFP) to create a Transit-Oriented Development (TOD) at the Village-owned Freightway site in the Village Center. The firms presented their proposals at a BOT Work Session on December 11, 2019 at which the Mayor announced a 60-day period following the Work Session for public comment. The BOT had intended to select one of the finalists as a preferred developer following the comment period and enter into a non-binding term sheet. But in a January 9, 2020 letter, the Board informed the community that "we are putting a hold on the Freightway timeline," and that "[a] preferred developer will not be chosen unless and until more appropriate starting points and data are provided and presented to the Board and to the community." The BOT further stated that it "believes that the future of Freightway remains an important agenda item for continued community conversation" and welcomed public comment and input. At the January 14, 2020 BOT meeting, the Mayor pledged: ". . . any additional proposals that may be shown to the public will include data on financial and school impacts."

The developers' RFP responses were not made public and there is very little publicly available information about them, particularly their positive net fiscal impact on and benefits to the Village and the School District. The BOT has not disclosed any details about its goals and expectations, the advice it has received from its consultants, or its discussions with the School District. Nonetheless, the Committees are submitting to the Village Board these preliminary comments and recommendations about Freightway redevelopment during the current public comment period.

## DISCUSSION

### Brief Historical Background

Freightway development has a long history. The site is owned by the Village and represents the last – and largest – potential development site available in Scarsdale. While a number of development projects have been completed in the nearby Village Center in recent years, the

Freightway site has never undergone any major improvement, renovation, or development since the Freightway garage was constructed in 1972. Multiple development proposals, including some proposing residential apartments, have been rejected over the years.

The Board convened a Freightway Steering Committee (“FSC”) in May 2017 to conduct a community visioning exercise, noting “the Village Board has indicated its interest in beginning to plan for the potential redevelopment of the Freightway Site, given the age and condition of the Freightway Garage and the opportunity to consider a transit-oriented development in this critical location in the Village.” The FSC hired BFJ Planning, a consulting firm, to help coordinate public meetings, focus groups, in-person commuter surveys and an online survey with the FSC. The public feedback was memorialized in the FCS’s February 2018 Freightway Site Redevelopment Study (Freightway Study). The Study formed the basis for the Village Board’s July 2018 Request for Expressions of Interest (RFEI) and the subsequent June 2019 Request for Proposals (RFP).

In December 2019, the Mayor described the TOD process as “a path to investigate whether development of the site is preferable to investing taxpayer funds into this aging structure.” In an August 2017 Condition Survey Report, an engineering consultant to the Village evaluated the Freightway garage and estimated costs for repairs, upgrades and improvements to the garage at some \$1.4 million (with an additional amount if the work were done in phases). A November 17, 2017 “Budget Cost Estimate” scheduled the work over a five-year period and added façade upgrades at a cost of \$250,000 for a total estimated cost of approximately \$2.26 million. In January 2020, the engineering consultant again inspected the garage and on January 30, 2020 the community was advised that “the prior Condition Report is being updated to help inform decision-making on a moving forward basis.”

#### The Visioning Freightway Study

The FSC articulated a vision for a Freightway TOD consisting of seven principles<sup>19</sup> and four development scenarios presented as consistent with these principles and fiscally feasible:

Option 1- Rehabilitate the existing garage and construct a building in the Open Lot fronting on Popham Road with 2-3 floors of parking beneath a mixed-use building with between 58 and 93 residential units.

Option 2- Same as Option 1 but adding a platform to be built over the tracks and including a park at the corner of Popham Road and Scarsdale Avenue, with vehicular access to Scarsdale Avenue. Residential unit density would be increased to between 79 to 127 units to make the project feasible.

Option 3- Demolish the garage and build residential buildings over two-to-three levels of parking. Increasing the “density bonus” to between 91 and 145 residential units would be needed to make this option feasible.

Option 4- Same as Option 3 but building a platform over the tracks (as in Option 2) and a vehicular access ramp. The FSC estimated that as many as 225 residential units would be needed to make this option feasible.

The RFP did not restrict respondents to proposals that strictly conformed to the Freightway Study scenarios, but stated that a proposed project should be consistent with the seven principles outlined in the Study.

While the BOT was evaluating the Freightway RFP responses, Rush Wilson, the long-time owner of the Scarsdale Improvement Corporation that owns most of the buildings in the Village Center, presented plans to develop 30 Popham Road and 1 Spencer Place at an October 7, 2019 Land Use meeting. Both projects involve adding residential units – 15 condo units at the Popham site and 48 condo units at the Spencer site – above expanded retail space, along with additional parking, as well as public space use and amenities. These proposals would require significant zoning changes.

The Mayor stated at the December 11, 2019 BOT meeting that the “primary objectives” of the Freightway redevelopment effort were to “(i) improve commuter parking, (ii) bring vibrancy to the Village Center, and (iii) provide a positive net fiscal impact to the Village and the School District.”

There is currently ample commuter parking at the Freightway garage, enough that the Village allows as many as 120 non-resident parkers every day. The garage plus the adjacent valet parking can accommodate 720 cars, of which 600 are used by Scarsdale residents. Parking in the Freightway garage is free after 6PM on weekdays, and all day on weekends. Commuter parking at Freightway is a profitable activity for the Village: the current adopted Village budget estimates Freightway permit revenue at \$720,000 and valet parking revenue at \$188,000 for a total of \$908,000. Freightway operating expenses are \$150,000 per year.<sup>25</sup> \$50,000 is allocated for short-term repairs in the current capital plan.<sup>26</sup> The net revenue of over \$700,000 earned at the garage is used to fund Village operations and reduces the property tax levy.

Both anecdotally and from results of at least one focus group the site is considered to be quite unattractive, yet the Freightway garage is safe and fully operational. The capital budget and plan in the current adopted budget contemplates that \$2.3 million will be borrowed and spent over the next four years to renovate the Freightway garage, including a new façade and LED lighting.

Although these capital improvements would reduce Freightway profits, revenue from the site could easily cover the cost of the renovation even if parking fees and permits remain unchanged from current rates. In addition, although the 2017 Condition Survey Report did not address this specifically, it is quite probable that the life of the garage would be extended for a considerable time.

Both the life of a renovated Freightway garage and the cost of a replacement have been the subject of speculative and somewhat conflicting statements. However, it is important to note that even the most conservative estimate finds that the garage if renovated should survive most of this decade. The Condition Report is being updated and the Committees understand from discussions at the January 30, 2020 BOT Work Session that the updated report will estimate the life of the garage with and without renovation and update the cost of necessary work.

#### COMMENTS AND RECOMMENDATIONS

- “Positive Net Fiscal Impact” From the Freightway Site.

Recommended Financial Disclosures. While the BOT has informed the community that a TOD at Freightway would have to provide a “positive net fiscal impact to the Village and the School District,” to date there is little financial information or analysis for public review. The Village-owned garage at the site already appears to yield a positive net fiscal benefit that should continue, even when the renovations in the capital plan are taken into account. The Committees recommend that the BOT share with the public the details of the costs and benefits of continuing to operate the garage, including the term and cost of any borrowing to pay for the planned renovation, and projected revenues from fees and permits. The Committees also request disclosure of the updated Condition Report estimating the expected life of the Freightway garage once renovated, and also the timing and costs of future repairs and/or replacement thereafter.

On January 14, 2020, the Mayor pledged to include data on financial impacts for any additional redevelopment proposals that are shown to the public. The Committees believe this a step in the right direction. Even before it presents any new development proposals, the Committees urge the BOT to share with the community details of the net fiscal benefit it envisions from entering into a private-public partnership with a developer. This is just some of the information the Committees believe the public should receive:

- Does the Board have a target amount of tax relief for a Freightway redevelopment project?
- How does that compare with the tax relief provided by the existing garage?
- Will property taxes be reduced? If so, when is the earliest any reductions could take place and what are the estimated reductions likely to be?
- What are the risks associated with the TOD fiscal benefits?
- What new revenues are projected?
- What would the assessed value of the apartment buildings be?
- Which partner gets the parking revenues and what are the projected amounts?

If the BOT does provide another proposal to the community, the Committees recommend that it make a full disclosure of financial details, including a pro forma model. This Committees recommend that the model assume conservative estimates based on information that is publicly available. The BOT has explained that it was withholding financial information to avoid weakening its negotiating position. The Committees believe that disclosure of a financial model could strengthen the Village’s negotiating position and generate in-depth feedback and analysis that may be valuable.

#### A New Parking Garage?

A TOD was seen as a way to avoid the cost of renovating the existing Freightway garage and also the cost of ultimately replacing it.<sup>33</sup> However, neither a TOD nor any other public-private partnership deal would allow the Village to avoid paying for a replacement garage. The Committees understand that in an arm’s length transaction, even a complicated transaction with a lot of moving parts, costs are incurred to receive benefits. In a complex transaction such as Freightway, the costs and benefits are simply more difficult to quantify and project. The Freightway Study expects any developer would build at least 720 public parking spaces; the Village would necessarily compensate the developer for building those spaces. The Committees are concerned that the Village could end up paying a significant amount upfront for a garage

that it may never need, and certainly does not need at this time. The community should have sufficient information to understand how much it will be paying for a garage in any redevelopment proposal. The Freightway Study estimated that each underground space costs \$40,000 or \$28.8 million in total. The Village would effectively pay that amount by giving up land it owns and allowing construction of apartments with access to our schools. Since additional parking at Freightway is not required at this time, and with excess capacity already available, such a proposal seems unwise and even unfair to Village residents who do not use the garage. The Committees call on the BOT to disclose the cost of a new parking garage, including its own cost estimates of underground parking and other options.

A problem in analyzing the net fiscal impact of a long-term redevelopment proposal that includes commuter parking is that the need or desire for commuter parking decades into the future is an unknown variable. Analysis of a Freightway site redevelopment should be forward-looking and consider alternatives to constructing 720 commuter spaces. Driving a car to the Village Center and storing it in a garage during the day is not the direction of the future. “Last mile/first mile” ways to get people from their homes to public transportation is a hot topic in transportation planning and is rapidly evolving. Ride-sharing, electric scooters and electric bikes are attractive and realistic alternatives to expensive commuter parking. Reductions in commuter car traffic would help alleviate the Garth Road bottleneck and reduce negative environmental impacts of car use.

Transportation experts do not agree about when fully autonomous cars that would not need to be parked at the train station will be available but they could be in use by the next decade. The Freightway Study recognized the changing transportation paradigm, and called on developers to “future-proof” parking areas so that alternatives are in place should driving habits change significantly. The Committees urge the BOT to share its analysis of this issue, including advice it has received, that would shed light on whether replacing the garage (rather than renovating) makes sense from any fiscal perspective.

The high cost of a new garage, a large scale development and potential adverse financial and non-financial implications for the Village and the School District, and the uncertainty of the Village’s future needs are compelling reasons for maintaining the existing garage facility and going ahead with budgeted repairs until the Village has a better idea of our future needs. This approach has the added benefit of avoiding the severe long-term disruption to commuter parking, station access and loss of permit revenue. It also allows the Village to continue to earn predictable profits from selling permits.

The Village could even generate additional revenue simply by raising fees should that be needed. Other “Free Stuff.” In addition to a parking garage, the Freightway Study identified other public benefits that developers could provide in a TOD: pedestrian walkways and bridging over the Metro-North tracks to connect the site to the Village Center; a vehicle ramp over the tracks to Scarsdale Road to alleviate Garth Road congestion; a platform over the tracks; or a park and other community spaces. As noted previously, the Committees recognize that these public benefits are not “free.” The FSC envisioned that a developer could build more apartments at the site in return for including some or all of these costly features in its proposal; more amenities would require more residential units.

The community needs to better understand these and other potential tradeoffs. The Committees would like to understand how the competitive bidding process resulted in proposals with negligible public benefits, but which included nearly 300 residential units and were substantially different from the scenarios that the FSC found to be feasible in its 2018 Freightway Study. The Committees request the BOT to share its current understanding of the cost of each of these features and the number of residential units required to get them. This would enable the Committees and the rest of the community to better understand the issues and provide meaningful input.

- Risk to Scarsdale Schools and Home Values.

Potential School Tax Impact. The school tax fiscal impact of a TOD depends on whether the apartments will generate the same school tax per child that is paid by the existing single-family homeowners. If they do not, school taxes will effectively increase for all residents. Since the risk is entirely on them, any inaccurate projection used to assess the fiscal benefit of a proposal could create a substantial and long-term problem.

The number of families with school age children that a multi-family housing (MFH) development could attract is difficult to estimate. Scarsdale School Superintendent, Dr. Thomas Hagerman, responded to public comments about this issue at a December 16, 2019 school board meeting, stating that “Scarsdale is somewhat of an anomaly” and that models used for “Anywhere USA” may not be useful for our school district. This is primarily because many Scarsdale residents move to the Village specifically and only for the School District. Additionally, recent unanticipated negative effects of MFH development on the public schools in neighboring municipalities of Larchmont and Mamaroneck, as well as Short Hills, NJ and other similar high-performing school districts in the region, show that student generation in new MFH developments is difficult to accurately anticipate.

The Freightway Study calculated an average of 0.41 school children per unit in the four current multi-family buildings in Scarsdale, however, a School District FOIL response states that there are 58 school children in at least 224 apartments in the District. The 285 apartment units proposed by East End/LCOR at the Freightway site could easily attract more than 100 school-aged children, given the reputation and desirability of Village schools. It is entirely reasonable to expect that access to Scarsdale schools would be a significant selling point also for TOD units built at the Freightway site.

One way to eliminate school tax risk from residential development is to require that any future development partner be willing to consider age-restricted housing for the Freightway site. The Freightway Study showed that public survey respondents overwhelmingly supported “senior housing.” The projected school tax effect of a proposed development, however, must be based on “worst-case” estimates of student generation.

The BOT could also consider a contractual mechanism to protect the Village if school enrollment exceeds an agreed amount by shifting the economic risk to the developer. For example, an agreement in the nature of Payments in Lieu of Taxes (“PILOT”) could be negotiated to close the budget gap caused by the increased costs of this development that may not be paid in full by property tax revenue of residential units within the development (e.g., children entering the

School District). It would also protect the Village from a long-term scenario in which a developer could pursue tax certiorari actions to reduce the tax burden of its development.

Another potential mechanism for supplementing property taxes would be a long-term land lease of the property (instead of conveying title of the land to a developer). The lease rental payment would be a fixed base rent plus a floating rent component equal to the incremental cost to the School District of educating resident children in the Scarsdale schools (or otherwise incurring School District costs for their education). Such an approach would shift the economic burden of paying for unanticipated numbers of school-aged children to the developer. Potential Impact on Value of Single-Family Homes. Even if there is no potential increase in single-family home school tax bills, the Committees are concerned that adding nearly 300 residential rental units with access to Scarsdale schools to the Village housing supply could put pressure on single-family home values. There is already some concern about the Scarsdale housing market post-SALT, and a TOD development as proposed could encourage empty nesters to move out. Since those residences could be replaced by families with school-aged children, the potentially significant negative effects on school taxes would be further exacerbated. This potential negative fiscal impact of a TOD should be considered in as much depth as possible, and we recommend that the Village Board make as transparent as possible any analysis of this issue with the public.

It is not an overstatement to say that our school system is the foundation for property values in Scarsdale. The Mayor agreed at the December 11, 2019 Work Session that the school impact is a “threshold issue” in determining whether or not to proceed with a proposed project.

Determining the maximum number of school children that can be added to the Fox Meadow elementary school (which currently is the school that would absorb any new elementary students) or another elementary school, the Middle School and the High School without hiring additional teachers or enlarging facilities is a necessary step in considering a residential development at the Freightway site. This Committees recommend that the BOT work diligently with the School District to evaluate the potential impact any development scenario might have on the quality of education provided to our children, the potential for overcrowding or mass scale redistricting, and other effects such as additional teaching staff or facilities. The Committees urge the BOT to share this analysis with the public.

The impact of a TOD proposal on the schools and homeowners must be based on “worst case” scenarios. This Committees recommend that the Board reject any proposal that poses any risk of overcrowding, redistricting, or construction of additional facilities, even in the unlikely event that measures could be taken to prevent an increase in school taxes.

- Increasing Village Center Vibrancy.

The Village Board understands that preserving and enhancing the Village Center is critical to maintaining our property values, and wisely made bringing vibrancy to the Village Center an objective of any Freightway TOD. Revitalizing the Village Center is the subject of the 2010 Village Center Plan. The Municipal Services and Downtown Revitalization Committees (DRC) of the Scarsdale Forum have reported on the need for improved pedestrian circulation, traffic management, and the downtown experience. The Downtown Revitalization Committee conducted a 2018 survey with more than 1,200 responses from Scarsdale residents (as well as from adjacent communities) and published its findings in a May 2018 report. The Downtown

Revitalization Committee also released a survey of Scarsdale Village merchants in January of 2019. In each DRC report, members of the Scarsdale community and those from surrounding towns who visit our Village Center all identified improved parking and increased retail options as desirable.

Connecting the Freightway site to the rest of the Village Center was a key principle in the Freightway Study. The Freightway Study suggested utilizing air rights to build over the tracks in two of the four redevelopment scenarios that included a platform over the Metro-North rail tracks.

The Study contemplated that redevelopment would create new connections to Scarsdale Avenue to improve vehicular circulation. It envisioned that a TOD would alleviate traffic congestion, especially the long waits to exit the site onto Garth Road and then onto Popham Road at peak commuting times. A TOD proposal that does not provide vehicular access to Scarsdale Avenue would likely make both traffic and congestion worse by adding the new residents' vehicles to the site.

Without significant increased bridging, traffic management, and commitment to a unified Village Center, the physical segregation of the two sides of the train tracks will most likely continue to adversely affect our Downtown. Increased and expanded over-track bridging is essential to bring Freightway residents into the Village Center and ensure a cohesive downtown experience for all pedestrians.

Freightway Study, Principle 1.3 provided that any redevelopment plan must minimize impacts on those who use the parking facility and to the adjacent residential neighborhoods. Years of disruption during construction will likely have a negative impact on shops and restaurants in the Village Center and along Garth Road. In addition, residents in the neighborhoods abutting the area will likely be adversely affected. The Committees recommend that the Village Board develop and share a plan that will minimize disruption and allow ongoing efforts to revitalize Scarsdale's downtown areas to continue. A specific concern will be the availability of merchant and employee parking at a location other than at the existing on-street meters in the limited spaces allocated to shoppers.

- Next Steps.

The December 11, 2019 Work Session successfully focused the community's attention on the future of the Freightway site and on options to improve its use for the benefit Village residents. This Committees believe it was prudent for the Board to look at the site and consider potential opportunities for fiscal and other benefits to the Village before going ahead with the renovation of the garage as recommended in the 2017 engineering report, and to determine whether a TOD would be the best option.

On January 14, 2020, the Mayor stated that "no next steps are planned at this time." The reality is that the Freightway garage continues to meet Scarsdale's commuter parking needs and generates significant income that exceeds its operating expenses as well as the renovation costs in the capital plan. It will last for many years if it is not demolished. This Committees recommend that the BOT proceed with the budgeted renovation of the existing garage to continue providing parking services and collecting net revenues. After all, renovating the garage

does not foreclose future development of the Freightway site. Freightway Study Options 1 and 2 are examples of potentially feasible TOD projects that could follow renovation of the garage. A continuing community dialogue is critical to the success of this process.

The Freightway Study was focused on a TOD at the Freightway site and the RFP asked for TOD proposals. If a TOD with a sufficient net benefit to the Village is feasible, the BOT could consider formulating a new, more refined and targeted RFP, after a more rigorous analysis of the costs and benefits of specific amenities that could be included in the project, determining the maximum number of units to avoid negative school effects, and taking into account community input.

Considering the gap between the two finalists' proposals and the scenarios envisioned in the Freightway Study, the RFEI, and the community response to date, the Committees remind the Village Board to also consider non-residential alternatives for the site. These could add vibrancy to the Village Center, provide amenities sought by residents, and generate additional revenue.

For example, a non-residential development could include the amenities that residents have asked for, including but not limited to: an indoor pool that could be used for swimming lessons, fitness swimming and use by school swim teams in addition to fitness swimming; space for fitness/wellness classes and studios; basketball and racquetball courts; art and craft studios; permanent space for Scarsdale Adult School classes; space for youth activities; and a performance/theater space. These uses could generate rental and fee revenue. A plaza at the corner of Popham Road and Garth Road for outdoor dining, a Farmers market, and other events could be included. This is an opportunity to provide amenities and activities that would bring people to the Village Center, benefit empty nesters, including those who have downsized to the Village Center, and enhance property values and the Scarsdale brand. This type of development, which would likely require additional investment by the Village, was considered in the 2010 Village Center Report (Option 2). Commercial alternative uses such as medical offices should also be considered as a way to get amenities that residents would like without necessitating any residential units (or at least fewer units) to offset costs, provided that such uses would increase Village Center vibrancy and not negatively impact parking and traffic at the site.

In addition, this Committees recommend that the BOT focus on how to best achieve the Village's objectives for the Village Center as a whole. The future of the Freightway site must be considered in conjunction with other Village Center development and other efforts to revitalize the Village Center. This Committees believe it would be a mistake for the Board to address development proposals in a piecemeal fashion; a comprehensive approach could lead to even greater benefits for the Village (and avoid detrimental effects and redundant efforts) and meet the goal of creating vibrancy in the Village Center. The Committees recommend that the BOT consider updating the 2010 Village Center Plan in its entirety to ensure that recommendations are still valid in 2020, especially as it relates to the impact of any potential development of the Freightway site and the Scarsdale Improvement Corporation-owned sites at 30 Popham Road and 1 Spencer Place.

Any new development at the Freightway site and in the rest of the Village Center will be expected to endure for many decades, even into the next century. Once Scarsdale is committed to a particular outcome, the opportunity to modify it without significant future costs will be lost. The most favorable outcomes can only be achieved with patience and input from all

stakeholders, not only developers or consultants. For all these reasons, the Village Board should share with the public the critical data necessary for an informed decision that will prioritize feasible and realistic outcomes for Freightway site development. We applaud the Village Board for keeping the Freightway public comment period open and ask that it share as soon as possible any takeaways learned when the period closes on February 9, 2020.

The Christie Place development is a prime example of how public comments can lead to a development success. A plan to build a multi-story above ground parking structure on land condemned by the Village for that purpose was halted when, at the last minute, two trustees decided not to vote for the plan. Then-Mayor Beverley Sved led a long process that involved multiple stakeholders and resulted in a much better plan to construct a mixed-use building with senior housing and underground parking. As a counterpoint, the development of 7 Popham Road became an example of a lost design and amenity opportunity – a tall bulky structure with an arched façade that was intended to include a sidewalk café or to serve small stores, but was built with nothing but a narrow exterior pedestrian corridor along traffic on the Popham Road bridge without any public amenities or even landscaping.

## CONCLUSION

The Committees recommends that the Village Board take the necessary time to figure out the best way to prioritize and meet Scarsdale’s collective objectives at the Freightway site and in the Village Center as a whole, without taking on unnecessary risks or adding unneeded burdens to our school budget, school system, or property values.

11. Preference would be to draw residents into the village and keep them there.

Also if tearing down freightway then consider expansion of roads around the area. I am a daily commuter and park at freightway - if I park on the 2nd level or above - it takes at least 15 minutes to exit the garage! So the commute time is not the 35 min train ride but also the additional time it takes to exit the garage.

People move to Scarsdale for 2 reasons - commute into the city and the school system - we should preserve that

We could consider a sports center like place where parents can drop off kids or some more retail and restaurants.

12. I’d like to suggest reducing the required parking for the development site. Given the proximity to multiple modes of mass transit, potential for shared parking between mixed uses, car sharing and separation of parking rents give sound logic to reducing this load, and in turn should allow for more creative responses to developing the site. This approach has been recently adopted by many major US municipalities, and more locally in the new form-based zoning of New Rochelle and Port Chester. When parking drives the development of the site, the results are often predictable and formulaic. Also, more parking spaces means more cars. The very close proximity to mass transit makes this site particularly unique and deserving of a different approach.

I’d also suggest a closer look at requiring the repairing/adapting of the existing garage as part of the development guidance, and possibly extending it to the south. There is a lot of embodied

carbon in the existing structure. There is also nothing inherently wrong with the garage's basic layout and structure. The metal panels are ugly but can be easily replaced or re-dressed. Given that one of the community's priorities is sustainable design, it's becoming clearer all the time that adaptive re-use of existing buildings is by far the most sustainable practice. Why build a new parking garage if we already have one? Yes, it's easier to just replace it with a more convenient configuration, but in doing so you remove the possibility of a more creative response to the site, and lose the best opportunity for sustainable site development. More site constraints promote more creative designs.

The proposed development should take into account Scarsdale's unique character and celebrate it. Known for excellence in education, music and arts, fine jewelers and merchants, Rothman's, Zachy's, brunches, Concours d'Elegance, etc., Scarsdale is a classy, sophisticated place; not just another Tudor village. The two developer proposals incorporated a design aesthetic that they expected would be received well and considered "contextual." The reality of building technology today is that buildings are no longer built of load bearing brick, heavy timbers and stucco, and for many reasons should not be built this way, as the economics, durability, energy efficiency, and occupant comfort have improved greatly with the materials and methods available today compared to 100+ years ago. When architects and developers are forced to replicate period styles, the means with which they can reasonably do so are not of the same quality and will not wear well. More generally, this is a false narrative and does not inspire the people who these buildings are meant to serve. It is possible, however, to be contextual without replicating a period style; and this does not mean stark modern design. It means smart, sophisticated, best-in-class design, and I think we should be clearer on this expectation.

Since we want to be careful about increases to traffic, and drawing more vehicles to the Village from other Villages, the best uses would seem to be community uses, light manufacturing, live/work, and/or uses that are primarily accessed via mass transit. Facilities to house art shows and exhibitions, or possibly a recreation center, including indoor pool and indoor basketball courts. These types of uses will also be complimentary to the existing retail in the Village Center, and can be public or private.

13. My husband has parked at Freightway and commuted to the city since we moved here 10+ years ago. The garage needs to be updated and I hope you maintain or increase the number of commuter parking spots. Access to commuter parking at a reasonable cost is vitally important for us.

I occasionally travel into the city, and the valet parking option is also appreciated. I would appreciate it if the Board considers keeping some kind of daily option parking for those that do not regularly visit the city.

I would welcome an ice rink at the top of the parking structure! I appreciate that this is perhaps an unlikely outcome, but as a mother of two boys that play hockey, it would certainly be welcome!

I do not oppose adding residential units, and welcome the diversity they might bring to our community. I would prefer a smaller number of units than suggested by the developers in December.

Best of luck as you evaluate the many options available and opinions present in our community.

14. Thank you for all of your work on the Freightway redevelopment. I highly appreciate the village's continuing effort to listen to public comments and the village's decision of putting the project on hold after realizing that many are not comfortable with choosing a final bidder before enough research has been conducted.

Regarding the 2 final bidders presented on Dec 11, I have concerns about the proposed apartments and thus don't think any of the plan would work. I'd like to see thorough research on the impact of the apartment residents on the village tax, the school system and the environment. I may change my opinion about the new apartment if the research shows a minimal and controllable impact and a robust plan from the village to control the risk of high impacts if things don't go inline with the expectation; otherwise, I'd still oppose the idea of new apartments.

Just to brain storm a bit: maybe we can redevelop freightway into a multi-purpose center, with some shops, restaurants, gyms, and an indoor activity center for children and elderly. We can even consider introducing a school to this place, like the music school mentioned in one of the proposals earlier.

If we cannot find a solution that is satisfactory by all aspects of the village, I don't object the idea of keeping the current Freightway garage for now and maintaining it for another 10 years. We can revisit the project later. Many things can change in 10 years; for example, maybe auto-driving will be good enough then such that commuters no longer need garages next to the train station.

Thanks again for all of your work! I'd want to be posted for any further announcement/ progress on the Freightway project.

15. Senior residence including memory care and assisted living  
Residential: studio apartments + multi-bedroom (25 units maximum)  
Small scale retail  
Medical/professional office space  
Recreation  
Indoor pool, gym, day spa

Parking that can be repurposed if/when the commuter demand decreases

Charging for electric vehicles

On demand automobile refueling (while you're away from your vehicle), maybe repair also  
Scarsdale Station carpool app with drivers and passengers "vetted" by the police and preferred parking spots

16. - indoor recreation facility  
- more commercial space to revive the area  
- parking for train

17. Do not want residential apartments to be built in Scarsdale. Either fix the existing garage, or create something that is a commercial mixed use development. Parking is the issue. Please do not address parking issues by adding residential apartments. Thank you for your service.
18. 1) no increase in taxes  
2) no increase in school population  
3) potential to decrease taxes  
4) less crowded train platforms and less traffic in village during train times  
5) retail / experiences that Scarsdale doesn't have. Doctors, indoor pool, indoor sports facility like house of sports or Chelsea piers  
6) good restaurants. No more Asian food! Similar to what has worked well on Garth rd  
7) look to what makes rye, Greenwich and new Canaan downtowns vibrant
19. I attended the December meeting where both Freightway redevelopment plans were presented.
- I am concerned with the scope of both projects, in particular, the number of residential units. I am not convinced that the influx of hundreds of families would not overly burden school and municipal services.
- Therefore, I do not support either of two plans that have been proposed.
- I appreciate that the project has been put on hold for the time being.
20. To date, the Freightway deliberative process has dwelt on design scenarios, whereas the primary public concern has been that the project be revenue-positive. We have engaged a tremendous amount of time and energy in considering what we should build rather than considering scenarios on the basis of what we can afford.
- I suggest we restart with a "Financials First" process. We would first develop best possible estimates of impact on schools given various housing scenarios. We would then winnow designs to those that are revenue positive, given the proposed housing mix in each. Other attributes can then be added to the analysis but revenue would come first. With a defined cost formula, the housing mix of various scenarios can be further tuned to reduce financial risk.
21. I think we should use this break period to exhaustively explore the two factors that matter most in moving forward:
- What will be the revenue to the Village from the units.
  - What is the likely upper bound on new students?
- Both would be stratified by the size of the dwellings: studio, one bedroom, etc. With an exhaustive analysis of these two factors sufficient to mollify resident concerns, along with knowledge of alternate costs for Freightway renovation, we might have sufficient information to make a go/no go decision.
22. I watched Tuesday's Board meeting with great interest. I was very disappointed that you provided no information as to why you halted the process now rather than after the feedback

deadline of February 9th. You also did not explain why you made this decision behind closed doors without public participation.

I am also very concerned about your comments "The village board has shared many of the same concerns and neither proposal, as presented, was ever an option. But (given the) concern (of) our neighbors, made worse with the spread of incomplete and, at times, inaccurate information, we decided the responsible action was to pause."

If the proposals were never an option, then why present them to the public?

Why call the bidders finalists? And who is misinforming the public? And in what way? Why make statements about 'misinformation' without providing evidence of such?

As I have written previously, I see no evidence that you vetted the two finalists. You have not released any financial information about the bidders or any forecasts of the impact of Freightway redevelopment on our schools, commuter safety and train crowding, or traffic patterns. You have also not responded any questions as to whether you knew about East End Capital buying up properties on Garth Road, fires at Avalon properties, and level of debt at East End and LCOR. What about the bidders' contingency liabilities. For example, LCOR is now being sued. <http://bit.ly/3aabn1L>

I hope that you come up with a plan for Freightway soon with diverse participation from residents.

23. Petition  
Halt Freightway Redevelopment To Protect Our Schools And Taxpayers

About this petition  
17 December 2019

Dear Scarsdale Mayor and Board of Trustees,

We, the undersigned, are residents of and merchants in the Village of Scarsdale. We respectfully request that you halt proceedings with the two Freightway Redevelopment finalists you chose, until the School Board and the Village Board of Trustees independently run studies on the possible effect of 20 -500 new students coming to Scarsdale in the currently proposed residential units and how those enrollments would impact the quality of education and physical constraints at our schools. We are concerned additional enrollments would automatically trigger rezoning of schools, which many residents oppose.

We recommend that you:

involve the Scarsdale School Administration, the School PTAs and the School Board more proactively and transparently; waiting to get them more involved later in the process is too risky for current residents, create a Freightway Committee with diverse representation of residents, PTA members, and local merchants from the Village Center and Garth Road to help you with our professional expertise and experience to get significant input from a diversity of Scarsdale residents and merchants as to what type of commercial, cultural, and recreational facilities we

want in Freightway, revise and reopen the Request for Proposal process, so that as many bidders can show us different designs, ask all bidders to disclose their financials when they show us designs, so that we can evaluate their ability to service their debt until they complete Freightway Redevelopment, evaluate and disclose to residents the impact of increased residents on our traffic patterns, parking, and train crowding and safety, and organize a referendum, so that we the residents can choose the proposal best suited to our needs.

We are open to re-developing the Freightway site, provided that this redevelopment can be accomplished by not burdening our School District, bringing desirable, revenue-enhancing facilities to our Village, and lowering existing residents' property taxes. Otherwise, let us maintain the existing Freightway garage, while we figure out the best steps moving forward.

24. There are tremendous financial and reputational risks to our schools, infrastructure, not to mention taxpayers, in the Freightway Redevelopment project as it presently stands. I urge Scarsdale residents and merchants to get involved ASAP. (p)
25. The current parking garage may be an eyesore or costly to repair, but let's not solve a problem with even a bigger problem. The current direction points to a cure more deadly than the disease. (p)
26. Residential units are not Scarsdale residents needed. Please stop do that. It will destroy fox meadow and our middle and high schools (p)
27. When the residents were surveyed about having a new garage, the natural tendency was for people to say yes if the consequences and costs were not fully presented. It was not a fair survey hence the results should be rendered meaningless. Please stop rushing the freight way project to the detriment of us, the Scarsdale residents that elected you to office. We the people are watching and fighting. We need parking. We don't need any more people or children in the schools. The charm of Scarsdale is in its relative smallness compared to other Westchester communities. This is a tipping point. We must look to the future, not the past as the last decade has changed commerce so drastically. We need to do much more quality research (p)
28. I support the petition (p)
29. I agree with all points in the petition. (p)
30. Further research is required before deciding on a project of this scale that impacts all Scarsdale residents. (p)
31. This would change a fundamental attribute of what makes Scarsdale special on many different levels. (p)
32. The two proposals on the table are very similar and are inappropriate for our Village. They will overload our schools and raise our property taxes. We need to stop the process before picking a "preferred" developer for a project that no one wants. (p)
33. The current residents' interest should be protected. (p)

34. Such a large and rental only development add little value if any to existing Scarsdale residents and tax payers, not forgetting the problem it will bring to traffic congestion and strains to schools and teachers. Before any such large project proceed, there must be open survey to gather what Scarsdale residents really need and the impact any new project will have to tax payers, school systems, traffic congestion and etc. There must also be a formal voting process before any project can proceed. I expect full consultation with Scarsdale residents and supporting documents that can be audited by residents approved auditors. We demand full transparency. (p)
35. Stop the Freightway Project which would over crowd our school, harm our excellence in education and hurt our property value! (p)
36. Adding so many rental units is was not on the plan or the survey put forward to residents. We need to think on the impact on our schools. (p)
37. Even considering this nonsense project is foolish! (p)
38. Against Freightway development (p)
39. Greed and corruption of American politics are coming to town... (p)
40. Need impact analysis first on schools and taxes. Prefer to add indoor tennis courts, pools recreational amenities for residents. We currently go to neighboring towns and pay non-resident fees. (p)
41. More analysis needed before taking on such a big initiative. Cost to fix freightway seems way lower than what 200 additional kids will cost in property taxes to fund schools. (p)
42. Stop the Freightway project immediately!! (p)
43. Against Freightway development (p)
44. Halt Freightway Redevelopment! (p)
45. Halt the Freightway project please (p)
46. I don't want to pay higher tax for lower school education. This is nonsense. It's dragging Scarsdale Town down. (p)
47. It's not fair for houses tax payers (p)
48. Don't think it will benefit residents of this village (p)
49. We need to assure sufficient community benefit including non-tax revenue streams before committing to a project that appears to make much of the risk public while privatizing most of the rewards (p)
50. No condo (p)

51. Not only will this add to the schools, but will make Garth road more congested with more people. The traffic is already intense. (p)
52. Protect our schools and taxpayers and halt the freight way project please (p)
53. Please stop development until further analysis. There needs to be greater transparency. Additionally, assess impact to schools. (p)
54. Can't agree more! (p)
55. The first priority should be protecting the schools from an influx of children. The second priority would be to decrease the tax burden of Scarsdale homeowners. In the absence of these two goals, the project is a non-starter (p)
56. Please stop development until further research and analysis. Local residents' voice should be heard before take action. More transparency is needed. Otherwise it is going to impact the whole school system, residents' benefit, transportation etc. (p)
57. 500 new students would create too much pressure on current school system (p)
58. I am a Scarsdale resident (moved here in 2005) suggestions: 1. As a related matter, it may be helpful to form an independent review committee (for example, consists of Scarsdale residents with real estate professional expertise, should be easy to find enough volunteers; at no or minimum cost) to review all the real estate projects in Scarsdale in the last 5-10 years. The objective is to 1. Review what has happened, if there is any mistakes or irregularities (otherwise why we are "wasting" time on an obviously "wrong" proposal or project - this should be killed at the very beginning 2. Propose measures to fix the problem. 3. Develop guidelines for next 10-20years on the strategic plan for real estate development at Scarsdale.
59. Protect current residents benefit. (p)
60. Dear Mayor, please take residents' voice into the decision making (p)
61. Request to halt the Freightway project (p)
62. Fully against this development (p)
63. Village officials should do more due diligence. The common sense missed and the low assumption of student enrollment from the condo development are shocking and arrogant. (p)
64. Fully against this development (p)
65. We need our village leaders listen to our voice, how will this project bring positive impact to our village? We pay high tax and are peacefully living here for many many years, we are entitled to have good environment and the government to listen to our opinions. (p)

66. I am appalled by the decision to build two more buildings as it will affect the Scarsdale schools and is unfair on the students who pay full taxes and attend the Scarsdale schools. I am completely against this change and would like to make this clear. (p)
67. I do not agree with the new developments. We don't need crowded schools and higher taxes. (p)
68. Request to halt the Freightway project! (p)
69. Do not want crowded school and higher taxes! (p)
70. Against Freightway Redevelopment (p)
71. Please reconsider and disclose more details. (p)
72. School impact (p)
73. I oppose (p)
74. As a resident and taxpayer of Scarsdale, I'm extremely concerned with the multiple negative effects that will be brought about by this redevelopment project and therefore strongly voice to halt the Freightway Redevelopment. People chose to live in Scarsdale for good reasons such as schools, safe neighborhood, and good community services, and paid taxes for receiving equivalent services. This redevelopment project will place undue tax burdens on all current residents and future property owners of Scarsdale. (p)
75. I am against the apartments. (p)
76. These proposals make no sense for our Village. Time to go back to the drawing board. (p)
77. I don't support Freightway (p)
78. I am a resident in fox Meadow. After watched town hall meeting video, I strongly oppose this project. With about 285 units plan to be built it will bring in ~280 families into Scarsdale. On average each family has one child, we expect ~280 students will influx into our schools. Each student costs Scarsdale about \$30K/year, with 280 students, it roughly cost over \$8 million add each year!!!! For anyone who knows simple math can see how much impact this will be for each existing resident of Scarsdale!!! More tax!!!! This project will put burdens to our school and be paid be each resident!!!! (p)
79. The assumption made by the developers on the residential units is highly questionable. The redevelopment project will put the schools and tax payers at a high risk. (p)
80. I'm concerned that the new apartments will lead to overcrowding of schools and our property taxes going up since the apt residents will be paying less than their fair share of taxes. I'm also concerned that Avalon Bay is one of the likely property managers. They have a reputation for cutting corners (e.g. Edgewater NJ fires) and penny pinching their tenants which leads to more transient tenants (usually 1-2 year stays) that have little incentive in caring for the town. (p)

81. We moved to the suburbs to get out of the city. The traffic in and around town is already difficult. The scale of this project must be significantly reduced. (p)
82. I am opposed to any plan that would potentially increase the current student:teacher ratio. The Village is in need of more parking spaces and should focus on resolving this issue first and foremost. (p)
83. Opposed to Freightway. Village is clueless on how many kids could be added in schools. (p)
84. We don't want school to be overcrowded. (p)
85. I oppose developing the Freightway parking garage with residential rental units. The proposals will increase the tax burden on existing homeowners by overcrowding schools and causing significant wear and tear on other community infrastructures such as roads, recreational facilities and the library. Now is not the right time to be taking actions that will result in increased taxes to pay for such impacts. (p)
86. Please reconsider freightway development. (p)
87. Homeowners need to go before the Board of Architectural Review and show their neighbors the stones used for retaining walls, and yet the plans for a large residential building are not being opened for review and discussion. This does not pass the "sniff" test. (p)
88. We don't need more stores or people crowding the schools and the village. (p)
89. Previous "improvements" lowered the quality of living in the community. For example, the bridge on Popham road has turned Scarsdale into a transition town between the Hudson River and the sound towns, with all sorts of trucks and buses crossing town. This is not what we should strive for, this is not progress, and at the end it lowers properties prices and village's appeal. (p)
90. The whole process was not transparent enough to taxpayers. Scarsdale neighborhood are searching outside third party to check this work plan to avoid any interest conflicts related to all village financial employees including Scarsdale mayor and trustees. Before they get cleared out the interest conflict check out, any development plan should not be passed. Taxpayers are keeping the right to submit a lawsuit against current mayor and trustees if they can't provide them having no interest conflict with this development program. (p)
91. Unless sound and validated financial modeling shows the project generates property tax reduction for existing single-family homeowners under all plausible short- and long-term demographic and economic scenarios it must be rejected. (p)
92. We are strongly against to build more residential property due to concerns of influx large number of school age. For the families don't want to buy houses. Suggest to build recreational, educational and child care facilities. (p)

93. Besides having a potential negative impact on our schools, the proposal to build residential apartments will have a detrimental effect on our already overcrowded village; adding to existing heavy traffic, causing environmental issues and a strain on natural resources. (p)
94. The main concerns are overcrowded schools and heavier traffic. (p)
95. Objection to the project (p)
96. The area is already extremely congested by traffic and it would cause more of a hazard if we have to accommodate for school children crossing and school buses It is a very bad idea!!! (p)
97. No more apt should be built. Keep the garage until we have better solution. (p)
98. As a real estate professional for over 20 years, let me know the needed help. (p)
99. There should be a public referendum on whether or not to proceed with this development. (p)
100. After all the plans are submitted, there should be a referendum before Village Board vote.
101. This project definitely will be a net money loser for the Village and will lead to an increase in property taxes and decrease in property values. The only part of the project that is needed is the parking garage, and it won't be needed once self-driving cars arrive in the near future. (p)
102. Building residential units at freightway does not make fiscal sense to taxpayers. It really is quite obvious that the risks far outweigh the rewards to our community. Let's go back to the drawing board and consider other options to the site. (p)
103. I would expect the board and the mayor will show the residents of Scarsdale due respect and act on the recommendations included in this petition before moving forward with any project for this space. (p)
104. Would like to know more information particularly on the infrastructure, school and tax ramifications. (p)
105. Opposed (p)
106. The project clearly needs more thought and review, and most of all transparency before anything is done. (p)
107. TOD BAD IDEA (p)
108. The concept for the possible development of the Freightway site will be terrible for Scarsdale! (p)
109. Transparency, not back room deals! (p)
110. Important to have full disclosure and discussion (p)

111. No further developments on Scarsdale property! (p)
112. It's a sad day when the profit of real estate developers comes at the cost of school children without due process to truly assess the impact in an honest and transparent way (p)
113. Strongly against it as a village of Scarsdale resident (p)
114. Scarsdale is too crowded. We can't fill the shops we have parking is insane the train station is nuts. No more building (p)
115. There's absolutely no harm in slowing things down. Why rush this? Involve the community, the residents and the merchants. Back to square one. (p)
116. Please do not build this. We are very against it. The effects are only negative for the entire community. (p)
117. The lack of planning for the future of Scarsdale is a terrible problem left to fester by the Village government. (p)
118. Fully agree with the petition that the impact to our schools must be properly assessed. (p)
119. I think that this plan will hurt the local businesses on Garth Road and prove to be a very costly and unnecessary project. (p)
120. Edgewood family not in support of more traffic and congestion in the village. Fix the parking lot and add more spaces while at it. The least the trustees and mayor can do is allow the resident's voices to be heard. They aren't listening if they have gotten this far. (p)
121. The mayor and the trustees need to perform a comprehensive analysis of the impact on Village resources resulting from a large residential/retail development. The analysis must focus on increases in the number of students who will enroll in the school system, in traffic, and in essential services from police and fire, to name a few. Merely focusing on short term increases in property taxes is insufficient and misleading, because it doesn't consider all the costs to the Village. Additionally, since the Village currently has numerous retail vacancies, the public have an adequate explanation why we need more retail. Until these and potentially other issues are fully vetted and disclosed to the public, the Village should not consider any specific redevelopment plans. (p)
122. Against residential building at freightway (p)
123. Am against this project. The proposed project is detrimental to Scarsdale residents and schools because of the additional tax burden it will create, the strain it will cause on our schools and ultimately the negative effect it will have on our quality of life in Scarsdale. I need to be able to vote on this issue because it affects my life. (p)
124. Please don't do anything unless it can reduce our property tax. Thank you. (p)

125. I oppose this and believe it will not bring enough benefits to the community vs. the tax burden rental units will incur on homeowners paying for the schooling of renters. (p)
126. This will ruin the school system (p)
127. Objection (p)
128. The last time there was even a fraction of this amount of construction in the area, it devastated most if not all the businesses on Garth road. How much time did the village spend consulting local businesses and residents compared to the time spent with the developers? (p)
129. Scarsdale's entire system of governance needs to be re-examined (p)
130. If this is what the mayor and the board of trustees consider "transparency" I'd hate to see what their lack of transparency would look like. A lot of money stands to be made from this project. It's shocking that these are the best Scarsdale could come up with. I'm not necessarily in favor of abandoning the idea of development, but something smells rotten here. Is this the legacy this board wants to leave us with? (p)
131. I am the owner of Arbre D`Or on 50 Garth Road. Any blocking of roads will devastate the livelihood of the business in the area. I hereby am opposed to the plan. (p)
132. Losing Freightway for any period of time will create chaos for the many commuters who live in Scarsdale. (p)
133. Voting against Freightway plans. (p)
134. Walworth resident of 39 years in opposition. Build a park, not another building. This isn't Manhattan. Why isn't green space an option? There should be bike racks. Make Scarsdale bike-friendly. Take a cue from the city. Involve the residents more. (p)
135. Vote no. (p)
136. I'd like to know why Mayor Marc Samwick believes the education system will not collapse after completion of the proposed residential units and accepting the 20-500 new students. (p)
137. Not very prudent to upset your constituents. You've all but guaranteed that the community will not summarily check the boxes with your name on them next time. Don't take the way Scarsdale votes for granted. (p)
138. I have been professionally involved with municipal and state government for many years, and it's accepted best practice to involve critical stakeholders early and often in such significant efforts. Rushing a project of this magnitude through without adequate analysis and transparency can be extraordinarily detrimental to the community at large in the short- and long-term; the absence of such suggests a number of negative things I don't care to elaborate on here. Thank you for your consideration. (p)

139. Stop building apt here in Scarsdale. (P)

140. I moved here two years ago from the city because of the proximity to the city and the reputation of the Scarsdale schools.

My priorities are

1) Keeping same quality of the school without overcrowding the school

2) Not raising taxes inadvertently for single family owners by suddenly having to increase school services / infrastructure from a large influx of apartment residents.

3) Not to increase traffic congestion severely in the Garth Rd / station / downtown area. Finding parking there, by the town pool, grocery stores, etc is already a challenge.

My preferences:

1) Do an impact analysis first as to how many extra students can the schools accommodate without raising taxes materially on the single family owners. Engage independent consultants to do this school-impact and tax-impact studies. Share the information with the community first before going down the development route further. Engage / enlist the help of residents who have expertise in municipal financing, risk management & due-diligence, forecasting models, etc. to do this analysis and share the results transparently,

2) Can that area be used to offer residents other amenities? Indoor tennis courts, indoor swimming pools, indoor playspace for kids, casual eateries would be valuable services for the residents and revenue can be generated from these services.

3) If residential apartments have to be in the equation, either do age-restricted apartments that can provide affordable housing for seniors and or significantly limit the number of 2 or 3 bedroom apartments. Young families can stay in 1 bed apartment and check out town before buying. Basically, go for any configuration that limits the number of kids entering the school system.

Thank you for listening!

141. Thank you for halting the Freightway process for now. Will you be explaining to residents how this decision was made? Was there a public meeting about this? When will the process open up again?

Expanding our tax base and revitalizing moribund downtown is critical. As you know, my husband and I have devoted hundreds of hours to downtown revitalization research, writing, and reporting. We are committed to improving our Village.

The Freightway process has to be transparent and inclusive. Please diversify your boards and committees and get cognizant diversity. The Village Communications Committee really needs to be strengthened and get involved in reaching out to all residents via various means including social media.

A number of us were at the Scarsdale train station today for over 4 hours starting at 4:58am. We repeatedly met residents who are not aware that Freightway development is being discussed. Residents never should be forced to pick between projects from unvetted bidders, especially if their audited financials are not publicly available. Please open up the whole process again and get as many bidders as possible. Please make sure that they get the Freightway Survey, TAP surveys, and of course, the Forum Consumer and Merchants Surveys so that they can pitch a project that we the residents want.

I very much look forward to hearing what the next steps are.

142. Two questions need to be considered regarding the freightway project. Will it increase the number of students in the school and will it lower the overall tax bill for the Scarsdale home owner? In the absence of lessening the tax burden to the Scarsdale single family home owner, then the project is a complete nonstarter. Are the developers planning to share 50 percent of their ongoing profit as in response to being given a prime piece of real estate to develop? The value of Scarsdale homes is directly a result of the school system. We, as a community, must make protecting and improving the schools our highest priority.

Thank you.

143. As a 40 year resident of Scarsdale, I am troubled by the Freightway proposals. I share many of the concerns already offered, some of which are listed at the end of this email. Additional reasons for halting movement forward with the project and two developers include:

- There are no financials offered as to the expense and revenue the Village can expect from the projects. Neither the Board nor the public can make an informed decision without these. Increased property tax revenue is not a given from the proposed projects.
- There has been little or no work done on the implied expenses, such as school enrollment costs vs. tax revenue provided by the apartments; traffic safety; congestion; etc The Board has a fiduciary responsibility to provide current taxpayers concrete indications of increased revenue and concrete indications of all the costs of supporting new residents.

Here are some recommendation:

- The Board consider hiring a professional group, which has verifiable experience in determining future needs and resources (such a professional is often called "a futurist" and these do exist), so Scarsdale residents and the Board may assess what is a reasonable project in terms of the future world and rationally evaluate the proposals. A professionally managed group is needed from proposal evaluation through project completion, because the Village Board is made up of volunteers, well-meaning and talented as they may be, and not professional municipal managers. There will be turnover during the proposal, evaluation, and construction periods as Board members will change, and thus viewpoints may also change. We need consistency.
- Along with a professional group, the Village needs to include residents with deep experience in municipal finance, real estate development, statistical analysis, legal issues, etc. These experts definitely exist in the community.
- Professional assessment of which communities have successfully implemented similar projects and what has made them successful. Assessment of how these communities compare with Scarsdale to evaluate if the same success would be accomplished here.

- No one who has an economic interest of any degree in the project(s) should be part of the development group(s). Currently, such conflicts appear to exist.
- A project of this magnitude and long term repercussions should go to a vote by the entire Village community. The impact on taxes, traffic, safety, school facilities, environment, aesthetics, etc. make a Village wide vote just about mandatory. These are MAJOR issues and to buy time, some repair of Freightways could be undertaken while interest rates remain low.

Thank you for your consideration and the work the Board does. I believe each Board member is serious about his/ her responsibilities, but I do not believe enough information and analysis has been given to the proposed projects and their short and long term repercussions. It's time to involve more experts, including community resources.

CONCERNS SHARED WITH OTHER COMMENTERS:

- More apartments do not in itself generate increased vibrancy, livability, walkability. Actually, more apartments could stymie these goals.
- At 1:30 in the weekday afternoon it is often impossible to drive down Garth Rd currently. It's hard to imagine that more apartments with more people and more cars will alleviate this congestion.
- Increased rental apartments may change the culture of Scarsdale. Has the Board analyzed why Edgemont wants to separate from Greenburgh? Do the apartment renters in Edgemont really eventually buy homes in Edgemont?
- From what I gleaned from the two current proposals, retail space may be as little as 2300 sq ft and as much as 10,000 sq ft. Either is small and so what "vitalization" is accomplished?
- What commercial and/ or community enterprises would the projects attract? Movie theaters? Movie theater attendance and ticket sales have been weak and declining for years as Netflix, Amazon, Hulu and others produce award winning movies that can be watched at home on large screen TVs within just weeks' of their initial movie theater screenings.
- Existing apartment buildings within Scarsdale have vacancies. Do we need more?
- Congestion: Importantly, the Village has not even addressed the existing traffic and pedestrian safety conditions at Garth Rd, Scarsdale, Ave, and Popham Rd despite many complaints and proposals. It seems no work has been done on congestion issues of parking, train usage, or where during construction to put 500 or more cars that currently use Freightways, nor what will happen to congestion and safety while any construction is underway.
- Show the community the analyses that have been done on Avalon and LCOR/ East End Capital to successfully handle a multi-year project from proposal through to completion and what protections the Village has if these companies do not perform as contracted.

144. I think this project needs to go back a year and re-think its plan. It bothers me greatly what we saw presented at the December 11th public Freightway meeting. I know that the Board keeps saying that everything can be stopped if these plans aren't in the Village's best interests (financial, aesthetic, and otherwise).

BUT the concept that the Village presented these two developers as "finalists" flies in the face of that. I realize that there is a giant aesthetic component to this project...but the financial issues supersede all of that. And the one financial issue....question mark....problem....Which doesn't go

away is the obvious use of those apartments for school aged children. We hear about how wonderful and open a park plan will be near that construction. Isn't that exactly where someone would want to let their young kids ride tricycles? From all we've heard...the freightway area will be the PERFECT spot to raise kids. That won't stay a secret long....As hundreds of kids move into those buildings.

Without a reckoning that this financial issue needs to be examined and resolved number one is this project, the project needs to be a no-go. So to present finalists at a public meeting is just irresponsible and a bad way to hand this project.

Before any designs should have been presented by real estate developers....There should have been flavors of plans with WELL CALCULATED (if estimated) budget numbers to illustrate the options. As far as any can tell that has not been done to the residents' satisfaction. When we had to deal with the Greenacres School issue.....Yes there were aesthetic and functional issues...But there was always a clear budget focus between the different options. With the Freightway discussion it doesn't seem that there is any flag-post to look at for the short term and long term costs to the village.

So to that end...I think the village needs to go back a year...and put together real budget plans for various options and forget who the builders are and what their budgets are for a moment. The developers' proprieties clearly aren't in line with the Village's priorities. Why do I say that? When I hear that the builder is scooping up parcels of land in what may be years before any project starts I get very very concerned. They've put a lot of skin in the game for a "maybe" It makes me feel like the Village isn't negotiating with an honest partner. They put a gun to our head and basically take the position that no other developer can be successful because they own critical pieces of land. This doesn't come across as a friendly partner but one who behind the scenes sees blood and is going in for the kill.

So what else would I like to see in these plans?

I'd like to see a way to have a single lane ramp cross the train tracks onto Scarsdale avenue....In the morning it can be inbound to the garage...in the evening it can be outbound....The deck of it can be pre-fab and dropped into place. And it can be nicely hidden with the slope of the hill. It could/should be attached to an upper level of a parking structure....Not only does that eliminate traffic on garth road where its compressed at the Popham road light...BUT it also eliminates that slow ramp crawl you get inside of garages as people pull in and out of spaces and spiral. People on Scarsdale ave could leave the garage with no traffic lights at all and head towards Eastchester and clear out of the village very quickly.

I'd like to see a budget for a plan which creates a new parking structure abutting the Popham road bridge....Bring the parking structure up to road level...How many spaces will that create regardless of the current freightway garage status...What could that plaza be used for? What would it cost? If you built over the tracks right there for the garage...would it make for a very pleasing aesthetic exit onto Scarsdale Avenue.

I'd like to see a budget for Scarsdale attempting these different plans as a bond issue...As opposed to relying on developers. I'd rather pay a bill today...Than wonder about the ancillary costs the developer sticks us with in the future. They aren't our friends and we shouldn't treat

them as such. One has to wonder why the same 3 companies keep building in Scarsdale and no one else does. It always looks dirty when the same people who have been here for 40 years are the only ones investing in the town. Really, the only people who have the knowledge and financial stability to build in the village are the ones who built Christie Place? If we're such a bad gamble...only for insiders...Perhaps we shouldn't be building anything at all.

145. I would like to see shops and restaurants, maybe a nice outdoor sitting area which the restaurants can use and which could connect to Garth Road. Plenty parking of course is needed. I would stay away from apartments, which would be terrible for the school district. If no other use, for example office space, is possible, then please not more than 20 apartments, I believe that is the max Fox Meadow could handle.

Thanks for the possibility to send in our thoughts.

146. My priorities are for infrastructure improvements (especially repave our roads please!) and more entertainment spots and more and nicer restaurants selections.

I am strongly against the Freightway Redevelopment as this will add multiple hundreds of households and will result in:

- worsening traffic conditions. Our infrastructure simply cannot cope with this
- expected to negatively affect the schools and add additional workloads to teachers
- there is no adequate study on how this will affect the property price and property tax, crime rate, social demographics etc

I am surprise this project was even proposed. I do not recall any survey being done to consult the residents on what we NEED. The fact that this proposal strung up unexpectedly makes me feel that most of the residents weren't even consulted (if ever at all). All my neighbors are shocked with this proposal.

For any large scale re-development which is expected to cause huge long term impacts to currently residents, the MAIN FOCUS should be on how the project(s) will benefit EXISTING residents and less so on how the re-development will benefit NEW residents.

Scarsdale Village is a very special place with many positive points. It is these special stuff that makes Scarsdale a great place to live in and that's why it continues to attract new residents. However, a large project like Freightway Redevelopment will simply go against preserving and improving what's special about Scarsdale. Such project will bring handsome and quick gains to the developers but will result in unthinkable long terms disaster to EXISTING residents.

147. I am writing to register my strong objection to both of the current development projects under consideration. It appears that insufficient consideration has been given to the potential negative impact on school enrolment. Therefore, I urge the Village to "go back to the drawing board" and solicit further community input before proceeding any further with these projects.
148. No matter how beautiful a proposed project is it should satisfy two requirements in Scarsdale. Number 1: Its presence should lower the overall tax burden of the Scarsdale Homeowner. 2. It

should prevent additional children from being brought right into the school system that is near maximum.

149. The quality and reputation of the Scarsdale school system it is what supports the value of Scarsdale homes. I don't think that it's economically prudent or even fair to the homeowners for there to be a new development that funnels children into the school system. This should be off-limits.

150. I trust that you are well. In addition to receiving answers to all my unanswered questions, it is important for all of you to disclose to the public:

\*how long you have known East End Capital LLC was buying up buildings on Garth Road under different names and not disclosing its name? Did East End pay a tenant double the rent to keep a building unoccupied? Why have the property assessments of those Garth Road properties, 2-20 and 54-56, stayed the same for years despite new restaurants going in?

\*have any of the bidders and their consultants, partners and architects or their families contributed financially to the Scarsdale Non-partisan System, the Scarsdale Citizens Non-Partisan Party or to the Scarsdale Library Campaign or other fundraising?

\*does the Village have policies in place to prohibit personnel or officials to work for or with developers in Scarsdale projects after they leave office?

\*Has anyone in your administration notified Garth Road merchants and the Children's Corner about Freightway Redevelopment?

151. I am writing today to express my concern about the proposed development.

I attended the meeting on December 11th, but I did not share my opinion as I felt the people that spoke expressed my sentiment.

I understand that this development is trying to improve the community, but adding 220 - 285 apartments does not achieve this. The survey completed by the community (which I did not see when it was circulated) did not list residential units as something the community wanted. Please listen to the community, we want parking and entertainment and restaurants.

Building very large residential units in the heart of the village, in my opinion will look worse than the existing freight way parking structure. It seems in order to get a new parking garage for free we have to give up so much, it is in the developers' best interest to have a large amount of apartments so they can recoup their investment, they are the only people wanting this huge amount of residential units.

I have 2 boys in Edgewood and I am concerned with overcrowding and rezoning. We do not need a massive influx of kids. The education in Scarsdale is why the majority of people live here please preserve it.

At the meeting a gentleman noted that Scarsdale could get a bond for 30 years at 2.5%, I would much prefer if Scarsdale was in control of the development and include what the community needs, not what a developer needs to make it worth their investment.

Why is there only 3 options, a 220 unit residential development, a 285 development or repair the garage? What about outdoor space, or an indoor pool for the community, an ice rink, (my boys do not play hockey) or a number of other entertainment options which would be good for the community. I did like the Theater option in the proposed developments.

Why do we only have 2 developers, where is the information on the others, and why were they eliminated?

Also, why these 2 developers, one with 11 violations in Heathcoat from the building department, the other that has had 4 fires in their projects is the last few years.

I did not appreciate LCOR/East End implying their plan was better because they were fortunate enough to own the buildings adjacent to the site. The fact that they own the adjacent site should not be a reason to pick a developer.

Taxes - we need to be sure that the community benefits from this development from a tax point of view. But it seems since the apartment tax rate is lower single family homes will be subsidizing the education of the people living in apartments.

Traffic - if you add 500+ people to the village there will be more traffic, this need to be looked at.

Parking - it is difficult to find parking in the village times and adding more commercial space, be it restaurants or shops will require a lot more parking.

Train - I do not take the train but my friends are concerned about overcrowding on the platform.

I urge you to reject Avalon Bay and LCOR/East End proposals. The community does not want either of these. If you are in doubt about what the community wants please put it to a vote.

152. I am writing to express my opposition to the Freightway Redevelopment project. I am concerned with the impact the proposed +200 rental units will have on our schools. I will vote to oppose any project that has a residential component of that size. We are in need of parking and a more vibrant village center, but not if it's going to overcrowd our schools. The village also needs indoor recreation facilities. Neither of the projects has that. Please record my formal opposition to the current projects as they stand.

153. Do you have an economic impact of both plans to the Village and ultimately to the tax payers? Why was this not included in each proposal? Is the village subsidizing the developers (both day 1 and ongoing due to higher taxes)?

I am highly opposed to any projects and especially additional housing in the village that does not have a NET positive impact that is clearly defined at the onset of the project.

Can you please provide additional information for all Scarsdale residence that addresses this concern on the website.

154. I am against building residential units at freightway (as the project stands). The future projections are too risky (#of kids, school capacity, tax revenue shortfall). My vote is to rebuild garage link to train and Scarsdale ave and add mixed use retail ie: Restaurants/arts/senior center/kids gym/hoff...

A small amount of residential units are ok (like 20) as long as it can be guaranteed there will be no tax shortfall.

155. My wife and I are not in favor of adding any more apartments to our Scarsdale community, especially ones that are non-age restricted. Additional parking is what is needed, and although freightway is an "eye-sore", we would much prefer the "eye-sore" than an increase in residential density. If adding office and/or retail to the site is feasible/economical, we would be interested in seeing the village pursue that option.

156. As some of you know, I attended the Coffee with the Mayor event last night, and I have some additional thoughts about the process and merits of developing the Freightway space. I applaud your efforts in allowing people to voice their concerns. I was struck by the number of people who espoused the opinion "I just want things to stay exactly the same" and I believe that this argument needs to be even more explicitly addressed. So even though you have already expressed several of these points and will doubtlessly continue to do so, I would encourage you to develop simple, repetitive messaging to keep the dialogue moving forward.

"Doing nothing" has costs. I believe that you will hear mostly from those who oppose any development unless the financial costs and projections of maintaining (and possibly rebuilding) Freightway are communicated clearly. For example, many Arthur Manor residents who take the bus to the train station and do not utilize Freightway would be more likely to weigh in on the conversation if they understood how doubling down on the current commuter parking will financially affect them.

We have the opportunity to remedy a shopping and pedestrian "black hole" in the Village Center. Had Scarsdale been comprehensively planned from the beginning with foresight (rather than growing organically), it would never have had a central area (boxed in yellow, below) that was packed with vehicles during business hours and prohibited pedestrian connectivity between the two business districts. We can seek a development with a high degree of community interaction. To that end, pedestrian access must be inviting, and developers should find ways to allow below-ground parkers to exit directly via a pedestrian ramp to the corner of Popham Road and Scarsdale Avenue. In addition, new residents in the development will create demand for amenities (like shops and restaurants) that all Scarsdale residents will benefit from. While online shopping is replacing commodity stores, there are some services and experiences that cannot be replaced and can thrive downtown.

We have gotten accustomed to a situation that is below Scarsdale's standards. Freightway is a blight (okay, maybe that's a little strong) and a waste of some of the most valuable, central space in town. One could, for example, draw people's attention to how the Christie Place development upgraded our Village Center by replacing the parking and the Robison Oil garage

(at the left side of the below photo). Few would wish to undo Christie Place and go back to a semi-industrial use.

Is this an opportunity to help Scarsdale residents age in the Village Center? It would be helpful, for example, to know how many residents of the Christie Place development were already Scarsdale residents who downsized from a house but wished to stay in town. There is a constituency who already lives in Scarsdale who may find this development very attractive and will not add to the school burden, even if the development is not specifically age-restricted.

Simpler messaging is needed to reassure people. Having heard multiple similar comments repeated at the event last night (often by the same person), I think there would be a benefit to very simple, repeated messaging that shows that we are all concerned about the same things. I almost wish you had a sign on the table to point to, reading:

We will not permit residential development of the Freightway area if  
It will negatively impact any of our schools or cause a school redistricting  
It will negatively impact commuter parking  
It does not offer substantial benefits to all Scarsdale residents

A historical perspective is always interesting. I've enclosed a link to a 1971 Scarsdale Inquirer article entitled "Board Votes Freightway Garage Despite Protests" so you can see echoes of the current discussion almost fifty years ago. I note one resident's comment in particular: "We have reached the end of the road as far as the auto is concerned."

Continue the process. I, like you, am not in support of any development at this point. We don't have all of the facts and projections yet, and the existing proposals need to strike a better balance between the developer's profits and Village's needs. Like many others, I am concerned about potential effects on traffic and our schools. I am, however, fully in support of continuing this process in the hopes that we can find solutions that improve our Village. If we get to the end of the process and cannot find an acceptable development solution for our Village, then we can then allocate the money to maintain, improve, or rebuild the Freightway garage without reservation. It is only prudent to explore all of our options before we get to that decision.

157. Our family has been residents of Scarsdale for almost 30 years. Our children are products of the Scarsdale school system and I maintain my office in Scarsdale Village – we have been, and remain, 'all in'.

We are extraordinarily skeptical of the proposals we have been reading about with respect to the possible redevelopment of the freight way site.  
Our concerns can be summarized as follows:

1). The Scarsdale school system already struggles to handle its current number of students (e.g. Greenacres project). The addition of 200-300 residential units will undoubtedly bring as many as an additional 200-400 additional students to the school system. There is NO way the current infrastructure, teacher population, administrative staff, etc. is sized to handle such an influx. Whatever new taxes may be collected from a redevelopment project almost surely will be overwhelmed by the required incremental costs of accommodating the probable material rise in the student population.

2).The Village does not need more retail square footage. My office has been located in the Village for more than 15 years. The market speaks for itself. There are vacant storefronts everywhere and when new shops do open, they quickly close. We used to have the Michael's sandwich shop. When it closed, locals migrated to Langs. Then Langs closed and the newer entrant, Patisserie Salzberg also closed, and neither space has been re-leased. Adding supply to what the market clearly shows is an already over-supplied market is nonsensical. My profession is that of a real estate financier. Our business would not finance Scarsdale Village retail, and the prospect of adding more space simply reinforces that conclusion.

3). Widening the Popham bridge across the train tracks was one of the Village's best infrastructure investments, I literally see it working every day. Adding the proposed multifamily units immediately will destroy the benefits of the new bridge and its related traffic improvements. Is the Village prepared to spend the necessary millions to further widen the bridge??

4). As a commercial tenant in Scarsdale Village I no longer have to regularly commute to the city on Metro North. However, when I do, I can attest, as can every regular commuter, that during peak commutation times, the trains are standing room only. The current Metro North infrastructure cannot handle the influx of as many as 200 additional peak commuters.

5). The recent changes in the tax laws and the loss of the SALT deduction has had a demonstrable impact on New York and Scarsdale real estate values. If the Village chooses to add the proposed units, it is extremely likely that the Village shortly thereafter will be forced to raise taxes on community residents to cover the 'unintended' costs the Village would have to bare. The trustees should comfortably assume that residents like me, who no longer use the school system and already pay extremely high local taxes will leave the community. The chain of will happen next is easy to predict as it already is happening: my house will sell for less than the value assigned to it by the Village. In turn, the new owner will appeal, and win a tax reduction which in turn will motivate other property owners in the area to contest their tax assessed values. The process will continue for a while until it is clear the Village now has a major budget hole to fix and no obvious source of revenue other than to raise its tax rates. Look at the city of Chicago and its surrounding suburbs. There is an out-migration of this very kind.

PLEASE, shelve the proposed redevelopment. There is no obvious upside and a long list of problems that will infect the Village for many years thereafter.

158. First, I would like to thank you for your service to the Village including all of the work you have put into studying options for the potential Freightway redevelopment.

Generally speaking, I am very supportive of your effort to see if there is a way to properly monetize the Freightway site, which in its current state requires extensive repairs, and is not built to its highest and best use. It is clearly worth the Village's time and energy to see if there is a feasible plan that produces a net benefit to the community. My instinct tells me something meaningful could be accomplished. One primary goal should be to help revitalize the Village Center. The Village Center will benefit from whatever is ultimately built at the site but as I discuss below, there is more to be done in the Village Center than just adding additional residents. Another goal should be the addition of community space. I was very happy to see the

inclusion of a theatre in one of the development plans. I think a community theatre would be a fantastic benefit to the Village. I am sure that there are other uses under consideration but in general it all feels very promising.

Having reviewed the plans posted on line, and relying on some of my own knowledge of development as I currently work in commercial real estate, I would like to provide some feedback, observations and suggestions based on what I have seen so far.

First, when analyzing the proposed site plans, it becomes clear just how awkward the Freightway site is. The site is sandwiched between buildings on Garth Road, the MTA tracks and the Popham Ave Bridge. Vehicular access is challenged with access only from Garth Road, and despite the developers' best efforts, pedestrian access between the Village Center and the proposed project is not natural. Access by foot requires one to cross both Popham Road and Scarsdale Avenue, which are both busy thoroughfares. For this reason, I think that the public plazas shown by the developers and positioned as a benefit to the Village overall, are far more likely to be primarily just an amenity to the residents of the development and perhaps to some extent the residents along Garth Road who will have a more natural access to the site from the West. Traffic will need to be studied very carefully. Adding the number of proposed residents will be a traffic burden not just during prime commuting hours. The Trustees should suggest and study the feasibility of a vehicular bridge into the garage from Scarsdale Ave as a possible solution to alleviate traffic.

My second observation concerns the type of development that is proposed. It is no surprise that building conventional rental apartments is the fastest way to maximizing the value of the site. However, I am highly skeptical that 200+ rental apartments are in the best interest of the Village as whole. My strong instinct is that the potential influx of new families and children will put too much pressure on our schools. This has the real possibility of requiring costly additions to our school facilities to create new space or increasing class sizes. Despite the developers' offer to build smaller units, in an effort to limit the number of families with children renting in the project, I am not convinced that there aren't plenty of potential renters that will sacrifice smaller apartments for access to Scarsdale's school system. Despite whatever projections or estimates are made, I don't think this is an appropriate risk for the Village to take. It could be a very costly mistake in the long run and I am both surprised and concerned that conventional apartments weren't ruled out from the start. Age restricted housing (55+), offices, medical office, and assisted living should also be considered. These uses may not fully maximize value of the site in terms of upfront dollars, but will result in a much more balanced and less risky approach. With respect to retail, in my opinion it should be minimized as much as possible. The current vacancy in the Village needs to be addressed before we add more retail in the Village. I don't think retail is necessary for the feasibility of the project. There is plenty of retail along Garth Road, and we should be encouraging any residents at the site to come to the Village Center as that should be the focus with respect to revitalization.

Finally, if we are serious about revitalizing downtown, I would like to see all, or a large portion of the proceeds from the Freightway development be invested into the Village Center to try and re-activate our traditional Village center. An investment into reimagining the existing public spaces downtown would yield a high return on investment. For example, Chase Park is currently underutilized and could be vastly improved with a children's play area, more comfortable seating areas, and a larger and more functional music pavilion. The small plaza adjacent to

Boniface Circle could also be reimagined with a water fountain, a more functional gathering spot for residents and a more permanent plaza for our farmers market. These types of improvements would bring more residents into the Village Center, encourage them to stay longer, and help improve the environment for current and prospective retailers.

Finally, I would like to suggest that to the extent these discussions continue, that the Trustees enlist the services of a third party professional real estate development firm to act as an advisor and advocate for the town. It is important that the Village be properly advised on all of its options for the Freightway site and that the transaction is structured in order to maximize value (both monetary and non-monetary) for the Village. This includes the appropriate mix of uses for the site, negotiating with the developer and structuring the transaction. There are lots of considerations on a project of this complexity. Should the Village retain ownership of the new garage or lease it back from the developer? Should the developer lease the site from the Village on a long term ground lease or make a lump sum upfront payment? These are just a couple of the considerations that will need to be fully analyzed by the Trustees and an experienced Advisor would be very valuable in this process.

Thank you for taking the time to read this and again for all of your hard work. Good luck with the continuing process.

159. The main question for any land development is - "What is the highest and best use of the land" - taking into account the historically and environmental impact of this development. The following issues should be thoroughly analyzed before a final decision is rendered:
1. Vehicle traffic impact on existing roads
  2. Environmental impact - sanitation, drinking water, runoffs, existing sewers, visual impact from heights of structures from existing homes and apartments, casting shadows, and increased pollution from the additional vehicles
  3. Consider use of solar panels, roof gardens, add pedestrian walks that connect complex to existing Village void of traffic.

After additional and more in-depth research and analysis is performed and the resulting outcome reveal that the current proposed developments are not in the best interest of Scarsdale residents then focus should turn to renovate the existing garage, add amenities in the open adjacent parking space such as civic center, outdoor parks, vehicle free connection to existing Village Center, re-develop commercial entities to include additional food establishments and consider electrical charging stations in the renovated garage.

160. My name is Ralph Geer and I've been a Scarsdale resident for 12 years. I do not want to see a new development pushed through to increase the number of residential living units in Scarsdale. The developer needs to focus on the needs of the community instead of maximizing their financial gain. The added families living in newly built apartments would essentially be subsidized by the rest of the Scarsdale community at large. The current development project as proposed would add no value to Scarsdale or its current residents. We would like to see this project focus on community oriented activities or just replace the aging infrastructure as is.
161. I am a resident of Scarsdale and I am writing to you to express my deep concerns on the proposed Freightway development plan.

The biggest concern comes from the proposed 200-300 rental units that will have a serious impact on our school systems. It's hard to believe that those new addition will only introduce around 20 students.

Realistically we believe it will introduce around 200 kids or even more into the school system. This will greatly increase our school budget by millions of dollars.

One more concern is that the survey was done with not enough community input. Most people around my neighborhood have not heard about the survey. I suggest we redo the survey and get a broader range of opinions.

162. Thank you for hosting the meeting regarding the Freightway redevelopment project. I attended the meeting last night. The voice from the fellow residents was loud and clear. Nobody wants another 220 to 285 units to be built. I urged you to seriously reconsider the current proposal and see what your constituents really want for this project.

I moved from Edgemont to Scarsdale last May. One reason made us move to Scarsdale is that Edgemont is a small part of the unincorporated village of Greenburgh town. The town supervise Feiner might not make the best decision for Edgemont. Edgemont has excellent school as Scarsdale but its property tax is 50% more than ours due to the fact that 1/3 of the residents live in apartments and the town of Greenburgh wants to build more apartment. Our mayor and our trustees are elected by our fellow villagers and I trust that you will truly fulfill your fiduciary duty to act at our best interest for this major decision that will shape our village many decades to come.

The high turnout at the meeting and the fact that 99% of the participants voiced to against this residential development should serve as a weather bell to our board of trustee that a referendum shall be held to let everyone of us to decide what we want for this redevelopment, if any.

I would also like to reiterate my views as below:

1. Can we keep the garage as a parking garage?

Currently, the annual revenue from the garage is about \$900K and the annual maintenance cost is about \$150K. We have net income of \$750K annually. If the town set aside three years' net income from the garage, it will have sufficient fund to do a major repairs of the \$2.5MM that will last for another 8 to 10 years. Even if the town decide to have an assessment for this major repair, it will be a one-time assessment of \$500 for each family in 10 years. Shouldn't the town consider this as an option?

We are a bedroom community famous for its picturesque tree lined single family homes. Shouldn't we preserve this character?

2. If we need to redevelop this property, can we have the best and highest use for the current villagers?

We are a town of 17,000 residents and are proud of our extra curriculum for our kids. The best and highest use is to expand our community facility that other towns have but we don't have. Can we build a multi-sports complex such as an indoor swimming pool, an ice skating rink, an arts center, and a senior community center that we all can come to enjoy? What do the 285 new apartments bring to our fellow villagers? How can you say that will be the best and highest use for us and act in your fiduciary capacity for us?

3. If a residential property has to be develop, what kind of due diligence that the mayor and the board of trustee have conducted?

Did we have the information that shows the extensive research has completed regarding the potential impact on our school? Currently, our school is at its full capacity, 280 new units, conservatively, will bring in 500 kids. How do our school handle this potential inflow of new students? Are we going to have the increase of the property tax to hire more teachers and build out more classrooms?

Did we have the extensive research on the impact of that already congested road and the business in that area?

How did the mayor and the board of trustee select the two developers out of the six? What kind of home work did the town do?

A. Both final developers have relationship with either Perkin Architect and 3D properties LLC. Other bidders without the relationship didn't pass the first round. Is it a con-incidence or the pre-requisite for the bidders?

B. 3D properties LLC-one of the final two developers that partners with East End Capital, built 1 Palmer Road 7 years ago in our village and its construction deviated so much from its plan that the town issued 11 violations.

What kind of homework did the town conduct to make it to be the short list?

As our fiduciary, your duty is to act in the best interest of our villagers. For this multi-million large-scale project that only occurs in a few decades, I urge you to take a pause and reconsider whether we need to move forward and how we should move forward.

163. As to the Freightway Project:

1. It would seem to make more sense to lease the Freightway site to the developers, say for 99 years, rather than sell the property. If the property is sold the bottom line of the developer will overshadow the desires of the community.

2 I thought it presumptive that LCOR purchased the property on Garth Road.

3. 10-15% of apartments with 3 or more rooms certainly will impact the school system

4. Having looked at the development along the Metro North tracks in White Plains I feel that White Plains is an urban area and such development fits in. However, this Village is not urban so high rise apartments are not really in keeping with the Village.
5. Bronxville also has multiple apartments in high rise buildings.
164. Completely \*opposed\* to the plan on building residential buildings. There is no clarity on the impact to schools. This project could lead to overcrowding in schools and increase our taxes We need indoor sports facilities, indoor swimming pools, family friendly restaurants, wine bars, etc. These would be useful for residents and bring in more revenue to the village.
165. Regarding Freightway development...we would like to keep the project within parameters that Do Not add to the Tax burden of the rest of us...so perhaps Co-Op apartments and Not Rentals...or Condos..Age Related Co-Ops would be the best idea...55 and over....Rentals would encourage families with school age children and would Not be helpful to relieve our property tax burdens...Please Keep in mind what has happened at The Heathcote...the new Building at Palmer and Weaver Street...that took years to finally win approval and be built...The Prices for those apartments are so High that it is just about Empty...too Expensive for buyers...or Renters...and not adding anything to Scarsdale's bottom line...That builder was a fraud and he did nothing that benefited the Village...Be aware of Promises Promises...that do not materialize...Something does need to done...since the Freightway property is begging for something better...But Less is More...Some apartments with enough parking for Village needs...Maybe some retail on the ground level...We do not need the Taj Mahal...
166. I would like more restaurants in Scarsdale. I am tired of high end boutiques. There should not be a disruption to parking. That would cause chaos. Too many people use the garage to commute. You must find an alternative solution that is as close. So in effect the Village would have to use other land for parking and hire Valet. The price would have to be equivalent to Freightway and the developer would eat the cost. Also I do not think rental housing should be for families with children. It should be over 55 restricted housing. The school district and tax base should not suffer for this project. Now that the impact of this is in the news more people will have opinions. This project should not be something that is just done without asking the people. And the Village center suffers due to Rush Wilson. That is why it is dying. Face facts and try to fix what is broken not create more. Honestly fixing freightway may be the better option if the Village Center can be rehabilitated. Look at the problems within. Also extend parking in the Village center to 2 hours. Having lunch or getting a facial is torture when you worry about getting a ticket. The merchants are the culprits as always. They park and move their cars to other spaces constantly. What a shame.
167. Our family is strongly against the Freightway development project to produce any residential units, which is very likely to dilute limited and expensive village resources available to existing Scarsdale residents, including but not limited to school resources and fire department resources. We are also very concerned that residual units will cause unnecessary congestions around that area, and eventually make new garage facility less efficient to use than current status. We think the presentation of two developers on Dec 11 are biased and significantly underestimated burdens of their proposed residual units to Scarsdale's school district and public resources.

We think the Freightway development should prioritize improving the life qualities, economic productivity of existing Scarsdale residents, and learning experiences of Scarsdale's future generations. After-school/weekend commercial educational activity classrooms, Wework/Regus like shared office spaces, startup incubators, medical facilities, and theaters are all good ideas. If there are no consensus about how to use the Freightway space, keeping the current status would be better than rushing into a plan.

We think the Freightway project does not have to be directly cash-neutrally by itself. Forcing it to be cash neutral is likely to limit the choices available to Scarsdale residents and end up with plans with indirect and longer term costs. If the project would bring sufficient benefits and productivity enhancements to existing Scarsdale residents, it would still be a good investment even if a plan has to increase village budget by a reasonable level.

168. No residential building  
2) 250+ rental units only bring in 20 kids is totally a scam and fake number, the real number of kids at least 150+  
3) no more tax increase for residents due to expansion of school facilities  
4) simple repairs of current garage or commercial retail building and kids&culture different activities center, wework space etc.
169. I give a big “No” to the proposals. Scarsdale Village and schools don’t need more apartments to attract more families here, and please think about how many students you will add to our schools...
- The place might be good to build a “house of sports” or a “life time” club, which will serve a lot for our residents here also attracts more people to the area for dining and shopping.
170. The highest priority of this project is to maximize and protect the interest of current Scarsdale residents. To minimize the potential risk of increasing property tax due to overcrowded school and local traffic.
171. Commercial building or a new garage or renovated garage is the best.
172. Yes to rebuilding for parking and retail purposes; no to residential other than senior housing (so no increase in school rolls).
173. Please see the below link since it conveys my viewpoint - a letter I wrote that was printed in the Inquirer at the time. Of the 12/11 meeting, I tend to agree with people such as Marshall Kitain who spoke at the 12/13 open meeting. Thanks. “Residents Should be Thankful for Deliberate, Ongoing Freightway Process,” Scarsdale Inquirer, December 13, 2019.
174. I live in Fox Meadow and have two children at Fox Meadow School. I attended last night's meeting and found it very informative. First, I do want to thank the folks who have steered the process to where it is at this point. Secondly, I commend the mayor and board on their measured and level headed responses to an impassioned set of speakers last night. While most of my questions and comments were effectively conveyed by many of the speakers, there are a few other thoughts I wanted to pass along:

1. I appreciate that the process thus far has been guided by community engagement through the FSC, surveys, and smaller group dialogues. But, I think it is distinctly possible that the visuals and potential impact of the type of developments proposed yesterday were not appreciated when people answered surveys or participated in smaller forums. I, myself, responded to the survey, but had no real understanding of how large and impactful a development might result by clicking a few preferences. If this might hold true for other residents, should the board consider another survey or mechanism to gather broader feedback now that there are actual proposals and visuals?

2. The choices as it stands now seem very binary - either we deal with the parking garage ourselves or we construct a large residential complex of ~250 units that incorporates the necessary parking. Are there not middle ground solutions? Is it possible that the initial RFP/RFEIs were too unconstrained? These companies have shareholders/owners to serve and so they would presumably come back with proposals that maximize profits for them, which is building as many residential units as possible. If there is not community support for the scale of development outlined yesterday, is it possible that there are community supported options that constrain some of the more contentious issues (mainly housing), provide mores sought after public amenities, while providing enough incentives for developers to engage? This could include options that are not zero cost to the community. It is possible that you have already tried and we are at the bare minimum of what would be needed for a developer to be interested. But, if that's true, it didn't come through in yesterday's comments and needs to be stated more explicitly. Again, now that there is a more concrete understanding of what a re-development might look like, perhaps re-engaging more broadly with residents on what people really want could be very helpful and hopefully there would be more responses.

3. Ultimately, who will make the decision? I believe this question was asked yesterday, but I did not hear an answer. I strongly suggest that at major decision points, that the outcomes be decided by town wide vote/referendum. This is a major decision and everyone should get a direct say.

4. Stressing a few of my points above, but there is a lot of time and some community money being spent on this project? I know the attendees last night might not be representative of the town as a whole, but there seemed to be very little support for the scale of development proposed. Before spending a lot more time and money to investigate this, I feel like ensuring that the project hasn't ended up in an entirely community unsupported place is extremely important.

5. Like everyone else, I am very concerned by the potential impact on schools, particularly class sizes and/or the costs to accommodate more children. On the surface, the idea that ~250 units would produce only 20 students seems laughable. But, I'm open minded and as long as the analysis of potential school impact is done rigorously, using real data of comparable communities and also is done independent of the developer, I'd be happy to use that as a basis for community discussion.

6. If there are opportunities to volunteer in this process, I would like to put my hand up. Please let me know if there are committee openings or other ways to be involved. I consider myself pretty analytical, dispassionate when it comes to looking at issues and consistently base views on information supported by real data and/or sound reasoning.

175. 1. Did any of the submitted Freightway proposals include plans without residential housing?
2. Did the Village Board do outreach and have a discussion with the School Board and School Administration prior to choosing finalists with residential housing plans in their proposals, in order to understand the feasibility of additional housing as it relates to school budgeting, including space, enrollment and staffing?
3. Just to clarify and confirm, will the overall Village parking situation and traffic circulation be studied as part of this project? Will there be an inclusion of recommendations for parking optimization and improving traffic circulation as a whole? Who will carry out these studies?
4. In the second finalist presentation, there was mention of the solar orientation of the structures, stormwater management, and reinforced exterior walls as sustainability measures. However, what additional types of “green technology” are being considered for incorporation into the construction and operation of the Freightway Project? Are there any financial incentives for these efforts?
4. Just to clarify, in choosing these two finalists, has the Village confirmed the financial stability and health of both final development companies?
176. I am incredibly concerned about adding apartments to Scarsdale. The impact on schools and taxes is highly likely to be negative to existing residents. Scarsdale’s excellent schools are a significant draw to our town and our ability to maintain them is critical to the attractiveness of our village. We likely have a very high ratio of families with school aged children in these apartments. Assumptions here are critical - we should assume 90% percent families and think through impact to schools, especially Fox Meadow.
- My concern is that we are led to believe a small portion of apartments have children and when that is incorrect, it is too late to change plans. Schools are overcrowded and apartment dwellers pay less taxes. Existing residents pay more taxes to educate these new students and, down the road, to expand schools for the larger student base. This is entirely predictable and avoidable. There is NO reason to take this unnecessary risk for limited, if any, upside to residents.
- Freightway should be updated but it shouldn’t include any apartments. Parking, community space and attractive retail (look to Greenwich, rye and Bronxville for inspiration on retail that can succeed) are what our village needs.
- We should also be looking for ways to reduce taxes by monetizing town’s property to our benefit - not to line developers’ pockets and potentially ruin a key component of our village’s appeal.
177. We’re very concerned about the proposed freight development (apartment buildings) we don’t think a complex of apartments would do any good to the village. Hoping to learn more about the project and alternative proposals soon.
178. I have just seen the mayor's note about the Freightway meeting. I will make every effort to attend. But, in case I cannot, my questions have to do with impact on schools based on the

introduction of new residential units: What schools would residents of the Freightway site be zoned for? Is there a plan in place to handle the potential increase in students to avoid overcrowding and maintain student/teacher ratios? Please let me know how I can get answers to my questions.

179. As part of the open public comment period in regards to the Freightway Development Project, the Conservation Advisory Council (CAC) would like to remind you of our comments from January 2019 (see attached) regarding sustainability as it pertains to any renovation or redevelopment at the Freightway site. We are not endorsing redevelopment or any project in particular. Rather, we want to make sure that any project undertaken takes into consideration sustainable building practices that support the Village's conservation efforts. Even if the chosen path is simply to renovate the existing structure, we urge the Village to incorporate green building practices. We know you are well aware that residents of Scarsdale are concerned about sustainability. You have heard from a number of residents, young and old, who have raised environmental concerns in regard to Freightway, permitting for residential solar, food scrap recycling and a number of other municipal programs. Scarsdalian consistently come out in favor of efforts to adopt sustainable policies to benefit the community. Even though recent Freightway discussions have focused more on school and traffic concerns, Scarsdale residents remain committed to seeing any redevelopment of the Freightway site incorporate green building principles.

Our goal as a CAC is to ensure that any renovation or redevelopment at Freightway includes green building principles in planning, design, construction, and operations. We would like to see a focus on energy use, water use, indoor environmental quality, material selection and the building's impact on its site and surrounding areas. Green buildings should preserve precious natural resources and improve quality of life.

There are a number of features which can make a building green. These include:

- Efficient use of energy, water and other resources
- Use of renewable energy, such as solar energy
- Pollution and waste reduction measures, and the enabling of re-use and recycling
- Good indoor environmental air quality
- Use of materials that are non-toxic, ethical and sustainable
- Consideration of the environment in design, construction and operation
- Consideration of the quality of life of occupants in design, construction and operation
- A design that enables adaptation to a changing environment

We urge the Board to both keep these principles in mind as they evaluate any proposals for renovation or redevelopment of the Freightway site and also to encourage any future submissions to incorporate these principles.

180. I am out of town so I missed the presentation on the two projects that are being proposed for the Freightway Garage area. I could not find any information on this. Will 10 % be affordable housing? As a former Educational Planner for the N.Y.C. Department of City Planning, who used to estimate the number of children that new housing would produce, this is my estimate on the number of students that these projects may produce: Avalon: 0 students from 27 studio apartments, up to 30 students from 59 one bedroom apts., 75 students from 75 two bedroom

apartments and 38 students from 19 three bedroom apts. for a total of 143 students from 180 units.

LCOR - I could not find a breakdown by apt. size so I extrapolated by 1.58 based on the number of apts. from Avalon and assumed it would be proportional. Therefore my numbers are as follows: 0 students from 43 studio apts., 46 students from 93 one bedroom apts., 119 students from 119 two bedroom apts. and 60 students from 30 three bedroom apts. for a total of 225 students based on 285 apts.

Can our schools absorb this number of students spread out over 12 grades for an average of 12 students per grade from Avalon and approximately 19 students per grade from LCOR. Therefore we would need about 2/3 of a classroom for Avalon and 1 classroom per grade from LCOR if the students are divided equally per grade. Usually the number of students are not distributed evenly. There are usually a higher number of students in the lower grades and a lower number in the upper grades when new housing is built.

181. I'm writing to express concern about the Freightway project to the extent that residential units might impact Scarsdale public schools and/or zoning. My family recently moved to Scarsdale, purchasing our home (44 Lockwood Road in Crane Berkeley) in July 2019. We have a daughter who is a kindergarten student at Fox Meadow this year; our younger daughter will begin kindergarten in 2021.

My concern is that potential residential units associated with the Freightway project will contribute to overcrowding in Fox Meadow elementary school. I would be equally concerned and disappointed should the new development project result in school district rezoning that would impact our neighborhood in any way.

We moved to Scarsdale foremost for the quality of the public school system. Small class sizes are an essential component of this. We also wanted to be part of a community and have quickly grown attached to Fox Meadow elementary school. We do not want any of the aforementioned to be disrupted due to the Freightway project.

I ask that you please keep these implications in mind as you move forward with the project.

182. I attended the meeting last week, and I think it was very well handled by the Mayor. Thank you! I do appreciate that we are still at an early stage of the process, although narrowing the field to one partner might be a bit premature, given the sentiments we heard at the meeting. I do agree with some of the residents' comments, and will provide my personal input, as was graciously requested from all of us by the mayor:

1. I don't recall the original village survey (the guy sitting next to me at the meeting said he is a Garth Road shop owner, but had not been surveyed), but assume I filled it out, if it was well distributed (was the participation good?). Having said that, I am reminded that a Forum Downtown Revitalization survey found that, "residents want family friendly restaurants, wine bars, pubs, and recreation facilities." I would add to that the possibility of space for satellite medical facilities from either WestMed, NY Presbyterian Lawrence Hospital, Scarsdale Medical Group and/or White Plains Hospital, etc., understanding that the complexity of inter-relationships these days makes healthcare even more chaotic than before. As a further point, as

a frequent visitor to Garth Road barber, grocery store and even some of the restaurants, parking remains a nuisance, and Freightway is currently not part of the solution. When I go to Ruffled Feathers to pick up a chicken, I don't want Valet Parking! I also dislike that Eastchester has chosen to have its meters in effect until 7:00 pm. Thank you for keeping our meters active only until 6.

2. While I do understand the profitability argument by builders to have a large component of residential units, the risks to our schools' capacity is very real. I moved to Scarsdale just after the very controversial redistricting that occurred between Fox Meadow and Edgewood. That should have been an easy one, but was not. Before you undertake any initiative that risks changing school boundaries or requiring expansion, recognize both the cost and the political furor that will result. Please talk to some of the residents who were here in 1970 to understand just how tricky that can be. I wish Mayor Beverly Cunningham hadn't moved out of the District (probably due to the high taxes), as she was a superb mayor, but had her hands full when redistricting became necessary. At minimum, you should seek a way to reduce the number of residential units, and recognize the risk that they might be used by NYC folks as a way to get their children into our schools, as well as to avoid NYC income tax.

3. Finally, the issue of potential Conflict of Interest was raised. While I fully trust the good intentions of all of our trustees, I strongly recommend that the couple who are closely tied to the industry recuse themselves from votes, although their knowledge and expertise are undoubtedly of great value. While I agree that Christie Place was a great enhancement to our community, I do think that the tax break was inordinately generous and we should negotiate any partnership so that the current Scarsdale residents' value is optimized.

183. After a review of the proposed plans, please consider an exit from the garage directly on Popham Rd Bridge or even better, a new bypass bridge/tunnel to avoid the village downtown area. The current plan grandfathers a poor traffic flow as most commuters access Scarsdale Village proper via the bridge. During inclement weather or when vehicles park illegally at merchants on Garth Rd during rush hour, exiting the garage can extend a commute unnecessarily.
184. I oppose this redevelopment until the effects of so many potential new students moving into the district can be examined. (p)
185. The premise of this needs to be debated and understood before we consider any developer. This has not happened on any substantive level so far. (p)
186. Please stop apartment building development (p)
187. Two significant concerns are school overcrowding and the fact that renters do not pay our exorbitant school taxes. (p)
188. Not well thought out and not good for the village as proposed now. (p)
189. Strongly oppose development (p)

190. It needs to stop. It will change the whole character of the village and a better process needs to be established. (p)
191. I agree, could be more harm than good unless proper measures are taken. (p)
192. I am worried that this project might harm the quality of our schools. Town should give all parties that will be affected enough time do their due diligence. (p)
193. In addition to the excellent suggestions for the development of the Freightway building put forth by the Kirkendall-Rodriguezes, I add my support to making the residential units co-ops restricted to "55 years of age and over" buyers. (p)
194. No freightway resident construction! (p)
195. Please have more transparent discussion and stop building apt here in Scarsdale. (p)
196. This does not seem to be in the best interests of the current population. (p)
197. Renovate existing parking garage. We do not need retail or apartments. (p)
198. Oppose this project as it currently stands. (p)
199. We don't need hundreds of rental apartments cramming downtown Scarsdale just to fix up a run down garage. Makes no sense to give up control of a prime piece of village property for such a small public benefit. (p)
200. What benefit does this have for current residents who have a house and send their kids to school? (p)
201. Seems as though we should have a handle on budgets, best use & effect on schools before we move forward. (p)
202. I do not understand how the current plan to build apartments benefits any current resident and taxpayer of Scarsdale. It should. (p)
203. As a senior resident I would have like to have seen the development of housing units that would have addressed the needs of our senior citizen population, i.e., a community center, age restricted apartments, a recreation center, retail & dining. The addition of over 200 rental units will change & destroy the quaint nature of our Village.
204. Proposal seems to have serious side effects that have not been considered. (p)
205. Please alt the mixed use project. Not necessary. (p)
206. I do not agree to build this mixed development community. (p)
207. The proposals seem to only benefit the developers but taxpayers pay the long-term costs. (p)

208. Against this project. (p)
209. I find it hard to believe that our community would consider building apartments without realizing the importance of a complete study of how it will impact the schools and the congestion it would cause competing with station traffic. It is awful now. (p)
210. Allowing the School Board and other School related parties to opine on this development has to be a critical step in whether to move forward or not on this project. (p)
211. No point in rushing into a bad decision- and it wouldn't be the first time our Village leaders went down that path. (p)
212. Please make this project and process transparent and let us, the residents, decide what is best for ourselves. It is ironic that the decision makers either doesn't live in Scarsdale (e.g., mayor himself) Or has significant self-interest in this project such that they can no longer represent the best interest of majority of Scarsdale residents( such as trustees who have close tie to the bidding real estate developers). As obvious as it is, the decision makers choose a close-door decision making process on this project that is going to have profound impact on the village for decades to come if not more. We demand to make our own choice on this project! (p)
213. I support and request a referendum on the Freightway project before tax money is appropriated. (p)
214. Please think of the small businesses on Garth Rd that will be affected by a project like this. The few business that exist in the village are essential. We don't need any more vacancies. (p)
215. Involve the merchants! (p)
216. I am adamantly opposed to ANY project that the board has come up with. We need a complete review of this board thinking process and conclusions, so we can assess if doing something now is the best alternative. Who says that Freightway garage cannot withstand an additional fifty years. And who is to guarantee that any project will be done within time and budget allocated? (p)
217. I support halting any further proceedings regarding the development of Freightway until the citizens of this neighborhood have had the opportunity to study independent research regarding the matter.
218. \*Please\* halt this process and avoid destroying the school system and community for which so many of us moved to Scarsdale. (p)
219. Talk about putting the cart before the horse. C'mon Scarsdale, we deserve better than this. (p)
220. What about considering some units for senior citizens who have been long-time village residents and are looking to get out from their large homes? (p)

221. What a waste of village resources. If the village board and mayor made a better effort to involve the community it wouldn't have gotten this far. How long did they plan on keeping this under the radar? (p)
222. There was absolutely no financial presentation of any kind offered to the Scarsdale Residents by the Village Trustees. There are MANY business people who own property in the Scarsdale School District, and we can all easily recognize a thoughtful financial outline when we see one. These two proposals will incur many significant costs including, Water and Sewer System Expansion, Parking and Traffic Expansion, Physical Expansion of Schools and Hiring More Teachers With Extensive Union Benefits, Metro North Commuter Train Expansion, and potentially too much Village retail square footage. Not well thought out, at this time. The new Retail Construction in the Five Corners by a Balduccis has vacancies, and the new Condo units across the street are also still vacant...Why would we offer THAT same developer more land? (p)
223. No Apartments at Freightway! (p)
224. Stop this project, it will hurt every resident of Scarsdale. (p)
225. No Apartments at Freightway! (p)
226. No Apartments at Freightway! (p)
227. No Apartments at Freightway! (p)
228. Such large project will have detrimental impacts to our school systems and also increase the already high property tax. Please halt this project. The needs of EXISTING Scarsdale residents must be consulted before such large project can be considered. (p)
229. Our current infrastructure cannot cope with the large increase in apartments. This project will only add to the frustrations of existing residents. (p)
230. This is ridiculous. Not sure why Scarsdale let this went so far in the process. (p)
231. Village traffic, schools, train and community service will all be stretched out to the limit with this project. (p)
232. No apartment buildings. (p)
233. I agree and support this petition. (p)
234. Objection! I don't see how this project would benefit the Scarsdale residents. (p)
235. Stop the project, it will cause busy traffic in school and community. (p)
236. Please do not destroy the village that we all love. (p)
237. We need more transparency on these type of decisions and developments. (p)

238. Keep schools exclusive or lower my taxes. (p)
239. I'm very concerned about the impact of these new apartment buildings on school overcrowding. (p)
240. No Apartments at Freightway. (p)
241. Apartment building implies more people to consume Scarsdale's already limited resources. (p)
242. I respectfully request that you halt proceedings with the two Freightway Redevelopment finalists you chose, until the School Board and the Village Board of Trustees independently run studies on the possible effect of 20 -500 new students coming to Scarsdale in the currently proposed residential units and how those enrollments would impact the quality of education and physical constraints at our schools. We are concerned additional enrollments would automatically trigger rezoning of schools, which many residents oppose. (p)
243. I [also] respectfully request that you halt proceedings with the two Freightway Redevelopment finalists you chose, until the School Board and the Village Board of Trustees independently run studies on the possible effect of 20 -500 new students coming to Scarsdale in the currently proposed residential units and how those enrollments would impact the quality of education and physical constraints at our schools. We are concerned additional enrollments would automatically trigger rezoning of schools, which many residents oppose. (p)
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246. One thing we don't need is higher taxes. This needs to be guaranteed in this project. (p)
247. Total transparency, no new taxes, Transparent open bidding for the project. (p)
248. No more crowds, traffic, taxes or projects that devalue our properties. I have been living in Scarsdale for 20+ years. The last big idea was to rebuild the Popham road bridge. Now Scarsdale is a conduit of traffic between the Hudson River and the LI sound communities. Popham road used to be a nice and tranquil street. Now it is noisy, full of non-residents cars and trucks including 10-wheelers and bus stops. This is not what progress is supposed to be for a community like this. I oppose this new big idea until we are all sure this will be done properly, not repeating the irreparable mistakes of the recent past. (p)

249. Even though the project has been put on hold, I stand against moving forward without complete transparency and thorough research and complete community involvement. Executive meetings on record. Period. (p)
250. We need transparency from the mayor and his board. (p)
251. We would prefer to have options for recreation and leisure for our children instead of overcrowding schools with new comers. We need more activities in the city center. (p)
252. Fix the parking crisis in the village, along with making real estate more attractive for new businesses. Incentivize. Be innovative. Put your energy begin filling all these vacant leases. You can't keep saying it's the landlords. It's a two way street. Fix Scarsdale from the ground up before adding more chaos. (p)
253. Higher taxes than the current astronomical levels for schools and other services Scarsdale citizens currently support result only in very in diminished returns, if any returns any at all. Instead the value of our property falls. (p)
254. I am disappointed to read in the Scarsdale Inquirer that so much is gone behind closed doors. We expect an open government in Scarsdale (p)
255. Think of other ways to develop Freightway besides housing like a sports center. (p)
256. We would like transparency in the redevelopment if the Freightway space. (p)
257. There are too many negative aspects with the current proposals to move forward. (p)
258. More discussion is needed for this project. (p)
259. Please halt the project. (p)
260. Against the current plan. I see a lot of conflict of interest between the trustee and developers. It's not for the best of most of residents. (p)
261. Stop the selection process for a preferred developer immediately. Neither proposal from the finalists is what residents want - as amply demonstrated at the December 11 meeting. We do not want a residential development at Freightway that will add school children and will pay lower per capita property taxes than our single family homeowners pay.

We want a project that provides commercial space, not residential space, so that are school population is not increased.

There's simply no point in picking a preferred developer based on a proposal that no one wants and that will raise the property taxes on existing residents. Stop the madness NOW. Let's regroup and figure out what residents want before moving ahead — what I told you at the outset two years ago.

262. Preserve our Village in a Park.
263. Thank you for listening to residents and to keeping the feedback deadline open until February 9th. It would be very useful for residents to hear from you how last Tuesday's meeting complies with the Open Meetings Law and what precisely led you all putting a halt on the project last week rather than after the feedback deadline. Did you receive new information that led to this decision? Did all of you vote for halting the process?

Also, I would still really appreciate hearing answers from you about whether the previous or current Scarsdale administrations have ever worked with the bidders, consultants or the architect.

#### Support Redevelopment, But Different

264. Any project must have a strong "value proposition" for Scarsdale residents and taxpayers. Hence, I start with questions that any project must be able to answer:

What is so compelling about a number of apartments and maybe a few stores at Freightways that offsets tax, traffic, density, and other concerns? Where is the value for Scarsdale residents? In my opinion, the process to date has presumed rather than proven value. The case for there being value needs to be made.

How will the Village - and hence all of us - be fairly compensated for the value that may be transferred to a private developer?

This is an infill property in perhaps the most desirable zip code in NYS. How will we know we have gotten fair value?

Why do we even need a private developer given the Village's ability to borrow at AAA tax exempt rates and the real estate expertise present among residents?

Has there been any research on public / private partnerships or municipally-sponsored development of this nature? If not, why not?

It seems there has been an intense rush to get this done before any notices, similar to that around the indoor pool a decade ago. Why?

265. Priorities:

1) a - must ABSOLUTELY be DEMONSTRABLY property tax positive. This is my OVERWHELMING first concern. Anything of value for which the town is recognizing value should be property tax positive. If we are eliminating the Freightways expense and transferring property at its fair value, it stands to reason that the town will receive an immediate economic benefit.

b - We do not need to add to an already sky-high tax burden, let alone subsidize the economics for a private developer who will be able to leverage condo or rental property tax rates for its benefit while taking advantage of the infrastructure / schools / services provided by the Scarsdale tax base. Why would we even think about selling off our infrastructure investment in

that way for private benefit? (This suggests condos and a repeal of the homestead exemption, something the Village has the power to do unilaterally and should have done for the existing condos).

c - Everyone living in Scarsdale continues to take hits both from property tax increases and the SALT provisions in the 2017 tax bill both in terms of the ongoing tax burden and home values. At some point, our spending ambitions need to reflect this. The already strident public reminders of this will garner more support and may create unintended consequences should attitudes towards property taxes and the sense that the "Scarsdale brand" must be defended at all cost not abate. These voices will only grow louder and more numerous.

2) strong traffic management. There are only three ways across The Bronx River / train tracks in the six miles between White Plains and Tuckahoe. Any development near one of these crossings has to have in place a plan to not make Ardsley / Popham / Garth roads any more tortured than they already are.

3) parking plan. Where are all the Freightways cars going to go? We can't make things worse for people who are already parking there especially while we are creating private benefit.

4) Relevant tenants and appropriate scale. We do not need to create Ridge Hill on The Bronx River. We need restaurants not Crate & Barrel or LL Bean.

Why is the status quo so horrible and what is the hurry-hurry to get something done? I think the notion that Freightway's appearance in "not up to the Scarsdale standard" is hogwash. By that measure, all of Scarsdale Ave needs to be demolished immediately. Changing the aesthetics of the Freightways site - exactly unchanged for 30 or 40 or 50 years, and invisible except to Metro North riders and gas station patrons - is just worth the risk of getting it wrong or changing Scarsdale for the worse.

Again, what's the hurry and how do we know there is a real value proposition for Scarsdale residents and taxpayers?

266. The importance of this project requires a larger approach and information gathering process. Community members with relevant business experience should be involved and a more aggressive approach to gathering community input should be undertaken.

267. Strong preference to NOT build more apartments (rental or sale) in Scarsdale village.

A re-design should focus on improving the parking situation and adding open parks, outdoor space and children's play areas. The village has not demonstrated any need or desire by existing residents for additional apartments.

Prefer Avalon Bay designs to the other developer -- though again, NO apartment buildings desired.

268. Where may Scarsdale residents find this info on East End Capital and LCOR, "Where may Scarsdale residents find your audited financial statements so that we can evaluate your ability to cover your debt?"

We need these answers from the bidders: Have you ever done business in any way with the current or previous mayor or Board of Trustees? Do they invest in you or lend you money? Have you had any relationship whatsoever with Westmont Real Estate Capital LLC, TAP Growth Advisors, The Acceleration Project or Arest Associates LLC? What is your relationship with the Mayor and Board?

There seem to be too many of the conflicts of interest that we are learning about. We want answers to these questions from the bidders -

- Who are your investors? Domestic? Foreign?

- Do you have Environmental, Sustainability, and Governance (ESG) standards? Do you have written ESG standards? Have you won any awards for your ESG policies?

- Do your investors invest in the firearms industry, fossil fuels or anything else that go against your ESG policies?

- Are you required to abide by federal laws related to anti-money laundering, know your customer rules, and anti-terrorism financing laws? Where may we see your written policies on internal controls to make sure that you are not vulnerable and how may we verify your compliance?

- Do you conduct stress tests to see what your earnings and liquidity would be like in a recession or market crisis? In other words, if the stock market decreases by 50%? Residential and commercial real estate by over 30%, would you still be liquid? Your assets by definition are illiquid, so in a downturn it is hard for you to sell your assets to meet obligations, what liquidity or credit liquidity facilities do you have set up to meet adverse market or economic conditions?

- Are your LLC partners and executives all men? Do you have any women or people of color in top executive positions?

The above seem to be standard corporate credit analysis questions

Please have these answers available to the residents so that they can make an informed decision.

269. Scarsdale Mayor Samwick, the Board of Trustees, and a couple of their supporters keep stating that the Village Board has a deliberative process and that Freightway Redevelopment is not a fait accompli. If it is not a done deal, why were we presented with two unvetted finalists on December 11? For months, a number of us have sent numerous emails to the Mayor posing numerous relevant questions. Unfortunately, the list of our unanswered questions grows daily.

Mayor Samwick, who has never been vetted by taxpayers since he has never run in a contested election and who was never asked a single question by the Citizens Nominating Committee who picked him, wants us to trust the Freightway process and him. This is the same person who voted for and thereafter supported the botched and corrupt Ryan revaluation process without ever vetting Ryan and who has yet to apologize to the Scarsdale residents to whom that reval

caused financial damage and personnel stress. Mayor Samwick, to this day, has refused to go after the money paid to Ryan even though Ryan did not complete his job properly. That money belongs to us the taxpayers.

My husband, two residents and I went to visit former mayor Jon Mark and current Mayor Samwick at the outset of the Ryan debacle to explain to them the numerous quantitative and qualitative errors in the Ryan property assessment. Samwick told us that Ryan had told him that he would 'only tweak the model.' How could Samwick, with an MBA from Columbia University, believe that this would be a 'tweak' of a model when Ryan had announced that he would have different assumptions and use different data? With that history, the mayor asks us to believe that the Freightway process will be beneficial for residents!

Two Boards have for three years worked on various aspects of Freightways; yet, the Board of Trustees and the mayor have not been able to produce one single number on or about, the financial condition and viability of East End/LCOR, the limited liability companies that have partnered up as one bidder. Where are their audited financials for Scarsdale residents to analyze forecasts of school-aged children who might move into Scarsdale and what those numbers would mean for student-teacher ratios, redistricting, not to mention how much more school taxes will have to go up to cover additional enrollments, potential number of adults who will be added to our already crowded commuter trains. Will MTA add additional cars or train runs? Has any analysis been done on impact of safety on crowded platforms number of additional cars on our roads, impact on traffic patterns, and effect of car emissions, and potential loss of revenues for Scarsdale Avenue and Garth Road businesses during construction?

Importantly, the Mayor and Board of Trustees also refuse to answer:

- whether their limited liability companies or they have worked for or with any of the bidders, their partners or their architects. Or might they work with or for them after they leave office,
- if the bidders or their relatives have contributed to the political campaigns of the Scarsdale Citizens Non-Partisan Party or to the renovation of the Scarsdale Public Library, and
- what environmental impact will there be to residents and merchants on Scarsdale Avenue and Garth Road during construction?

#### Economics and Finance

Neither Village personnel nor officials have conducted a net present value analysis of this project. They also have not conducted any scenario analysis of how this project might impact our taxes, primarily because they have no forecast of how many school aged children might move into Freightway. Why has the Village Board not worked with the Board of Education to design a student enrollment forecast model or to ask Village personnel to design such a model?

#### East End Capital and LCOR

The Village Board refuses to release any financials or information about these limited liability corporations (LLCs). Hence, we know nothing about their organizational structures or who their lenders or investors are. Importantly, we do not know how much debt they have or if they can

service it in a contractually required manner, especially during a market or economic downturn. Can these LLCs develop Freightway if a recession arrives in 2020-21?

We have no idea if East End Capital and LCOR have policies to comply with Environmental, Sustainability, and Governance standards. Where are these LLCs' written policies on how they comply with anti-money laundering and anti-terrorism financing laws? What are their hiring policies? Given that they are limited liability corporations, if they cannot complete Freightway Redevelopment or if there is a problem with the quality of their construction, are Scarsdale taxpayers on the hook?

LCOR has two private equity firms invested in it. What happens to LCOR's financial liquidity if they want to withdraw their investments?

How long have the Mayor and Board of Trustees known that East End Capital, under different corporate and LLC names, had been buying up properties on Garth Road to prepare to bid for Freightway? If it wins the bid, East End would raze the buildings where Via Forno and Westchester Burger just opened. Why did East End Capital hire former Scarsdale Village Manager Al Gatta as a consultant? Does that give it an unfair advantage over Avalon Bay Communities?

#### Avalon Bay Communities

This publicly traded and single A rated company has reams of information about it available at the Securities and Exchange Commission, Moody's Investor Services, and in any Google Search. I have looked at Avalon's financials, and Avalon has been lowering its debt and has good debt service coverage. However, any Google search shows that a number of Avalon properties have had fires in New Jersey and New York, calling into question how management abides by safety standards. Why did the Mayor and Board of Trustees not inform residents about these issues? Where is there documentation that Scarsdale officials or personnel vetted any of the bidders?

The Freightway process should be halted immediately until the Mayor and Board of Trustees can answer Scarsdale taxpayers' questions. Presently they are failing in their fiduciary obligations. Certainly, to protect Scarsdale's reputation, the Mayor and Board of Trustees, especially those who work in real estate or property development, must disclose to taxpayers their interconnections and possible conflicts of interests with the bidders, consultants, and architect.

I urge all of you to get involved BEFORE it is too late! The next public meeting to give the Mayor and Board of Trustees your views is the Board of Trustees meeting at Village Hall, 8:00pm Tuesday, January 14. Please attend.

270. I attended the Dec. 11th meeting about Freightway and wanted to reach out to Mayor Samwick, the trustees and anyone else involved in the project with some very grave concerns.

We are a young family who moved here in 2014 but my husband Jason grew up in Scarsdale (Quaker Ridge) and graduated SHS in 2001. His graduating class was roughly 350, and according to the SHS website the class of 2019 had 370 students. Something to think about in terms of how the village has stayed fairly consistent in that number.

I am deeply worried about the negative impact on our children and our schools that will 100% occur if you go forward with the proposed amount of non-age restricted residential units. It will be nothing short of devastating to the space and resources in our schools and will greatly strain our administrators, teachers, and students. These housing units would benefit no one in our community.

Would you permit 225-285 modern, new, not very pricey, amenity-packed houses to be built -- right now, at the same time -- in Scarsdale? This is virtually the same as the two developers' proposals.

Do you understand that this project as it is has little reward and total risk to our residents? Can you please consider scaling back on these two proposals and truly listen to resident feedback about what we want and need in our community?

My daughter Lila attends Fox Meadow and my son Joey is entering kindergarten next year. The school is at or near capacity with virtually no place to expand, nor the ability given the ongoing work with the bond -- this is a 91 year-old building that just got AC in the library this summer. Next year, fresh air filtration is planned. My daughter has 20 children in her class. I believe the cap is 23-24. 20 is already high for the school. There has to be some allowance for minor fluctuations in class and grade sizes but this project will have hundreds of new families taking advantage of our residents and schools, to our children's detriment. I will tell you something qualitative that a paid consultant can't or won't: news of how to "game" the Scarsdale school district by renting or buying one of the new apartments/townhomes will be blasted on every mom Facebook group, message board, anywhere you can think of online and cannot be undone once the word is out there.

I am strongly urging you to focus instead on the major issues in our village center surrounding the terrible traffic and parking and retail vacancies instead of allowing hundreds (if not thousands) of new residents to reside on the Freightway site.

We do not need more people in Scarsdale. We do not need hundreds of new homes.

How about piloting a rideshare program to take residents to/from the train station? Adding a left turn light going east on Popham Road over the bridge? The traffic and parking will only be further strained by this new development. How about finding a solution to the empty storefronts? This project should be undertaken very slowly and should be non-residential in any form it takes. The Dec. 11th meeting had dozens of angry, upset, yet thoughtful and knowledgeable residents who brought up a wide variety of serious concerns -- please, please listen.

271. Commuter parking is essential. Any new project must guarantee enough spots for current residents, separate from residents of newly developed units. Who will set pricing for parking? There is value in having a metered lot for those who commute < 5 days per week. What will the plan be to provide adequate parking during construction? Let's see a plan that addresses parking only -- as an alternative to consider alongside a major mixed-use project. Retail -- what evidence do we have that new retail space would be occupied, given the current vacancy rate in town? When we talk about "public amenities" -- let's be specific about what those would

realistically be available, at what cost, who would manage those programs. We must be realistic – new apartments = more students in schools. There must be a plan to address that.

272. How many kids will have with those 200+ units residential rental? Realistically, I don't 20 kids make any sense. Look at S. Hill example. Real number dramatically increased later. The school capacity is issue.
273. The key question is: How do you improve the school education system with the significantly increased number of students in our community? What about only build commercial/retail, with facilities, such as library, sports for our kids. We are for the best school and education, not for beautiful construction or terrace of the new buildings.
274. I don't understand why you need to have a study to show that 220-268 units will add children to our schools, which will cause overcrowding. You need to look at age-restricted housing.
275. What is impact on schools? What are projected property tax revenues from condos?
276. Given that present Village retail is underutilized, the less new retail the better for existing retail. More parking is better than less parking. Aging population will drive to the Village and Station, not bicycle.
277. I have been a resident of Scarsdale for 40 years. I was truly disappointed in the meeting at village hall Dec. 11. Other than the two developers sharing pictures of what the project would look like and telling us they were both billion dollar companies, there was no substance. There was no discussion of costs to the village and the individual taxpayer. In addition, both developers stated the apartments they would add to the project would not likely have an effect on the school age population. This is hard to believe. We were told to trust their expertise and judgment on this issue. Biggest concern besides not being allowed to ask questions of either developer was the fact that the mayor and board totally misjudged their audience. Approximately 50 people lined up to ask questions, make comments and express concerns. Except for one statement, each person asked for financial information: the cost of the project and how Scarsdale would pay for it; what effect 250 additional apartments would have on the school population and where the costs associated with that would come from, where the additional students would be located; and concern regarding the increase in traffic/additional cars. Where are those new tenants going to park their cars? I realize the mayor and board are trying to do their due diligence to see what could be done but how can any decision be reached without any factual and practical financial information? Finally, I would hope that before any decision is reached on how to implement this development and, as a result, increase my tax payments to pay for it, a referendum were offered to the residents to see if we would support this project.

## Stop: Just Fix Freightway (n=43)

1. I agree with all the concerns raised by the Scarsdale Voters Policy - i can't get my garbage picked up often without contacting the Sanitation Dept and you can think you manage this project without vetting the developers!
  2. The biggest need for freightway is a new garage with multiple exit points. It can take close to 20 minutes to exit the garage at certain times due to traffic. This is the point of the garage -- for people to park in it. There is no need for additional apartments at this location.
  3. There needs to be transparency with the Freightway process. There has to be open bids. The community should have input. The project should be a benefit for the community, not a tax drain. Nor should there be an influx of students that would tax the school system. There is a delicate balance that should be carefully examined we have a problem with our commercial space in the village with so many empty storefronts and an unscrupulous landlord that is driving merchants out. We should concentrate on repairing that. The village balance of types of shops is skewed and it isn't a destination. We need to cure that problem before we add more expensive commercial space. Merchants are having a difficult time surviving. It's a real concern!
  4. I am writing in opposition to both of the proposed Freightway development plans currently before the BOT for the following reasons:
    - Negative impact overcrowding has on the environment
    - Negative impact overcrowding has on the quality of life
    - Added congestion in our already congested downtown
    - Added commuter congestion whether it be on the trains or on our roads. No matter what the Village consultant concludes, we cannot predict where the occupants of the proposed units will be working. Many could work in Westchester, thus requiring the use of cars to get to work.
    - Added traffic other than for commuting: Occupants will travel (by car) to Central Avenue (where stores offer greater variety at less expensive prices) to shop and NOT patronize Village shops.
    - Negative impact on schools
    - Negative impact on police and fire departments
    - Negative Impact on Village merchants while construction is taking place
    - Negative Impact on Scarsdale commuter parking during the years of construction— where will commuters park?
- A development of the size suggested in both plans simply cannot be absorbed by such a small community. I urge the village to repair the existing parking structure—getting bids to do so that are not overinflated is key.
5. Fixing a parking garage should not involve adding new housing. (p)
  6. My number one priority for the site is to ensure sufficient parking and that there is no reduction in the number of spots currently available. We cannot count on self-driving cars to make a substantial dent in the number of parking spots needed for commuters, and it is a tremendous

disservice to commuters and the Village if we reduce the number of spots in the currently-full lot for other priorities.

My second priority is to improve traffic flow exiting the lot and entering our streets. Some evening trains lead to 10-15 minute traffic delays. (We should also regularly ticket and, if necessary, tow cars parked illegally on Freight Way during evening rush hours.)

My third priority is to retain and, if possible, expand on the number of charging spots. Electric vehicles substantially reduce pollution that affects the air we all breathe.

7. Please just renovate the existing garage. (p)
8. Parking, parking, and parking. Garth Road and Eastern parkway are already overrun by traffic as it is with little public parking for people. Adding additional retail will eliminate parking while creating innumerable amounts of more traffic that will impact the existing retail on the two blocks. The new restaurants are already dealing with the issues of people trying to find parking, not finding it, and therefore not patronizing their businesses. Adding more retail is going to negatively impact those businesses that the development plans claim to care so much about.
9. Stop building apartments. Fix the garage is perfectly fine. (p)
10. Do not take the risk of changing the texture of our community and potentially taxing our school systems and overwhelming our infrastructure. Just renovate and rebuild the structure, it's a de minimis expense across the community. I'm not sure how we can justify spending time on something that is such an ill-conceived idea. (p)
11. I am not in favor of either proposal. We already have 17 empty stores and offices in the Village. Please just repair the Freightway garage. We don't need more stores and housing. Less is More. (p)
12. I am writing to express my concern regarding the proposed Freightway Redevelopment. Specifically, I am concerned about the proposal to develop apartment units given that Scarsdale single-family homeowners have the highest property taxes in the nation. This is an issue to bring down the administration if not rectified, and the proposed development of apartments will worsen this problem.

I am also concerned about the burden on Fox Meadow Elementary School, given that our facilities are at capacity, and that this unintended consequence has not been thought through.

13. COMMENTS REGARDING PROPOSED FREIGHTWAY PROJECT

On December 11, 2019, two developers (Avalon Bay and East End Capital/LCOR) presented their respective plans for a Freightway redevelopment. The Board has designated the sixty (60) days following that presentation as a public comment period during which residents are invited to provide input prior to the Board's selection of a preferred developer. I am submitting this memo as at least an initial public comment. I anticipate making further comments.

Understandings

I appreciate that there is an ongoing need for parking and that the aging Freightway parking structure will require some amount of maintenance and should be considered for replacement at some point.

I appreciate that a developer may be willing to build a new structure that maintains/expands the parking capability as part of a larger project that the developer considers a good investment. I understand that the larger project may provide municipal benefits that go beyond the parking itself, such as a more attractive facility.

I therefore understand the Board's decision to explore whether a larger project makes sense as a means of improving the parking in a way that is more financially advantageous to Scarsdale than just a standalone garage project. I understand that the Board might even consider itself in dereliction of its responsibilities to Scarsdale if it focused only on a standalone garage project and did not explore improving the parking as part of a larger project.

I understand that the Freightway Document and Video Library on the Scarsdale website contains all the information currently available to the public.

The Board's recently published FAQs make a number of commitments.

- “[A]ny potential development must have a net positive financial impact on our community ... based on our current tax structure.” Also, “net fiscal benefit [is viewed as] as a net gain to the collective interest of the School District and the village relative to the status quo (the expected costs of not undertaking the redevelopment of the Freightway site).” (FAQ 16.)
- (In response to the question, “Will the Freightway project have a positive impact on my taxes?”) “One of the primary goals of redeveloping the Freightway Site is to provide a fiscal benefit to the community [which] includes the Village and the School District. (FAQ 4.)
- “There will be a lot of expert analysis and community conversations that need to happen .... And once there, it will have to be clear that any such plan is the better option than simply repairing that garage.” (FAQ 6.)
- The preferred developer will, “in conjunction with the Village, confirm and present a refined development plan” and “the Village (with expert consultant(s)) will have conducted an in-depth economic analysis of the proposed project’s impact on the community. This fiscal impact analysis will be shared with the public.” (FAQ 7.)

Taken together, I see a commitment to demonstrate that the project is less expensive than simply repairing or eventually rebuilding the garage. I see this as a demonstration based on direct fiscal/financial/tax impact. I see that the primary responsibility for performing this demonstration rests with the Village and its experts, with the developer confirming the analysis.

## Conclusions

I will cut to the chase. I have reached the following conclusions.

- As long as the developers' proposals involve non-age restricted residential apartments, it is not likely and not realistic that the fiscal analysis of any project acceptable to a developer will convince the Board and the public that the project is more financially advantageous to Scarsdale than just a standalone garage project. Potential non-financial considerations will not alter this conclusion.
- Therefore, the Board has already more than met its responsibilities to Scarsdale in pursuing this as far as it has. It is reasonable and understandable for the Board to terminate this effort.

The balance of this memo explains these conclusions in more detail. As part of this explanation, it discusses what I consider the minimum expectations for a convincing demonstration.

#### Minimum Requirements for a Convincing Demonstration

What to Compare. In order to convince the public that any proposed larger project has a net fiscal benefit relative to just a garage project, it should be compared to two alternatives.

- Minimum alternative -- Minimum maintenance and upkeep of the existing garage.
- Rebuild alternative -- Replace the existing garage with a new facility that has the same parking capacity as the developer proposal.

Comparison of the minimum to the rebuild will show if the rebuild would be worth doing as a standalone. If a standalone rebuild is not worth doing, then it is also not worth doing as part of a larger project that has the same fiscal impact as the standalone.

Comparison of the rebuild to the proposed larger project would then show if the proposal would cost us less than a standalone rebuild. It would show if the developer proposal actually is a less expensive way to get a new garage.

Form of Comparison. Either through the developer, or through the fiscal analysis prepared by the Village and its expert consultant(s), or both, we should see all the information requested in the RFP, particularly all the information demanded in the "Finance Plan" section (pages 11-12). I want to make it clear that I am not asking for the developer's original RFP response – I am asking to see the information described in the RFP but based on the final developer proposal.

We should not expect all of this for the two garage alternatives, but we should at least see 20-year projections and a narrative describing the economic and fiscal impacts. Per the RFP,

Financial Model/Cash Flow – Respondents must submit a 20-year pro forma financial workbook provided in MS Excel® on a USB drive. All Excel files must be in original formatting, contain all original formulas (i.e., no hardcoding) and have no hidden or locked sheets or cells. The financial workbook should be consistent with Respondent's statements with respect to the proposed uses and financing. Financial workbooks should clearly indicate assumptions on which all calculations are based, and should include the following:

- Proposed acquisition or lease costs;

- All equity pay-in, revenue sources, expenses, debt service, and sales if applicable;
- All assumptions for revenue and expense increases;
- Appropriate Debt Service Coverage Ratio (DCR) typically required of construction and permanent lenders; and,
- Developer returns on an Internal Rate of Return (IRR) and cash-on-cash basis, or other returns analysis, which clearly indicate the financial feasibility of the Proposed Project.

Economic and Fiscal Impact Statement – Provide a quantified and/or qualitative narrative describing the Proposed Project’s anticipated economic and fiscal impacts on the Village, as well as the Scarsdale Public Schools. Please provide an estimate of the number of school-aged children associated with the residential component of the Proposed Project, and source for estimate, in order to inform the fiscal analysis.

In other words, we should see “apples-to-apples” 20-year projections for the final developer proposal and the two garage alternatives.

If it is not already clear or already implied, the request to see “revenue sources” includes property tax revenue and requires a projection of the tax base/assessed value and tax rates. Similarly, the request for “expenses” includes school expenses.

Backup Information Must be Convincing. The public will not be convinced by financial assertions and arguments that are not substantiated. Here are some examples of insufficient assertions and arguments.

- On the question of public school impact, it is not sufficient to refer to studies that purport to show public school population per unit. For example, Visioning Study footnotes 1 and 2 referred to studies indicating 0.41 per unit, 0.031 per unit, 0.087 per unit and 0.07 per unit. If the fiscal impact analysis relies on a study, the study and all of its backup should be provided.
- The actual multi-unit comparables that underlie any conclusions regarding public school population should be provided. Also, along these lines, the fiscal impact analysis should address the implications of three comparables that have been publicly discussed – 45 Popham, Avalon Bronxville and the Short Hills project.
- The Visioning Study projected property tax without also providing the tax base/assessed value and the tax rate and without explaining how these quantities were estimated. The fiscal impact analysis should include all of this.
- Public school student expenses should be based on the average cost per student, reduced by expected state and Federal aid. This was done in Table 12 of the Visioning Study, but the Visioning Study also suggested that “there is capacity in the district to absorb some new students.” In other words, it suggests that the marginal (incremental) cost is less than the average cost. In my opinion, any attempt to argue marginal costs is not convincing.
- According to the Scarsdale website,

[B]ased on an engineering study of the parking structure, the community is facing estimated costs of approximately \$2.5 million over the coming three years to repair, maintain, and

improve the nearly 50 year-old structure. Those repairs are expected to carry the structure for the next 8-10 years, at which time more significant expenditures are expected to be required, perhaps as much as \$25M in additional investment.

This engineering study and all of its backup should be provided.

The Fiscal Impact Analysis Must Address Long-Term Risk and Uncertainty

I will explain this concern with a simplified example based on some available data.

Assume we could rebuild a garage for \$25 million. The same 720 spaces, more attractive than the current building, better traffic flow, modestly improved fee income, modestly reduced operating and maintenance expenses. If this is bonded at 3.5%, paid back in equal installments over 25 years, I calculate annual debt service at about \$1.5 million.

Assume we could obtain a garage with the same features (capacity, attractiveness, traffic flow, income and expenses) included as part of a larger project, but we will be exposed to an increase in the public school population.

To estimate the school impact, I am looking at Avalon Bronxville, as presented this table.

So, Avalon Bronxville is subsidized significantly by the other taxpayers in Bronxville. Since Avalon Bronxville is half the number of units as the proposed Avalon project (110 vs 220), I double the \$449,327 to \$898,655 as a baseline estimate for the proposed Scarsdale project.

So, we would be “paying” for the garage in an indirect way, by increasing everyone else’s school taxes by about \$900,000 a year. This is less than \$1.5 million, but does this make sense?

I would say no.

- First, the \$1.5 million is known and fixed while the \$900,000 depends on the student population in the proposed project and is thus uncertain. Every ten additional students increases the amount by \$280,730.
- Second the \$1.5 million is not just fixed it is also limited to 25 years, while the \$900,000 will increase each year based simply on school inflation and it goes on forever. Even if the student population in the proposed project does not change, the \$900,000 grows to \$1.5 million in 26 years at 2% inflation. It reaches \$1.5 million in 18 years at 3% inflation and in 13 years at 4% inflation – and then, again, it goes on forever.

So, what might seem like a good deal in year one is actually risky and uncertain if you consider what might happen and look down the road.

I am not insisting that these specific figures based on this simple comparison are correct. I am using them as an example to show the type of risk evaluation that should be included in the fiscal impact statement.

Furthermore, we might even decide that rebuilding that garage at \$25 million is not a worthwhile project at this time, so we do not even want to commit to something that is the equivalent of \$1.5 million a year over the next 25 years.

The Potential Non-Financial Benefits Are Not Compelling If They Increase the Cost, and There Are Multiple Non-Financial Concerns.

I see the non-financial considerations in asymmetric terms. Non-financial benefits will not justify a project that worsens the financial impact, but non-financial negatives will justify rejecting a project that does not worsen the financial impact.

The Freightway process has identified multiple potential benefits beyond the ability to obtain a new garage in a financially advantageous way. These include, for example, a more attractive site, a public amenity such as a park, and (as identified in FAQ 2) “add[ed] vitality to our Village Center” and “enhance[d] vibrancy, livability, walkability, and sustainability near public transportation hubs.”

Even if some these benefits are possible, they do not matter if the direct financials do not work. As I understand the Board’s commitments, some of which are restated above in Section 1, there is a repeated commitment that the hard, direct fiscal impact will not be worse than the impact of a standalone garage project. The commitment is not that we will get something in addition to the garage if the cost exceeds that of the garage.

Therefore, it will be perceived as a bait-and-switch if the final developer proposal has a worse fiscal impact than a standalone garage project but is promoted or justified on the basis that we get some additional less tangible benefits. I am not questioning motives but I am saying that the commitment as currently understood is for a better outcome in hard, direct fiscal terms. Stated simply, our taxes will not go up.

Furthermore and more important, even if there are some additional benefits of this nature, the public has identified just as many concerns that go beyond the fiscal concerns. Here are some potential bad outcomes that seem plausible to me and that argue against the project even if there is a provable fiscal benefit.

- Permanent increased overcrowding on the train platform.
- Permanent increased traffic on Garth and Popham/Ardsley.
- The public simply does not want additional urbanization and density. The public does not want zoning changes.
- The whole general disruptiveness – the whole stress and anxiety – of dealing with this over the next five or so years. Both physical disruption during the construction period and a constant issue in community affairs.
- Disruption of Garth Road. Based on my occasional and totally amateur observations the Garth Road commercial area near Freightway seems to be doing well right now. New restaurants have opened. It is a nice atmosphere, especially on a hot summer night.

- Will the developer be aggressive about challenging assessments? People seem upset about one of the current big landlords, so why bring in another big landlord?
- Will the Fox Meadow School boundaries have to be altered? More generally, will there be operational issues in the schools beyond the fiscal impact?
- The Board is spending a lot of time and effort when it could be doing other things.
- The financial bargaining could result in a project that cuts too many corners – less parking than we currently have, a building that is unattractive or too tall, a building with vacant commercial space, etc.

I Do Not Expect a Convincing Financial Demonstration, and It Is Reasonable and Understandable for the Board to Terminate This Effort

I will be direct. Based on the requirements, the obvious risks and uncertainties, and the lack of a clear justification based on non-financial considerations, I do not expect the Board and its expert consultant(s) and the developers to establish a convincing financial demonstration.

Perhaps I am pre-judging a process that should just play out. Perhaps I am being too cynical or too impatient. However, my motive in saying this is to tell the Board that it is OK if they conclude now that the effort is no longer worthwhile. I believe the Board has more than fulfilled its responsibilities to the community in getting it this far.

Aside from the difficulty in demonstrating a convincing financial path, I get the impression that the developers are not even trying and are not taking this seriously. This is certainly true for East End Capital/LCOR, as demonstrated by their speaker's claim that the school population impact would be minimal because less than 10% of the units will be 3-bedrooms. Did he really think that this would convince the Scarsdale public?

If the Board does not want to terminate this effort right now, then at minimum, I urge the Board to tell the developers now, as a non-negotiable item, that they will have to commit to some mechanism that will guarantee reimbursement to the school district each year to the extent that student expenses (measured based on the district average) exceed school taxes. This would have to be permanent. This will tell the developers that we are serious about this concern. It would be a good test of how serious they are.

However, even this sort of financial guarantee would still just be a starting point, because it still not address many of the non-financial negatives. When I factor those in, I return to the observation that the public will not be convinced that a residential apartment project is beneficial or appropriate. It is reasonable and understandable for the Board to terminate this effort now.

14. Why not keep it as a parking lot? Makes the most sense. (p)

15. I can't explain how a survey distributed by you failed to return responses to the proposed Freightway development that are now the vocal opposition I've heard on line and in meetings. But I feel like I'm watching a runaway train and waiting for the wreck.

The future of our village is at stake. We don't need more people to crowd our narrow village streets and busy trains. Our schools have little room for more students. Our taxes are already strangling us since we've lost SALT deductions. Apartments will not fairly share this burden. Empty nesters like us will be replaced by families with children, further adding to the school population.

And worse, we have a professional population turning up more and more research about the developers under consideration that is both shocking and helpful.

As a resident since 1975 I can tell you part of the vision is unrealistic. The idea of having a walkway between Garth Road and the village center is inconsistent with how most residents shop. People carrying packages, especially heavy ones from DiCicco want nearby parking. Other residents want nearby parking to literally run in and out of stores or services. Currently, even with so many vacant stores, parking is still a problem because many employees or village store owners still park at meters meant for shoppers. These spots won't be vacated without providing more parking for these cars.

We need to look to the future to revitalize our village center. A decade ago we could not have imagined the way retail has changed. More stores and apartments will negatively impact the small charming village we all have taken for granted for so long.

16. Fix the garage, no need of the extra apartments. (p)
17. This is a tipping point.
18. I am writing to you object to the developments of apartments in the Freightway Garage site.

As is, the tax burden imposed on my and many other single family homes in Scarsdale has had a material adverse impact on property values over the past decade. As a commuter who takes the MTA to the City, I am finding myself clawing for space in overcrowded and dirty train while standing on a dirty and dilapidated platform which looks and feels like it is about to collapse. All you need to do is walk there and take a look for yourself and it will become abundantly clear to you how bad the infrastructure of one of the supposedly most affluent villages in the US is.

I live on Heathcote and for the past seven years the Village has not resurfaced the sidewalk adjacent to my property line. I pay about \$70K a year in taxes and do not have any (nor ever had) any children in the school. Parking in the Village has been a nightmare and now I hear that we want to approve increase in population density. Frankly as a resident I am very dismayed at the prospect of even more traffic and density. Moreover, as many of the new residents will increase the demand for schooling, those of us who made a choice to make Scarsdale our home have to be saddled with even higher tax rates over the longer period. This will force us out and continuously put a pressure on property values. As I am sure you know today there are a significant amount of residents on the market and at values lower than 2008. I hope you stand for your residents and protect our interest and refuse to allow this project to be developed.

19. I suggest to reinforce and beautify the parking lot. I am strongly against to build more apartments.
20. How did we go from repairing a garage to building a development with new apartments? The most logical remedy would be to fix the garage. It's like bringing your child to the dentist for a cavity and they suggest veneers. And a Ford Mustang while at it. (p)

21. No reduction in parking space capacity.

No development that leads to increased residential population density or increased traffic.

22. Along with numerous other resident of Scarsdale, reject the current redevelopment bids for Freightway redevelopment. The introduction of 200-300 new luxury apartments will result in a tax burden on current and future single family homeowners who will have to disparately absorb the tax burden of expanding our school system to accommodate a large number of new students. For the Board and Mayor to invite bids for apartment construction on Village property by parties who have been a constant presence and lobby for their own financial interests in Scarsdale pits our elected representatives against the best interests of residents. I am not accusing any of our representative of self-dealing. However, if this Freightway Redevelopment scheme contemplated by the Board does proceed against major objection by Scarsdale residents there no doubt will be a thorough investigation and lawsuit brought by Village residents. The Board should not move forward in approving either of the remaining two bids. At present, the Board should commit the funds to renovating the current garage facility. According to the Board, the repairs to the garage would last for nearly a decade, during which time the residents may evaluate alternatives to the Board's current plan. A committee should be formed made up of residents and local merchants to explore ideas for creating a Downtown that serves our community and not the interests of real estate developers who seek to profit at the expense of our village.

23. I am not in favor of either proposal. Scarsdale already has 17 stores and offices that are vacant. This situation has been going on for some time.

If you just repair Freightway, what would the tax increase be for each household?  
We don't need more traffic, noise, and congestion in the Village. Over development is a negative, and we already have many apartments on Garth Road.

We don't need more apartments and/or condos.

Just keep the space for parking.

Less is more.

24. I'm writing to strongly object the Freightway Development project.

This development will significantly increase the households with school age children and impose considerable burden to our already crowded elementary/middle/high schools. The current estimate of 20 new students from these 200+ rental units is a long shot from reality and

represents a huge underestimation. Similar development in Shorthill, NJ had resulted in more than 100 students out of 200 luxury rental units (link: Short Hills Housing Development Anticipates 100-125 Students In Millburn Schools: Lawsuit Filed Against Millburn Township and Woodland Road Developer).

In addition, the added units will also make the heavy traffic even worse around the train station during peak hours, not to mention overcrowding the already crowded trains. These new units will also pay much less property tax while enjoying the same schools, which is unfair to residents in single family homes.

I see significant issues for this development with very little benefits. So I sincerely urge you to stop this project and just keep maintaining our current garage, and spend more time to find a better long-term plan for the garage re-development.

25. I trust that you are well. In addition to receiving answers to all my unanswered questions, it is important for all of you to disclose to the public:

\*how long you have known East End Capital LLC was buying up buildings on Garth Road under different names and not disclosing its name? Did East End pay a tenant double the rent to keep a building unoccupied? Why have the property assessments of those Garth Road properties, 2-20 and 54-56, stayed the same for years despite new restaurants going in?

\*have any of the bidders and their consultants, partners and architects or their families contributed financially to the Scarsdale Non-partisan System, the Scarsdale Citizens Non-Partisan Party or to the Scarsdale Library Campaign or other fundraising?

\*does the Village have policies in place to prohibit personnel or officials to work for or with developers in Scarsdale projects after they leave office?

\*Has anyone in your administration notified Garth Road merchants and the Children's Corner about Freightway Redevelopment?

26. Unfortunately, I cannot attend the Freightway meeting next week in person. I have read the report and have been following the issue. I would strongly oppose adding retail and residential units to the Freightway site. Like many others in our community, I am concerned with the current state of retail in downtown Scarsdale and can't see how adding more retail space will help. We already have many empty storefronts around the train station. Let's not add more supply to an already struggling market. On the residential side, I am concerned about the potential number of units that these developers wish to add. There are school issues, property tax problems, etc with adding apartment/condo units to the town.

I understand that many consider the Freightway garage to be an eyesore and that it requires significant maintenance costs. I would agree that it isn't pretty - but it serves an important purpose for our town and maintaining it is certainly cheaper than this proposed development. We have excellent commuter parking options - let's not take that away. We all have heard stories of people in other towns waiting 5, 10, 20 years for a parking spot near their local train stop. Yes, commuting options may change over the next 5-20 years with the advent of more ride sharing apps, etc, but for now, let's keep things as they are. I would like to see the town

repair/remodel/repaint the Freightway Garage for now and wait to see what the best options are down the road.

27. I watched 3 full hours of the Village Board of Trustee meeting on Dec 11, 2019 regarding the Freightway Redevelopment Project. I strongly agree with most of attendees' opinion that we SHOULD NOT build Freightway site into a residential building.

The proposed Free Garage would cost us much higher property tax, crowded school, worse traffic jam and lots unpredicted consequences. We should maintain our existing garage, meanwhile seek out better solution, but NOT residential building.

It's nice to have a vibrant downtown, but I don't believe the currently proposed project could help us to bring it back. There are more than enough residential buildings along the Garth road, which is just a few steps away from our downtown, but still so many stores are closed and closing due to our high tax and regulation codes. Adding a few hundred more residents won't change the trend of retail business suffering national wide, after all our tax is really high; the new comers might help our Eastchester business, which is also close by. Village should come out local business friendly policies to protect our downtown business, not inviting more competition and burdens.

28. We are writing to express extreme concerns over the proposed Freightway development plan.

1). As currently envisioned, the project will cause have significant negative impact on our school system. The idea that 200-300 rental units will lead only a modest increase in the school enrollment is pure fantasy. Without providing details on enrollment impact, plans for dealing with a flood of new students, the project simply cannot move ahead.

2). With the current depressed state of real estate pricing in the village, to undertake a massive development project without certainty on the tax implication for residents is irresponsible and tone deaf.

3). If there may be some cost in refurbishing the garage without development, it is a cost with high degree of certainty. Faced with the choice of potentially adding millions (100-200 new kids into the school system) to the school budget on an annual basis, the cost of refurbishing Freightway for a couple of million seems very attractive.

4). The survey was done with minimal community input. Why isn't a project of such scale and important put to the vote by residents who have to live with the consequence for decades if not generations?

5). An 'eye sore' is not a reason to undertake a project that fundamentally changes the character of the village.

29. I am voting 'no' for the freightway development. Priorities: education resource, home price and tax. The resource for current community of Scarsdale is already saturating. Adding new apartments will create more pressure to the current residents, especially for education resources, creating more traffics etc. It will in turn increase the expense of the village which

result in higher tax, which will have bad impact for home price, and negatively impact the ecosystem at Scarsdale.

30. Oppose.
31. Please refrain from developing Freightway. Our feeling of being in a charming village will be damaged by this. Thank you so much for hearing my input. (p)
32. I strongly oppose any the re-development of the Freightway Garage. I support repairing the garage and keeping that area "as-is". Scarsdale does not need any more retail space - many of our storefronts are already empty. Scarsdale also does not need more students to stress the school district in apartments that pay lower tax rates than single family homes. Scarsdale also enjoys very good commuter train parking. Please listen to the residents of the town - do not do this redevelopment.
33. Would like to have the freightway garage modernized. It is an indispensable need in this Village. I do not see a need for additional housing units in Scarsdale. The trains would be overcrowded, The schools would not be able to accommodate the influx of additional children, and the benefit would not warrant the additional costs. Instead, the village should concentrate on getting the empty stores rented. Is the rental cost so prohibitive that the stores are left vacant? Thank you for allowing residents to get involved in the planning of this project. Perhaps you might get bids and estimates on beautifying the Freightway garage.
34. A vibrant downtown is a worthwhile goal, but the proposed development here is too risky, too big and offers no guarantee of actually creating that vibrant downtown. Different thinking here is needed and we should not move forward with a major development without having real consensus in the community. In my view, creating this much new housing supply does not serve the current village residents for several reasons:
  - 1) It will pressure the school system infrastructure, particularly if zoned for a single elementary school
  - 2) Adding significant new housing supply at a lower average price point will likely depress existing property values
  - 3) The development itself is risky in terms of the long-term implications on how it may alter the character and feel of our village center

As a community, we take care to not alter the delicate balance of what makes Scarsdale a gem and the potential for unintended consequences here is large. Furthermore, if this development happens, it cannot be undone. The project as currently considered represents a huge risk for an uncertain return as well as a lost opportunity to develop something better for the community.

The problems facing retail and town centers and even parking garages itself are rapidly evolving, and as a society we don't yet know what the solutions are. While Transit Oriented Development may be great for some towns, that does not mean it's right for Scarsdale. Our community's need for the garage and parking may be significantly different in 10-years' time given the pace of the technological change and its impact on driving habits and car ownership rates. Why engage in a controversial, large and risky development now when we can make repairs to the garage at a relatively modest cost and buy us time to see how these broader trends play out? We can wait

until a better and more certain option is available and we can consider other ways to help make the village center more vibrant.

For what it's worth, I have 16 years' experience as a municipal finance professional and I'd happily donate my time to help you consider a way to structure a bond backed solely by parking garage revenues and with no recourse to the tax-base or the Village's General Obligation bond pledge. I'm not arguing that this is the best way forward. Personally I'd rather see the \$2.5 million in repairs made and a full decision on replacement tabled for the future, but I mention this as an alternative way to get a new garage if that's what the Village truly needs. The Village probably could float a tax-exempt bond for the full replacement of the garage at a long-term 30-year fixed interest rate of 2.5% or lower. Back of the envelop math would mean a level debt service structure of about \$1.2 million annually for 30 years. So it would likely be feasible to finance a full garage rebuild on a stand-alone basis, albeit likely with an increase in parking tariffs – but feasible nonetheless and with the costs borne principally by the residents and non-residents who use the garage.

I urge our elected leaders to listen to your constituents as they vocally and almost unanimously opposed the development at the 12/11/19 public meeting. The options presented represent a false choice and are not the full range of what can and should be considered. The current development plans may not fulfill the objective of adding vibrancy to downtown, but it will certainly create risks and does not best serve the interests of current residents and homeowners.

35. The projects proposed the other night are a terrible idea for the Village and I am completely opposed to both proposals! The Village needs more parking, not less and needs more commercial and not residential development. The proposals are not in the Villages best interest.
36. How many parking spots are currently at Freightway? I do not agree that we need or want additional housing in Scarsdale.
37. I strongly oppose this freightway project for the following reasons:
  1. The school is already saturated, we don't need more kids.
  2. Those Apts will not generate enough tax revenue to cover the school cost for those additional kids from the apartments. So the current residents of the town ended up subsidizing those apartment kids.
  3. The projected 20 kids from 250 apartments is way underestimated. Not fair budge estimation.
  4. It will cause traffic problem in this nice town.
  5. Those people living in Apts probably don't have more resources to educate their kids, the end result is pulling down the educational level of the whole town.

Please check to see who benefits the most from this project, I hate insiders doing something for their own benefit at the cost of all the town residents.

38. The Freightway development will be the death knell for what was once coveted as a picturesque, desirable village. The Wilson's have long exerted a frankly tyrannical control over the development in our downtown, resulting in a space that I (and other residents) find un-

engaging and increasingly unfriendly. Why now do the Wilsons get to build this titanic development, which, as the ample amount of available (and long sitting) housing stock can vouch, will sit largely empty and utterly devoid of the uniquely and ever fleeting Scarsdalian spirit. We are a village, what we need is to style ourselves more in line with the (smaller) Bronxville, which manages to mix high and low end dining and shopping in a functional space which matches the town's aesthetic. Instead of permitting the construction of this behemoth, which will no doubt exacerbate the increasingly hard to manage traffic problems, the Planning Board should turn to their peers in (the town that's exactly 1/6th our size,) Larchmont and Bronxville in search of guidance on how to make a downtown that not only functions for residents, but is itself a draw for new ones which inspires delight in its visitors. Not even the current iteration does that...

39. I'm writing to you with serious concerns about the contemplated Freightway development, in particular the potential impact on our schools, taxes and parking in the village.

A key component of the Scarsdale community are our schools - the quality of the education and the small classrooms are enormous attractions to this town and are the only reason I am willing to pay what are already incredibly high taxes to live here.

Adding even 50 apartments at Freightway, never mind 200! Would have a materially negative impact on our entire school system. We don't have the physical space for the incremental children and our class sizes will increase to a point that impedes the type of education that we moved here for. I live in Fox Meadow and am especially fearful of the impact the apartments will have on our elementary school.

I would expect apartments to pay far lower taxes than the average single family home yet it costs the same to educate a child regardless of whether they live in a one bedroom apartment or 10,000 square foot home. As a result, those of us not living in apartments will pay higher taxes. Given Scarsdale's taxes are already higher than most neighboring towns with similar services, this will affect real estate values and the overall community.

I am as concerned as others in the town about the lack of energy downtown Scarsdale and I fear the current Freightway plans are likely to make current problems worse, not better. We have apartments in Scarsdale and yet the downtown is dead. Why will apartments on Garth road fix this? We really need better parking. I drive to town to pick up a few items at DiCicco's this weekend and spend more time looking for parking than I did shopping. Next time I need milk I'll go elsewhere.

Freightway provides critical parking for commuters. The vast majority of your constituents commute to the city. If you live in Scarsdale, going to Freightway is already annoying given the lights over the tracks but it is far superior to not being able to park and get on the train.

The Via idea will not work - it's no different than Scarsdale taxi which isn't attractive because they want to pick up so far in advance of train time.

I highly suggest you revisit the community's goals for Freightway. We don't need apartments. We need parking accessible from both sides of train tracks and we need to maintain our excellent schools and bring taxes down, not up.

I've lived in Scarsdale for 6 years and this is the biggest concern I've had for the future of our Village. Please do not be influenced by real estate developers looking for their next profit. Protect the village for its residents. Please.

40. With the exploded population from the 250 units of apartment, who, the village or the developer, will pay the long-term ongoing school cost, utility cost, commute cost that are caused by the rental units?
41. The fix is in!
42. Big NO NO to residential apt/condo/whatsoever. Prefer to repair current parking structure in-place. Prefer not to add commercial plaza, but if have to go down that path for financial reasons, prefer to add recreational facilities as opposed to shops. Adding eateries/restaurants are preferred, as well.
43. I feel this is a ridiculous idea. There is a lack of parking as it is and the Garth Road stores have suffered from that!