

Executive Summary

This document represents the first significant update of Yorktown's Comprehensive Plan in the last 20 years and puts forth a renewed vision for Yorktown's future. This vision, as expressed herein, is extremely detailed and multi-faceted, encompassing all areas of day-to-day life, from land use, housing, and transportation, to parks and community facilities. By striving toward this vision, Yorktown can maintain, and even improve upon, its exceptional quality of life, so that future generations can enjoy living and working in Yorktown as much as residents do today.

The Comprehensive Plan was carefully crafted through an open and inclusive public outreach process, which revolved around monthly Task Force meetings between April 2002 and May 2003. Issues were discussed in a public forum, from beginning to end, and all ideas were subjected to the tough scrutiny of public discourse. Good ideas were carried forward and developed further. And throughout the process, Task Force participants learned from one another, found creative solutions, and identified areas for constructive compromise. In the end, not only did the process yield a Plan of exceptional quality and detail, but it also built the consensus and community support necessary for the Plan to be implemented in the future. *This is truly the community's plan.* The Comprehensive Plan was further refined as a result of the environmental impact assessment process, when the proposals in the draft plan were tested for their potential impacts on the natural and social environment. Environmental impacts were tested in a three-stage process, including the scoping period, where the key issues were identified; the draft environmental impact statement, which provided an analysis of the impacts of the Plan on 19 topic areas; and the final environmental impact statement, which responded to the public comments received on the draft statement. Changes were then made to the Plan to reduce, mitigate and eliminate potential negative impacts, and to further enhance those aspects of the Plan that were found to have beneficial impacts. Like the Task Force process, the environmental impact process was an open public process with extensive public hearings and public comment periods held at each step.

LAND USE

Vision Statement

Yorktown will continue to be primarily a low-density community of single-family homes, with strong neighborhoods that have a balance of developed areas and open space. Yorktown's five hamlet business centers should be vital centers of community life, with a mix of retail, office, civic, and residential uses. Throughout Yorktown, development should be carefully balanced with natural resource conservation and scenic and historic preservation, and it should be coordinated with circulation and infrastructure improvements.

Recommendations

- Promote residential development and preserve open space pursuant to Chapter 5, in a manner consistent with community character. Promote land uses and development patterns that help implement the conceptual vision established for each hamlet business center in Chapter 4, and encourage a mix of residential, retail, office, civic, and park uses in the hamlet centers.
- Ensure that land uses and development patterns are compatible with the goals and policies in this Comprehensive Plan which have been established to protect natural resources, historic resources, and scenic corridors and vistas.
- Adopt the Proposed Land Use Plan, shown in Figure 2-1, as Yorktown's zoning map. The Land Use Plan synthesizes the concepts of Chapters 4 and 5, which deal with Yorktown's hamlet business centers and residential neighborhoods. The Land Use Plan includes upzoning of land areas of contiguous open space and/or larger lots.
- Establish new zoning districts and update existing zoning districts in the Town's zoning code, consistent with the Proposed Land Use Plan. These new districts are intended to help implement proposals in the various elements of the Comprehensive Plan. The commercial zoning districts, in particular, have been significantly updated.
- Where adequate infrastructure is not present, or sensitive environmental features are present, development should be restricted. This includes upzoning of larger contiguous vacant or underdeveloped parcels in areas that rely on well and septic systems and/or that are located within or adjacent to areas of highly impacted traffic conditions.
- Continue to support agricultural uses, including horse farms and the cultivation of fruits, vegetables and nursery stock.

TRANSPORTATION

Vision Statement

Yorktown should have a multi-modal transportation system that provides the full range of travel options for residents and improves the flow of traffic in Town. Roadways should be well-maintained and safe for cars, pedestrians, and cyclists, and traffic "hot spots" should be improved. To protect quality of life, local streets in residential neighborhoods should have low volumes and speeds, and minimal truck traffic. Transit and para-transit services should continue to be expanded. The five hamlet business centers should continue to have convenient automobile access and parking but should also become more pedestrian-friendly. Yorktown should have a Town-wide network of bike routes that links together parks, regional trails, the business centers, and residential neighborhoods.

Recommendations

Roadway & Intersection Improvements

- For immediate impact, improve intersections by: (1) providing STOP signs or traffic signals where turns are difficult or dangerous; (2) re-striping or widening intersections to provide turning lanes; (3) prohibiting left turns, possibly by means of raised median dividers; and/or (4) relocating bus stops to the far sides of intersections.
- Advocate for completion of the Bear Mountain Parkway. Support efforts to build the connection north of the current right-of-way to avoid wetlands.
- Widen Route 202 west of the Taconic to accommodate a center turning lane. Install bike lanes, improve sidewalks, and enhance landscaping along the commercial frontage.
- Considering both costs and benefits, and pending the completion of traffic studies, pursue the new roadway connections recommended in this Plan.
- In new subdivisions, require multiple roadway connections to existing streets and adjacent neighborhoods, wherever feasible.

Hamlet Business Centers

- Reinforce the street patterns leading into Yorktown Heights. Re-engineer the Route 202-Route 118 intersection for improved traffic flow and realign the Greenwood-Veterans intersection.
- Establish a centralized bus transfer point in Yorktown Heights. Increase local bus service into the Heights, and provide connections between local and commuter buses.
- Use access management tools to improve circulation in the business centers. Promote shared parking and cross-access agreements between adjacent commercial sites. Require bike racks on commercial sites.
- Promote pedestrian connections and amenities in all the hamlet business centers. Promote sidewalk-oriented development in "Main Street" areas.
- Traffic-calm streets through the hamlet business centers by means of curb extensions, on-street parking, and raised or articulated crosswalks.

Traffic Calming, Bicycles & Pedestrians

- Revisit residential roadway standards, and narrow overly wide residential streets by providing wider sidewalks or planting strips, and/or installing bicycle lanes.
- On a case-by-case basis, apply traffic calming measures along residential streets where they improve public safety or help meet local goals for reducing traffic or speeding. Examine effectiveness and impacts on a neighborhood-wide basis, with community input.
- Establish criteria to help determine what traffic calming measures would be most appropriate in what locations. Coordinate traffic calming measures with pedestrian and bicycle improvements.
- Undertake a public education program to educate about traffic calming measures and the tradeoffs involved.
- Provide sidewalks, crosswalks, and crosswalk signals on major walking routes leading into the hamlet centers. Traffic-calm busy local streets around the hamlet centers, particularly those experiencing truck traffic.
- Install sidewalks, crosswalks, and crosswalk signals along major walking routes leading to public schools and churches.
- Through the proposed greenway system, establish a network of shared bicycle-pedestrian trails throughout Yorktown. Post bicycle route maps at trail entrances.
- Connecting to the greenways, provide on-street bike lanes and marked bike routes that together form an interconnected biking system. Coordinate local bike planning with County and State efforts.
- Require bike racks for commercial sites, schools, parks, and public facilities. Encourage sites along bicycle routes to provide bike lanes in their driveways and parking lots.

Transit

- Encourage the County to increase commuter bus service from Yorktown to nearby train stations and into White Plains.
- Promote use of existing park-n-ride lots, and explore the need and feasibility of creating additional lots in key locations along commuter bus routes. Possible locations: (1) Underhill @ Route 129; (2) Route 6 west of the Taconic; (3) Route 134 @ the Taconic; (4) Bear Mountain Triangle in Crompond.
- Provide jitney service to take seniors to shopping and teenagers to sporting events.
- Improve safety and provide amenities at bus stop locations, such as shelters, kiosks, benches, route maps, and trash receptacles.
- Create a transit center for convenient bus transfers in Yorktown Heights, ideally in conjunction with a park-n-ride facility.

ECONOMIC DEVELOPMENT & HAMLET BUSINESS CENTERS

Vision Statement

Yorktown should have a vibrant economy that provides abundant job opportunities and contributes to an improved and fair local tax base. To better withstand market fluctuations, there should be a diverse range of businesses, with prosperous office and light industrial uses and thriving, attractive commercial centers. The five hamlet business centers should be enhanced and improved, so that they not only provide shopping and services, but also function as centers of community life. Uses within hamlet centers, including any intensification of those uses, should be compatible with (but not precede) existing or planned infrastructure improvements provided by the developer, other private entities, Town, State or others as appropriate.

- *Crompond.* The Bear Mountain Triangle, Yorktown's major opportunity site for economic development, should have a mix of senior housing, office, and retail uses, and possibly a hotel or country inn as well, and the commercial strip along Route 202 should be greened with preservation of open space on the north side of Route 202.
- *Jefferson Valley.* The mall should continue to serve as a major regional shopping destination. Meanwhile, Hill Boulevard should be transformed into a walkable "Main Street" with connections to the lakefront, which should have improved public access and recreational attractions for families and people of all ages, which should strengthen other hamlet uses.
- *Mohegan Lake.* While proactively working to improve infrastructure and traffic conditions along the Route 6 corridor, the Town should encourage pedestrian-oriented shopping, a diversity of housing (including senior housing), and upgrading of commercial sites.
- *Shrub Oak.* The historic and scenic quality of East Main Street corridor should be preserved, with landscaping and façade enhancements and the shopping nodes at the western and eastern ends of the corridor should be significantly improved in terms of circulation and attractiveness.
- *Yorktown Heights.* As Yorktown's downtown, this business center should continue to have a mix of civic institutions, parks, and shopping. A pedestrian-oriented "Main Street" with small shops and restaurants should be created along Commerce Street, complementing the large-format shopping centers and building a sense of place.

Recommendations

All Business Centers

- Building off the Comprehensive Plan, develop hamlet business center plans that make recommendations for improving circulation and parking, include streetscape and gateway design plans, identify resource areas for protection, and provide action items for park expansion.
- Address traffic and safety concerns by means of new roadway connections, roadway and intersection improvements, improved access/parking, and improved walkability.
- Provide parks and landscaping that balance and complement the built-up environment. Promote development that is aesthetic and compatible with surrounding neighborhoods.
- Increase Town resources in support of economic development objectives, potentially including the establishment of an economic development committee.
- Explore appointing a Main Street Manager to work with businesses in the hamlet business centers to promote ongoing economic vitality and to help improve parking, circulation, accessibility, walkability, aesthetics, and landscaping.

Yorktown Heights

- Establish a walkable "Main Street" along Commerce Street with shops and restaurants, while maintaining large-format stores with grocery shopping behind the new Main Street. Promote second-floor apartments in this area.
- Work with businesses to establish a parking district, whose purpose would be to connect and redesign lots into a coordinated network, shared by all businesses. The parking district could potentially be expanded into a business improvement district, with broader authority.
- Develop building design guidelines. Develop a streetscape plan with preferred façade treatments, signage, lighting, landscaping, circulation, sidewalk improvements, etc.
- Focus parkland acquisition and programming along the trailway, creating a linear park. Complete the trailway connection to FDR Park.
- Work with residents, businesses, and non-profit and public service organizations to create an expanded YCCC campus that weaves together community, public service, recreational, and cultural uses in and around the YCCC building.
- Redesign the Route 118-Route 202 intersection, and implement the following road links: (1) Front to Route 118; (2) Downing Street to Route 202; (3) realignment of the Veterans-Greenwood intersection.

- Make the Front Street area into a business park with improved landscaping, sidewalks, facades, and signs. Wherever possible, provide buffers along rear property lines.
- Create ornamental gateways (using signs, flags, trees, shrubs, decorative features) at the entrances to Yorktown Heights.

Crompond — Bear Mountain Triangle

- At the eastern end of the Crompond hamlet business center, promote retail and office uses with a regional draw. Create high-quality master-planned development while protecting wetlands and steep slopes.
- Working with property owners, businesses, and residents, the Town should develop a Planned Design District for the Bear Mountain Triangle that specifies preferred uses and development patterns for the area. The overall concept for the area, to be further refined, is as follows:
 - On the north side of Route 202, adjoining the Taconic State Parkway, the underlying zoning should be maintained, with an overlay allowing office and/or hotel uses at the top of the hill, a "village center" with small stores and limited mixed-use at the bottom of the hill (with pedestrian amenities, parkland, and public spaces), and senior housing and office uses in between. These areas should be integrated, rather than having each element oriented only to Route 202.
- This stretch of Route 202 should be a green corridor, with heavily landscaped buffers on both sides that hide the buildings and parking lots to the rear.

Crompond — Route 202

- Widen Route 202 to incorporate a center turning lane, promote completion of the Bear Mountain Parkway, and consider developing a connector road northeast across the Taconic Parkway to Strang Boulevard (see Chapter 3.)
- West of Pine Grove Court, continue to allow auto-oriented uses like car dealerships, gas stations, and fast-food restaurants, while promoting neighborhood-oriented shops and services.
- Adjacent to the Cortlandt border, south of the roadway, allow townhouses and compact residential uses in a "village center" format connected to the adjacent commercial area.
- Reduce curb cuts and improve auto circulation by adding rear access roads (western part), promoting cross-access agreements (eastern part), and promoting shared parking (both).
- Add sidewalks, pedestrian-scale lighting, landscaping, and possible bike lanes to the street frontage. Bike lanes could be added along the parkway right-of-way as an alternative. Promote upgrade of free-standing signs and other signage.

Mohegan Lake-Route 6

- The *Sustainable Development Study* calls for extension of the BMP and improvement of the BMP-Route 6 interchange in Cortlandt. Building off those projects, the Town should explore a 4-lane right-of-way for a realigned Route 6 south of Strawberry Road. The present Route 6 between Lexington and the new alignment would then be able to take on a more pedestrian-friendly quality.
- Promote neighborhood-oriented shopping and professional services. Continue to allow restaurants and auto-oriented uses (e.g., gas stations) that serve auto-oriented customers.
- Preserve the traditional center just east of the Lexington Avenue intersection, and foster another pedestrian-oriented area near the Lakeland-Mohegan intersection. Provide a continuous street wall with pedestrian-oriented shops. Promote restaurants, offices, and low-volume/high-image retail (i.e., antique stores).
- Preserve the woodland parcel at the Route 6-Mohegan intersection as parkland, with lakefront access. Next to the intersection, provide a celebratory space (i.e., monument, benches, flag poles, etc.) and retail uses.
- Protect wetlands extending north from the lake, and provide walking trails, if possible.
- Provide continuous sidewalks, and improve the crosswalks at the Mohegan-Lakeland and Lexington intersections.
- Use cross-access agreements and consolidated curb cuts to improve vehicular circulation.
- Encourage preservation of the LaFarge Chalet and Ansonia Lodge, and seek to have any development of these sites maintained as cultural attractions, community centers, or neighborhood parks.

Shrub Oak

- Preserve the residential and historic character of East Main Street, and develop an historically sensitive streetscape plan for East Main Street.
- Continue to expand and improve the cultural facilities along the corridor.
- At the eastern end of the corridor, create a pedestrian trail and bridge through the wetlands that connects the townhouse and office sites to the shopping village. Seek to preserve the existing nursery on Route 132, which lends a rural character to the area.
- Support improvement of the development on the A&P site, provided the parking lot is re-landscaped, access is improved, and wetlands are protected.
- Improve traffic circulation by linking the parking lots of the A&P and its retail neighbor, installing a traffic light at the Stony Street intersection, and consolidating curb cuts near the A&P center.

Jefferson Valley Mall & Business District

- Encourage expansion of the mall, provided there is no increase in impervious surface and no wetland encroachment; and provide for traffic mitigation.
- Due to environmental constraints, have the existing Par-3 golf course remain as a golf course or be converted into another recreational use.
- Establish a walkable Main Street along Hill Boulevard north of Route 6, with walkways and view corridors leading down to the Osceola lakefront. Provide retail uses that complement the mall, such as non-chain stores, sit-down restaurants, and family entertainment.
- Extend the Main Street area east onto East Main Street, north of the lake, where commercial uses would be slightly lower in density and would be oriented to lakefront recreational attractions, which would help to integrate housing and retail uses in the hamlet.
- Seek to establish public-access trails along the Osceola lakefront. Program recreational uses (private or public) along the north shore of the lake. Encourage multi-generational uses.
- Consider an overlay for recreational uses in the areas west, north and east of the lake.
- Improve walkability, pedestrian safety, curb cuts, and landscaping in the Lee Boulevard grocery/convenience shopping node.
- Continue to protect the scenic, woodland quality of the Route 6 corridor. Use signs and landscaping to create ornamental "gateways" at the Route 6 entrances of both Lee Boulevard and Hill Boulevard.

Office, Research, Light Industry & Warehousing

- Ensure that the IBM campus has adequate expansion potential, meeting its future needs for years to come.
- Promote office and light industrial space along Front Street in the Heights; Navajo Street in Jefferson Valley; and Lexington Avenue in Crompond.
- Promote professional office space (e.g., doctors, lawyers, accountants) in the hamlet centers, i.e., in second-floor space and in converted older homes.
- Strive to retain light industry, warehouses, and contractors by keeping available land zoned for such uses and making roadway improvements that can accommodate trucks.
- Limit self-storage uses to industrial areas.

Culture & Tourism

- Promote Yorktown as a center for the performing arts by working to establish additional theater space throughout Town.
- Promote awareness and appreciation of local history, by helping to preserve historic buildings and sites, encouraging the adaptive reuse of historic structures, opening up sites to occasional public visits, and possibly creating a Yorktown history trail.
- Promote FDR Park and possibly historic sites as day-trip destinations.
- Support efforts to create the Rochambeau Trail and the African American Heritage Trail through Yorktown.
- Entice day-trippers to explore the hamlet centers by installing kiosks or providing informational brochures at tourist destinations.

HOUSING & NEIGHBORHOOD QUALITY OF LIFE

Vision Statement

Yorktown should remain a community of primarily lower-density single-family homes, interspersed with open space preserves. Yorktown's high neighborhood quality of life is derived from a long history of preserving its rural quality and protecting its natural resources. Through upzoning, infrastructure improvements and additional protection of natural resources, Yorktown should seek to limit the threat of negative impacts associated with overdevelopment. In the interest of supporting adequate housing options for people of all ages, Yorktown should also strive for housing diversity throughout the Town. Yorktown seeks to balance the need for housing with the community's desire to limit and better manage the negative impacts of development.

Recommendations

- Upzone contiguous, larger-lot areas and/or open space areas throughout Yorktown (especially north of Route 6 and the southern part of Town). Upzoning has many potential benefits, including open space preservation, enhanced protection of water quality in aquifers and watersheds, conservation of other natural resources, and reduction of potential future traffic generation.
- Where adequate infrastructure is not available, development should be restricted. This includes appropriate upzoning of larger contiguous vacant or underdeveloped parcels in areas that rely on well and septic systems and/or such parcels that are located within or adjacent to areas of highly impacted traffic conditions.

- Ensure residential development in and around the hamlet business centers is compatible with surrounding neighborhoods and has amenities like parks and public plazas.
- Consider improving regulations governing the development of accessory housing units, but use performance standards to ensure compatibility with community character, maintenance of impervious surface limitations and adherence to other environmental design standards.
- Throughout the Town, require new residential development to provide a certain percentage of homes at levels affordable to middle-income households. Partner with non-profits and seek grant funding to provide ownership units at below-market prices.
- Consider allowing residential units above ground floor commercial (retail or office) development in the hamlet centers to enhance the diversity of housing types and affordability (and promote such uses in Yorktown Heights).
- Work with neighborhoods to prepare guidelines in the context of local improvement plans (for streets, sidewalks, traffic calming, scenic/historic preservation, etc.). Identify neighborhood street trees and woodland buffers worthy of preservation.
- Consider adopting a floor area ratio (F.A.R.) cap for residential development, in order to limit McMansions, a term which has come to be known to describe homes out of scale with their surroundings. Alternatively, considering adopting more strict bulk standards.
- Allow "home occupations" with minimal restriction, but establish strict performance standards for "home businesses".
- Further limit impervious coverage for non-residential uses in residential areas, and limit on-street parking around non-residential uses in residential neighborhoods.

SCENIC & HISTORIC PRESERVATION

Vision Statement

Yorktown has a distinctive scenic and historic character, comprised of farmland, woodlands, lakes and streams, historic structures and sites, and unique natural resource areas like the Croton Reservoir. These characteristics contribute to Yorktown's unique character and help make the Town an attractive place to live, work, and play. Yorktown's scenic and historic resources should be protected and carried forward into the Town's future, even as development continues to occur.

Recommendations

- Become a Certified Local Government, which will make Yorktown eligible for grant funding and technical assistance for the purposes of historic preservation.

- Establish a central repository for the Town's historical documents, and appoint a Town Historian.
- Prepare inventories of historic sites and districts, stonewalls, and scenic roads. Nominate appropriate structures or districts for listing on the National Register of Historic Places.
- Adopt a "Demolition Delay" local law that provides time to explore preservation options for historic structures proposed for demolition.
- Continue to use the site plan review process to promote historic preservation and protection of scenic landscapes.
- Seek conservation easements for privately owned sites that contain critical historic and or scenic resources worthy of preservation.
- Consider designating historic stonewalls as landmarks worthy of preservation, and protect other stonewalls through scenic corridor protection and site plan review.
- Establish a system for designating and protecting scenic roads. Options include: (1) pursue designation under the NYS Scenic Road Program, or (2) adjust zoning along identified scenic corridors to help protect their corridor (i.e., Scenic Overlay Zone).
- Expand the Farmland Protection District to include additional farm sites.
- Expand heritage tourism through historic and scenic preservation, adaptive reuse of historic sites, and development of the greenway network.
- Promote establishment of the Rochambeau and African American Heritage trails, as noted.
- Consider adopting a Tree and Forest Management Plan for the purpose of eventually establishing a tree preservation and planting program.
- Expand local beautification programs and maintenance strategies, working with volunteer organizations or business associations.

NATURAL RESOURCE CONSERVATION

Vision Statement

Yorktown's natural resources are integral to the long-term health, safety, and well-being of not only Yorktown but also neighboring towns and the region. The Town should expand efforts to preserve open space and natural resources throughout Yorktown. The ecological integrity of Yorktown's natural resources, including groundwater, streams and wetlands, trees and woodlands, steep slopes, and areas rich in bio-diversity, must be maintained and protected, even as new development occurs.

Recommendations

Open Space Preservation & Sustainable Development

- Continue efforts to expand the Open Space fund. Seek to supplement the fund with other funding sources. Set priorities for what types of parcels should be preserved.
- Continue to foster partnerships with public agencies, land trusts, and foundations for open space preservation. Keep meeting with project applicants to explore preservation options.
- Promote sustainable development patterns through a dual approach: (1) upzone contiguous open space areas; and (2) require "conservation subdivisions" in sensitive resource areas (which often include open space).
- Use Conservation Overlay Zones to promote environmentally sensitive development in sensitive resource areas. Study the potential for adopting density yield calculations to exclude wetlands, steep slopes, and other natural features.
- Adopt a steep slope ordinance to help limit development on unsuitable lands and address long-term erosion problems.
- Promote energy conservation and "green" buildings.

Wetlands, Streams & Water Bodies

- Improve wetland mitigation to better reflect wetland function and to help restore wetlands that have been compromised over time. Improve inspection of mitigated wetlands.
- Establish criteria where wider wetland buffers may be appropriate. Protect wetland buffers through clearing limits, restrictions on fertilizer use, and continued prohibition of dumping landscaping materials.
- Conduct a survey of vernal pools in Yorktown, and consider regulatory options.
- Establish an "Adopt a Wetland" program.

Woodlands, Wildlife & Plants

- Strengthen the Town's anti-clear cutting regulations, particularly with regard to wetland buffers and steep slopes. Protect woodland buffers along scenic corridors and "green" corridors. Protect street trees in historic districts and along residential streets.
- Promote use of native plant species for landscaping.

- Work with environmental organizations like the Metropolitan Conservation Alliance and Hudsonia Institute to study bio-diversity and other environmental issues, and work with surrounding communities on environmental protection.
- Support appropriate forest management techniques to protect and maintain the quality of forested land.
- Develop a Green Corridor Plan that will physically and/or visually connect parks, open space areas, lakes and ponds, stream corridors, and other natural features.

Stormwater, Drainage & Flooding

- Adopt a stormwater ordinance to implement the Phase II Storm Water Program. Monitor stormwater flows and pollutant levels. Continue to improve Town-owned stormwater devices as needed.
- For newly developed areas in Yorktown, establish stormwater management districts. For existing privately owned stormwater devices, provide incentives for proper maintenance.
- Strive for better regional coordination of stormwater management and flood control.
- Revisit impervious surface standards and establish performance standards that further encourage on-site recharge of stormwater.
- Strengthen Yorktown's erosion and sediment control regulations.
- Complete the Town's GIS mapping project of stormwater devices, and consider mapping impervious surfaces as well.
- Work with FEMA to update flood hazard area maps for Yorktown.

Stormwater Quality, Watersheds & Aquifers

- Continue working with the County to consider requiring septic tank maintenance and/or pump-outs.
- Explore ways to limit the use of fertilizers, pesticides, and herbicides in areas with sensitive natural resources, and develop an Integrated Pest Management program for municipal and school facilities.
- Consider bolstering current regulations regarding wastewater disposal or recycling for car washes or other water-intensive uses.
- Explore environmentally sensitive alternatives or improvements to de-icing practices.
- Update the Yorktown code for consistency with the Croton Plan.
- Continue to explore whether additional underground aquifers exist in Yorktown.

Enforcement & Education

- Continue to improve environmental enforcement, including enhanced use of the Town's GIS system. Establish volunteer programs to aid in monitoring conservation areas. Improve public education and informational resources.

INFRASTRUCTURE

Vision Statement

Infrastructure is a basic building block of the community — essential for the health, safety, and welfare of residents. Utilities should continue to be expanded to meet Yorktown's growing needs. At the same time, the Town should strive to limit any potential negative impacts from infrastructure expansions on Yorktown's natural, historic, or scenic resources.

Recommendations

Water

- Advocate adding a fifth filter to the Catskill Treatment Plant, in order to ensure an adequate public water supply for Yorktown and the region in the future.
- Study the potential for expanding the Northern Westchester Joint Waterworks (NWJWW) water supply system into southern Yorktown, as NWJWW may be able to provide water there at a lower cost.
- Protect surface and groundwater quality by upzoning areas of Yorktown with contiguous areas of open space or larger-lot development, limiting increases in impervious surface, and encouraging stormwater recharge.
- Work with other watershed municipalities, Westchester County, and Putnam County to establish a regional approach for the protection of watersheds.
- Continue to expand, monitor, and maintain the water distribution system as needed. Promote water conservation.

Sewer

- The Hallock's Mill wastewater treatment plant was upgraded in 2008 to a flow capacity that is able to accommodate the existing known flow rates into the plant. However, the rules and regulations governing the wastewater treatment plant do not allow

additional flow above the existing allowed rate under the SPDES permit.. Yorktown should work with NYCDEP to secure amendment to those regulations that would allow a amendment to the permit. .

- Before expanding any existing sewer districts, make sure enough capacity is set aside for existing unconnected homes as well as vacant or underutilized sites in existing district boundaries.
- Strive to provide sewer service to areas with failing septic systems or any other areas where lots sizes are not considered adequate for the soils to property handle septic effluent.
- Outside existing district boundaries, where vacant sites are subdivided, ensure that minimum required lot sizes are suitable for septic use.
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Electricity, Natural Gas & Telecommunications

- Continue to expand electric and natural gas infrastructure in Yorktown as necessary.
- Promote expansion of cable, FIOS, and DSL internet services.
- Continue to require undergrounding of utility wires in new subdivisions. Work with utility companies to underground existing overhead wires as roads are improved.
- Establish parameters for the location and design of cell antennae and towers. Prohibit cell towers and antennae along scenic corridors and on historic sites. Continue to allow development of cellular infrastructure on Town property.

PARKS & RECREATION

Vision Statement

Yorktown is and should continue to be a recreation-oriented community, with a network of parks, athletic amenities, and greenways. Parks and recreational facilities should provide Yorktown residents with a diverse range of recreational opportunities, from exercise, to team sports, to experiencing the natural environment. They should contribute to community character and quality of life and should be coordinated with efforts to protect natural resources and scenic landscapes.

Recommendations

- Building off the North County Trailway and the planned Trailway-FDR Park trail, create a greenway network throughout Yorktown. Possible new recreational trail locations include: the aqueduct right-of-way, utility rights-of-way, and the Taconic State Parkway right-of-way.
- Establish and/or improve hiking trails on Turkey Mountain, in Sylvan Glen, along the Hunterbrook, and on Piano Mountain. This effort should build off recommendations made by the Yorktown Land Trust.
- Consider providing at least one new major community park with active recreational facilities.
- Consider providing a wide range of new recreational facilities, based on funding availability and local interest. Options include: an indoor recreational center, more all-purpose fields, and another outdoor track.
- Make the Holland Sporting Club site into a self-sustaining multi-use cultural and /or recreational facility.
- Make sure parks allow for multi-generational and barrier free use.
- Improve pedestrian, bike, and automobile access to parks.
- Promote greater use of FDR Park by Yorktown residents.
- Continue partnering with the school districts and neighboring towns to consider developing joint recreational facilities for mutual use.
- Allow commercial recreation facilities in certain parts of the hamlet centers.

COMMUNITY FACILITIES & SERVICES

Vision Statement

Community facilities and services should protect public safety and enhance Yorktown's quality of life. They should be improved and/or expanded to meet growing needs, and they should be provided in a cost-effective manner. The Town's cultural and community facilities should help build a rich civic life for all Yorktown residents to enjoy.

Recommendations

- Explore school district unification, or as an alternative, work with the districts to merge some school services and/or establish a magnet high school. Monitor school enrollment and space needs. If a new school site is needed in Yorktown, work with the districts

to identify a potential site. Consider a hamlet center location, taking into account space needs and potential traffic impacts (i.e., busing).

- Establish a library branch in Yorktown Heights. Consider expanding the Hart Library on its current site, and/or onto the adjacent School District site. Consider establishing a library district with an elected board and explore additional grant funding. Continue to improve library technology, site access, and outreach to youth and seniors.
- Consider establishing a full-service senior center in existing space or in a separate building. Improve youth activities and expand the Teen Center.
- Develop shared parking agreements with adjacent sites, or as a more bold vision, seek to create a YCCC campus. Use any available space to expand the Teen Center, arts programs, sports programs, and the museum, and/or provide a branch library.
- Keep expanding the police force in accordance with future needs. Improve dispatch and use of technology. Explore ways to make more efficient use of the police building.
- Advocate for shared fire services or facilities between the fire districts. Address long-term personnel needs and continue promoting volunteerism. Expand use of technology and improve dispatch. Continue to identify sites for new fire stations, as needed.
- Consider shared ambulance services and/or a merger between the two Volunteer Ambulance Corp's, and explore the potential for a regional emergency response system. Promote volunteerism.
- Further consider options for either expanding or relocating Town Hall. If relocation is preferred, consider a hamlet center location, ideally Yorktown Heights. Relocate records storage back to Town Hall. Expanding on the Town's web site, create a virtual Town Hall on the internet. Provide better pedestrian linkages between Town Hall, the Highway Department building, the YCCC, and other Town facilities in Yorktown Heights.
- Continue to expand town enforcement capabilities. Work with the fire and ambulance districts to address public safety needs. Consider closing the Highway Department garage on Front Street, and relocate it to the Spillway, Greenwood, and/or other sites.