1.0 EXECUTIVE SUMMARY

Introduction

This Draft Environmental Impact Statement (DEIS) has been prepared in response to a Positive Declaration issued by the Town of Yorktown Planning Board in connection with a residential subdivision application from VS Construction Corp., the project "Applicant" and property owner for the site located in the northeastern portion of the Town of Yorktown, Westchester County, New York. The site is located on the south side of US Route 6, and along the municipal border of the Town of Somers.

This DEIS evaluates possible environmental impacts associated with a proposed 34 lot single-family residential subdivision and has been prepared in accordance with the State Environmental Quality Review Act (SEQRA) and Part 617 of the implementing regulations. The DEIS contents were established by a scoping outline presented to the Yorktown Planning Board, acting as lead agency, in cooperation with all other involved agencies and interested parties. The Planning Board conducted a public scoping meeting on July 15, 2002, and maintained an open public comment period for an additional 30 days.

A DEIS addressing a previous version of the project was submitted to the Town in February 2004. Also proposed pursuant to current zoning, the earlier version of the project included 38 homes (four more than currently proposed), and did not include either the soccer field or Gay Ridge Road roadway connection. The project has been revised at the request of the Yorktown Planning Board and the Yorktown Parks & Recreation Commission.

Purpose and Overview

The Applicant, VS Construction Corp., develops residential and commercial properties throughout Westchester and Putnam Counties. The applicant has successfully developed a number of residential subdivisions similar to the Yorktown Farms subdivision, including five in the adjacent Town of Cortlandt (Watch Hill Manor, Apple Hill, Peachwood Estates, the Vineyards Subdivision of Forest Avenue, and Red Oak Estates) and several in the Town of Putnam Valley (Lincar Estates and Putnam Chase).

The Applicant intends to subdivide the 43.168-acre site, install the required infrastructure, and develop single-family residential homes in response to a continued need and demand for high quality housing in the Town of Yorktown and Northern Westchester County. The proposed project would provide a high-quality residential neighborhood for persons seeking to live in the Town of Yorktown, and would produce a modest, sustainable use of land that is currently underutilized. Westchester County and the Town of Yorktown are areas of steadily growing population and continuing demand for housing. The development of the site into a residential subdivision will provide new housing stock and free up more existing affordable housing stock as buyers move up.

In addition, proposed recreational facilities including a soccer field on the western side of the site and several open space park parcels located just south of Route 6, would increase the Town's supply of active recreational facilities and preserved open space. The proposed soccer field would help to address strong demand in the Town for soccer facilities, and has been proposed at the request of the Yorktown Parks & Recreation Commission.

The proposed project conforms with the existing zoning of the project site. With 34 four-bedroom single-family homes, it has an overall density of one unit per 1.27 acres of land. The project would therefore comply with the recommendations set forth in the Town Development Plan to develop the central and northern sections of the town, where public sewers exist or are planned, and which are mapped for medium density residential use (2.0 to 4.4 du's/ac). This would also be consistent with the existing residential character of surrounding areas south of US Route 6 in both Yorktown and Somers, and it would be in accordance with the policies set forth in the Draft Comprehensive Plan to provide for much needed middle income housing in the Town of Yorktown. The project is expected to provide surplus revenues to the Town and to the Lakeland Central School District.

Description of Proposed Action

The proposed action includes the subdivision of 43.168 acres of undeveloped land into 34 building lots, a 2.062-acre soccer field parcel with an associated parking lot, and two additional park parcels located on the northwestern portion of the site consisting of 5.034 acres to the north of the Gay Ridge Road connection and 2.471 acres to the south of the Gay Ridge Road roadway connection. The proposed homes are to be accessed from eastern or western cul-de-sacs that branch off from the entrance roadway connecting to US Route 6. The general design concept for the site focuses on minimizing impacts and preserving existing wetlands on the property to the maximum extent practical.

A curvilinear road system is proposed rising from approximate elevation 534 feet at Route 6 and splitting off into the two cul-de-sacs with high point elevations of 602 feet and 610 feet, respectively, with a maximum gradient of eight percent. At the request of the Planning Board, the proposed western cul-de-sac now provides access to a proposed onsite roadway connection to Gay Ridge Road that would allow for alternative site access through what is now a cul-de-sac. This connection was added at the Planning Board's request. The connection to Gay Ridge Road also accesses the proposed soccer field and associated 28-space parking lot near the western edge of the site. A future right-of-way extending southward from the end of the eastern cul-de-sac provides the potential for a future connection to lands to the south. Individual houses are located where the existing topography provides opportunities for construction with minimum areas of disturbance.

The entire site is located within a R1-20 single-family residential zoning district, as are lands to the west and south, which are predominantly characterized by low density residential uses. Vacant land to the east in the Town of Somers is zoned for single-family residences on lots of 40,000 square feet or more, while industrially-zoned land immediately north of US Route 6 is undeveloped facing the western portion of the site, and developed with a commercial nursery facing the subject site adjacent to the Town line. The Town of Somers land that abuts the project site to the east is planned for dedicated open space as part of the Windsor Farms project, which is to be developed with homes on the north side of Route 6 near the Town line.

The park parcels proposed at the northwestern portions of the site preserve wetlands in those areas and provide substantial open space buffer between the proposed homes and US Route 6. The soccer field is proposed to the south of a proposed open space parcel, on the south side of the proposed roadway connection to Gay Ridge Road. Additionally, the proposed subdivision plan incorporates substantial amounts of open space on several lots, particularly on Lot 1, which is approximately 2.3 acres in size, as well as Lot 10, which comprises

approximately 4.5 acres. The open space areas include undeveloped wooded upland and wetland areas. The Applicant proposes the establishment of easements on Lots 1 and 9 to allow for maintenance access to proposed drainage basins. In addition to the three proposed park parcels, on-site roadways and infrastructure are expected to be dedicated to the Town of Yorktown.

Significant Beneficial and Adverse Impacts

Land Use, Zoning and Public Policy

The overall land use pattern in the surrounding areas of northern Yorktown is already developed with medium to high density residential uses predominating, and commercial uses present along Route 6 in the hamlet of Jefferson Valley. The proposed residential use and density of the proposed project, and the soccer field and preserved open space are not expected to result in adverse land use or zoning impacts. The proposed density of project, with a total of 34 four-bedroom single-family residences having an average lot area of approximately 0.81 acres, is generally consistent with the density of the surrounding neighborhood in the Town of Yorktown. With approximately 43 percent of the site proposed to remain undisturbed, and a substantial amount of the site in its northern and central portion to be preserved as open space, the proposed development would be compatible with surrounding land use patterns, and would maintain the low density pattern of residential development and open space setting of this general area.

With regard to zoning and other applicable regulations, the proposed development is an as-of-right permitted use within the existing R1-20 zoning district and complies with all bulk requirements contained in the Town Code. The 1983 Development Plan for the Town of Yorktown identifies the existing use of the project site as vacant land and recommends the subject site for potential laboratory/office, college campus and planned industry uses. However, this recommendation is not consistent with the current R1-20 zoning designation of the subject site, or the residential context of this section of the town. Furthermore, in order to ascertain the possibility of developing the subject site for office use, an office market demand study was prepared by Housing and Neighborhood Development Services in July 2003 at the request of the Applicant. This study demonstrated that there is low demand for such uses in this area due a number of factors.

Yorktown's ongoing Comprehensive Plan review process has resulted in preliminary recommendations to rezone the project site to the OB-Office Campus District to accommodate changes that have occurred over the last decade. For reasons stated later in this document, with regard to the 1983 Town Development Plan, the proposed project would not be consistent with the preliminary recommendation of the Draft Comprehensive Plan to rezone the project site to the OB-Office Campus District. Moreover, it is the applicant's opinion that a commercial use at this site would conflict with the existing pattern of development in the area, and overburden local roads with traffic and noise.

The proposed action would be consistent with other Draft Comprehensive Plan goals and policies related to the protection of open space and proposed dedication of parkland. By retaining the residential character of the area and minimizing traffic congestion (in comparison to alternative office/lab development that would generate approximately four-six times as much traffic as the proposed project), the Yorktown Farms subdivision would address some of the key issues that are discussed in the Town's Draft Comprehensive Plan.

Another Comprehensive Plan Task Force draft recommendation relevant to the proposed project is for the rezoning of all residentially zoned development sites in the Town to a two-acre density. The discussions in the Draft Comprehensive Plan relating to potential future rezoning of vacant land in the town have relied on arguments related to "development stress," including potential traffic impacts and negative impacts related to community character and open space. In the Applicant's opinion, however, these justifications cannot reasonably be applied to the Yorktown Farms site, since traffic has not been shown to be a problem in the area where the Yorktown Farms project is located, and the area surrounding the Yorktown Farms site is not one that contains a large lot context.

While the proposed residential density of the Yorktown Farms subdivision is slightly lower than that recommended for the area south of US Route 6 in this vicinity by the Westchester County Master Plan Patterns for Westchester: The Land and the People (referred to herein as Patterns), the proposed project would be generally consistent with relevant policies found in Patterns including to have Medium Density Suburban areas such as this area blend physical development with the natural environment, with their primary character being residential. With central water supply and sewers in the area generally available, or having potential for expansion, the proposed project would channel development to an area where infrastructure can support growth, in close proximity to the intermediate center of Jefferson Valley, which is located less than two miles to the west.

The project will preserve and protect natural resources to the maximum extent possible, including on-site wetlands. By protecting the open space character of US Route 6 in this vicinity, the project achieves an important goal of both the County and the Town of Yorktown, while increasing housing supply and the Town's inventory of recreational fields and dedicated open space.

Geology, Soils and Topography

The property is characterized by gently rolling topography highlighted by a broad north-south trending hillside in the center of the site with grades generally sloping towards the north and east. The highest elevations on-site are found in the southwestern hilltop, with an elevation of 614. The lowest elevations on the site are found in a depression in the northwest corner of the site along Route 6, with an elevation of 516. Elevations vary approximately 100 feet across the site.

The project site is underlain primarily by four soil types: Woodbridge fine sandy loam, which dominates the sloping fields and pastures in the central and northern portions; Charlton-Chatfield complex soils found on the hilltop in the southwest corner of the site; Paxton fine sandy loam, located on the eastern property slopes; and Ridgebury loam soils, which are mapped in drainage channels and wetlands in the center and western edges of the site. A small area of Sun loam is mapped in the wetland stream channel in the southeast corner of the site.

Slopes Impacts

Impacts to steep slopes are directly related to the potential for soil erosion during construction. The majority of grading for the proposed project will occur in areas with slopes of less than 10 percent. Impacts to steep slopes of 15 percent or greater are mostly limited to the site entrance

roadway, the storm water detention basins along the eastern edge of the site, and grading for proposed homes along the eastern edge of the site.

Exposing soils on steep slopes during construction increases the potential for erosion in the short term. This potential impact will be mitigated by adherence to soil erosion and sedimentation control practices described herein. Following construction, soil erosion from the property is expected to be minimal since developed areas will be stabilized with lawns and landscaping, and stormwater management features will be fully functional.

Soils Impacts

Grading and recontouring of soils is required for the construction of roads, individual home sites and driveways, and the five stormwater detention basins. The total area of grading or site disturbance is estimated to be 24.62 acres, or 57 percent of the site. Therefore, approximately 18.6 acres, or 43 percent of the site, will remain undisturbed. Impacts to soils associated with this work are temporary in nature, relating to erosion hazards. Soils that will be covered with impervious surfaces (totaling 5.8 acres) will be permanently disturbed. Virtually all of the disturbed area that does not become impervious will be graded, seeded and landscaped, including the stormwater management basins.

The majority of residential and road construction will occur within soils mapped as Woodbridge loam and Chatfield-Charlton Complex soils. Only limited grading will occur in areas of mapped Ridgebury and Paxton soils, and no grading will occur in Sun loam wetland soils. As described in the soils characteristics above, Woodbridge soils have the potential for construction limitations due to wetness, while Chatfield-Charlton soils may have limitations due to slope and depth to bedrock. With proper construction techniques, such soil limitations will not impact the project. Mitigation measures to ensure limited construction impacts due to erosion or blasting include the use of Best Management Practices (BMPs) and measures described in the Soil Erosion and Sediment Control Plan found herein.

Based on the characteristics of the on-site soil types, the potential for sheet and rill erosion (erosion from a small channel) during site construction activities is moderate. The potential impact of soil disturbance can be directly related to slopes, since all soils on-site have similar qualities relative to erosion potential. Most disturbance will occur on slopes of less than 15 percent.

A site specific Erosion Control Plan has been developed for the project and is shown in Sheet 3 of this DEIS. Erosion control and slope protection will be undertaken in accordance with Westchester County's Best Management Practices Manual for Erosion and Sediment Control (1991). It is anticipated that the proper design and implementation of these measures, along with consistent and frequent inspections, will ensure success of the project with minimal soil erosion impacts.

Total earthwork is estimated to involve approximately 82,711 cubic yards (cy). While the preliminary estimates indicate that there would be an excess cut of 33,123 cy over the entire site, efforts will be made to utilize as much of this excess material on-site as possible. The relatively large volume of excess material is primarily the result of major cuts required for the construction of the access road entrance, and the requirement to maintain a road grade of 8 percent or less. The required grading for the majority of the roadway and residential development is not extensive.

Geology Impacts

The absence of bedrock outcrops on the site indicates that blasting may not be required for project construction, or if required, it will be limited. Soil borings or other geotechnical investigations have not yet been completed on the site, and therefore, the need for blasting has not yet been established. For the purposes of this assessment, it is assumed that blasting may be required in estimated areas of greater than 20 feet of material cut and may be required in two relatively small areas.

Quantities of rock excavation cannot be determined from available information but subsurface investigations will be conducted to confirm the actual depths to bedrock prior to application to the Town for a blasting permit. In some areas where rock is encountered, ripping bedrock may be possible in lieu of blasting. Due to the nature of the bedrock, it is anticipated that bedrock geology will not be significantly disturbed by the necessary rock removal for this project. Any blasting will be carried out in accordance with the blasting mitigation plan described herein.

Groundwater and Surface Water Resources

The project will utilize municipal water and will not drill wells into the local bedrock aquifer for potable water purposes. Sewage will be disposed of in a municipal system.

The project will result in approximately 5.8 acres of impervious surface added to the project site. This represents approximately 13 percent of the site acreage. As a worst case estimate, the project may reduce groundwater recharge by 13 percent or by 2,780 gpd. The proposed stormwater management systems are designed to collect stormwater from roads and driveways and maintain or reduce stormwater flow volumes from the site. Therefore, the majority of stormwater collected from impervious surfaces will be routed to stormwater detention basins, swales and other stormwater management features, and either reenter existing on-site surface water bodies and wetlands or percolate into the soil, similar to pre-construction conditions. A small percentage of on-site rainfall will evaporate from proposed roadways, driveways, and rooftops. Therefore, project related impacts to groundwater resources are expected to be minimal.

A portion of the site is within the New York City watershed. Construction activities within the watershed are subject to New York City Rules and Regulations. A stormwater management plan has been developed for this project to ensure that future development will not impact receiving waters or wetlands hydrologically or by excess additional pollutant loading. The quality of stormwater discharging from the project site is projected to be high under the proposed stormwater management plan.

Under the stormwater management plan, future stormwater rates will be maintained at, or reduced below, present levels for all storm events at all drainage area design points where stormwater exits the property. This is done through either the diversion of water, or the routing of water into retention basins. Thus, there will be no adverse impacts related to downstream flooding.

Vegetation

This project will result in the alteration of the vegetative character of a portion of this property, and the elimination of vegetation from those areas that will become impervious surfaces. Up to 12.82 acres of upland forest vegetation will be removed as a result of the proposed project, and 11.09 acres of open meadow. A total of 24.7 acres of the site will be affected as a result of clearing and grading necessary for the creation of a residential subdivision on this parcel.

Of the 1,585 trees on the site, 47 trees were identified as being of significant size (greater than or equal to 24 inches in diameter. Of these 47 trees, 33 were identified as being preserved under the current plan, and 5 additional trees could be saved with careful site work.

Disturbance Calculations			
	Existing Acreage	**Disturbed Acreage**	**Post-Development Acreage**
Impervious Surfaces	0.0	0.0	5.8
Second Growth Woods (upland)	21.8	12.8	8.9
Woods (wetland)	4.1	0.3	3.8
Old Field/ Meadow (upland)	16.3	11.1	4.7
Shrub-scrub Wetland	1.6	0.4	1.2
Turf & Landscaped Areas	0.0	0.0	17.7
Water Quality Basins	0.0	0.0	1.1
TOTAL	43.2	24.7	43.2
Source: Ralph G. Mastromonaco, P.E., P.C., 2004			

As described in Section 3.7, wetland areas will be impacted in three different locations on the site. Wetland impacts will occur in areas of wooded wetlands and wetlands with scrub-shrub vegetative characteristics. While this will result in the minor loss of wetland function as described in Section 3.7, this activity will not have an impact on any unique or unusual vegetation on this property.

Wildlife

Based on aerial photography, the project site appears to have been used for agricultural purposes through at least 1960. At that time, approximately 90 percent of the site was mowed or used as pasture, with the exception of the wet and more steeply sloped area in the southeast corner of the site. Habitat types that have been identified include forested uplands, forested wetland, scrub-shrub wetland, old field, hedgerows and stone walls. A site specific list of species common to the area that could reasonably be expected to utilize the site or the surrounding environment is provided in Chapter 3.4.

A variety of small terrestrial animals have been sighted on the project site during the course of site evaluations for wildlife and habitat potential. These small animals include rabbits, raccoons, squirrels, chipmunks, and various bird species. Deer also utilize the property. The project site is used by numerous species of birds, particularly those that make use of the open field and edge habitat that exists. According to the New York State DEC, there are no rare or endangered wildlife species known to inhabit the site or nearby areas.

No significant impacts to rare or endangered species are anticipated as a result of the proposed project. As described in Chapter 3.4, the project site was reviewed for potential use by a number of rare, endangered or protected species, as listed by the New York State DEC (2001). Based on the old field habitat of the property and the existence of isolated wetland areas, habitat potential for the following species listed by the State as endangered or threatened was analyzed:

- Bog Turtle - Endangered
- Mud Turtle - Endangered
- Tiger Salamander - Endangered
- Northern Cricket Frog - Endangered
- Fence Lizard - Threatened
- Timber Rattlesnake - Threatened

Habitat potential for the following species of special concern was also evaluated:

- Spotted Turtle
- Wood Turtle
- Eastern Box Turtle
- Eastern Hognose Snake
- Worm Snake
- Marbled Salamander
- Jefferson Salamander
- Blue spotted salamander

Upland vegetation will be removed as a result of the proposed project, which will impact some of the wildlife habitat on this site. A total of 24.7 acres of the site will be affected as a result of clearing necessary for the creation of a residential subdivision on this parcel, including a portion of the available woodland and meadow wildlife habitat, including stone walls. Proposed construction will convert approximately 5.8 acres into impervious surfaces for roads, driveways and buildings. The remainder will be cleared and developed as a residential subdivision, with a total of 34 building lots on this 43.2 acre parcel. Wooded and un-maintained meadow areas will still encompass 18.6 acres, or over 43 percent of the site.

The largest potential impact to the ecology of this site is the elimination of a large portion of the edge habitat that exists at the interface between the fields and tree line. Predatory species use this area for hunting, and prey species use it as an opportunity to find new food sources in close proximity to cover areas. These impacts are consistent, however, with those incurred wherever medium density residential projects are built, and are not in any way unique to this property. Where appropriate, retaining walls have been utilized to reduce overall grading and land disturbance, although the topography of this site allows for construction of the majority of the project with minimal grading except at the site access. This will result in the preservation of

a higher number of trees than is usual for a project of this scope. Corridors of undisturbed vegetation can be preserved along the edges of the site and through the center of the property, along with larger blocks of habitat within and adjacent to existing wetlands on the site.

Air Resources - Air Quality

Construction related air quality impacts from the proposed project include fugitive dust and particulate matter from the project site, and emissions from construction equipment and vehicles. However, no sensitive receptors such as schools, hospitals, senior living facilities, or churches exist in the immediate vicinity of the project site.

No long-term air quality impacts are expected to result from the proposed residential development or its onsite recreational facilities. The air emissions generated by the proposed single-family residences will be similar to those generated by other residences in area neighborhoods.

The primary generators of air emissions from construction of the proposed residences include passenger vehicles, gas-powered equipment, and heating systems. Given the proposed density of the project, the projected volume of traffic, the anticipated quantity of lawn areas to be mowed, the installation of new and efficient heating systems, and the overall amount of undisturbed vegetation proposed, no air quality impacts are expected to result from the proposed Yorktown Farms subdivision.

Noise

No significant adverse noise impacts are anticipated as a result of the proposed project. After construction and occupancy of the proposed residences, noise levels can be expected to be similar to the surrounding and existing occupied areas, as the subject site will contain a residential use similar to those found in many sections of the surrounding area. Seasonal use of the proposed soccer field will result in some elevated noise levels beyond those typically associated with residences. These effects would occur near the northwestern property line only during times when the field is in use. Noise effects from the proposed soccer field would be limited by intervening vegetation, with forested wetland areas situated between existing homes to the west and the proposed field. As such, upon completion of construction, the proposed project is not expected to produce significant adverse noise impacts on the areas surrounding the project site.

Blasting may be necessary around the area of the site driveway south of Route 6 and for the construction of the detention basin near the northwestern corner of the site. Subsurface investigations will be conducted prior to construction to confirm the actual depths to bedrock. If bedrock is found, other construction methods will be evaluated, such as cutting, ripping, or chipping, that can be used in lieu of blasting.

Any potential blasting that is required will be done in full conformance with New York State Code, the Town of Yorktown Blasting and Explosives regulations §124, and the project-specific Blasting Specifications provided in Appendix H. Blasting operations will be conducted under the direct control and supervision of competent and licensed persons. The blasting contractor performing the work will be fully insured in accordance with §124. Once any required blasting sites have been identified, a general blasting schedule will be developed and a blasting permit will be obtained from the Building Inspector covering the specific blasting operation. Blasting

will not be conducted between the hours of 5:00 PM and 8:00 AM, nor on Sundays, in accordance with §124.

Traffic

The Yorktown Farms site has frontage on US Route 6 and Gay Ridge Road. Proposed accesses are from both US Route 6 and Gay Ridge Road. A Highway Work Permit from the New York State Department of Transportation is required for site access to US Route 6.

The project is projected to generate 33 AM and 41 PM peak hour trips. Existing traffic volumes for roads at the study intersections and projected traffic volumes under the No-Build condition (future traffic levels without proposed project) and Build condition (future traffic levels with proposed project) are summarized in Chapter 3.10 of this DEIS. Intersection operations under the anticipated Build condition based on anticipated flow changes are summarized in the following two tables. Under conditions with the proposed project, levels of service at all study intersections would remain unchanged in comparison to the No-Build condition except for where Gay Ridge Road declines from level of service A to level of service B in the a.m. peak hour.

Placing site access on US Route 6 reduces potential site traffic on existing local residential cul-de-sac streets. It is anticipated that traffic leaving the site for westbound US Route 6 during the peak hours may use Gay Ridge Road based on delays to left turning traffic exiting the site at US Route 6. Traffic exiting the site onto Gay Ridge Road would entail 15 vehicles in the a.m. peak hour and nine vehicles in the p.m. peak hour. While the new site access road becomes a new access point on US Route 6 and may be inconsistent with State arterial management policies and with the Town's draft Comprehensive Plan Goal 3-B, it is consistent with the Town's Draft Comprehensive Plan Goal 3-E, which is to "work to reduce speeding and traffic volumes along local residential streets and create a safe environment for pedestrians and bicyclists in those areas." The proposed access configuration divides site traffic between US Route 6 and Gay Ridge Road.

Build Condition Level of Service Summary
Unsignalized Intersections

Intersection Roads	Lane Group (Approach Direction -Movement)	A.M. Weekday Peak Hour Volume to Capacity Ratio	A.M. Weekday Peak Hour Delay (secs./ vehicle)	A.M. Weekday Peak Hour Level of Service	P.M. Weekday Peak Hour Volume to Capacity Ratio	P.M. Weekday Peak Hour Delay (secs./ vehicle)	P.M. Weekday Peak Hour Level of Service
Windsor Road (west)/ US Route 6							
US Route 6	EB-LT	0.03	9.6	A	0.03	10.6	B
Windsor Road	SB-LR	0.20	27.0	D	0.25	43.4	E
Gay Ridge Road/ Curry Street							
Curry Street	SB-LT	0.00	7.8	A	0.01	8.0	A
Gay Ridge Road	WB-LR	0.03	10.3	B*	0.04	11.4	B
Gomer Street extension/Curry Street							
Curry Street	SB-L	0.00	7.5	A	0.01	7.9	A
Gomer Street Ext.	EB-LR	0.13	11.9	B	0.31	14.4	B
Jefferson Court/ Curry Street							
Curry Street	SB-LT	0.00	7.5	A	0.01	7.6	A
Jefferson Court	WB-LR	0.02	9.0	A	0.02	9.6	A
US Route 6/Site Access							
US Route 6	WB-LT	0.00	10.2	B	0.02	10.5	B
Site Access	NB-LR	0.03	17.5	C	0.02	18.1	C

Level-of-Service (see Table 3.10-1 for level-of-service criteria).

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
L = left, R = right, TR = through and right, (e.g. WB-L = Westbound left).

* Indicates reduction in level of service compared to the No Build Condition.

Build Condition Level of Service Summary
Signalized Intersection

Intersection Roads	Lane Group (Approach Direction -Movement)	A.M. Weekday Peak Hour Volume to Capacity Ratio	A.M. Weekday Peak Hour Delay (secs./ vehicle)	A.M. Weekday Peak Hour Level of Service	P.M. Weekday Peak Hour Volume to Capacity Ratio	P.M. Weekday Peak Hour Delay (secs./ vehicle)	P.M. Weekday Peak Hour Level of Service
US Route 6	EB-L	0.02	10.5	B	0.15	11.5	B
	EB-TR	0.55	14.2	B	0.71	16.7	B
US Route 6	WB-L	0.16	10.3	B	0.31	16.1	B
	WB-TR	0.37	7.3	A	0.48	8.1	A
Curry Street	NB-LTR	0.72	29.7	C	0.68	28.1	C
Curry Street	SB-LTR	0.77	37.8	D	0.71	30.6	C
	Overall		16.1	B		15.7	B

Level of Service (see Table 3.10-2 for level-of-service criteria).

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = Left, T = Through, R = Right, (e.g. WB-L = Westbound left).

Community Services and Services

Police Protection

The Yorktown Police Department provides police protection services to the project area. According to correspondence on July 23, 2003 from Robert Arruda, Chief of Police, Yorktown Police Department (see Appendix B), the Town of Yorktown Police Department is currently understaffed. Based on correspondence from Chief Arruda, the Yorktown Town Board has determined that it will expand the number of police officers by one each year until the department has hired six more officers. These officers would be available for patrol duties to respond to calls for services, including the approximately four calls per month expected to result from the 123 new residents that are projected as a result of the proposed project. The probable response time to the project site will be between approximately one and three minutes.

Fire Protection

The Lake Mohegan Fire District provides fire protection and ambulance service to the project area. The Lake Mohegan Fire District has four stations. The nearest station is the Jefferson Valley Mall station, which is located less than a mile from the site. The proximity of the station to the site will generally allow a quick response time, generally within two minutes. If mutual aid is needed, the Fire District would be assisted by fire fighters from nearby communities. The proposed Yorktown Farms subdivision is projected to generate annual tax revenues to the Mohegan Lake Fire District of approximately $23,035, providing necessary capital to the District to allow for increased appropriations for purchase of new fire equipment. Therefore, no mitigation measures are proposed.

Schools

The project site is served by the Lakeland Central School District. The district includes five elementary schools, one middle school, two high schools, and one alternative high school. Based on the proposed number of single-family residences, a total of 30 school-age children are projected to reside within the Yorktown Farms subdivision. Costs to the School District as a result of the projected increase in enrollment associated with the Yorktown Farms project would be offset by projected annual school tax revenues from the proposed project of $362,122.

Recreational Facilities

More than 2,267 acres of parkland are located within the Town of Yorktown. With a population of 36,318 persons in 2000, Yorktown has more than 62 acres of parkland per 1000 population. The proposed project will add a projected 123 persons to Yorktown's population and increase local demand for recreation facilities and open space. The aggregate area of recreational open space needed to serve the projected 123 residents of Yorktown Farms is estimated at between 0.77 and 1.29 acres of land, divided between various recreational facilities. With the high level of existing parks and recreational facilities available in the Town of Yortktown, no significant adverse effects on recreational or open space resources are expected as a result of the projected 123 new residents.

A soccer field and associated 28-space parking lot are proposed on the western side of the project site for dedication to the Town as part of the Yorktown Farms project. Several

additional park parcels are also proposed for dedication to the Town, facing Route 6 to the west of the proposed subdivision entrance and to the south of the proposed roadway connection to Gay Ridge Road. These facilities would serve all residents of the Town, further offsetting the demand for recreational open space generated by project residents.

Solid Waste Disposal

The Town of Yorktown Garbage and Refuse District provides municipal refuse collection and disposal services through a private hauler for residences within the Town, including the project site. The future residents of the Yorktown Farms subdivision would be expected to generate approximately 34 tons of solid waste annually. The total anticipated amount of solid waste generated represents approximately .06 percent of the domestic solid waste currently managed by the Town. No significant impacts to solid waste disposal services are anticipated and no mitigation measures are proposed.

Utilities

Water Supply

The proposed project is expected to require 12,300 gallons of water per day. This represents approximately .30 percent of the 4.1 million gallons of water per day (average) provided by the Consolidated Water District of the Town of Yorktown. Therefore, there appears to be adequate capacity available to meet the anticipated water demands of this project, and no adverse impacts are expected. No water supply or pressure problems are expected during construction.

Sanitary Sewage Impacts

The proposed project is expected to generate approximately 11,070 gallons per day of sewage. Site generated sewage would be collected and conveyed to the Westchester County Peekskill treatment plant via a new Town-owned line. Before any work by the Applicant is performed, an application for a connection permit will be filed with the Town Engineer. All new water main and sewage system improvements and appurtenances will be installed at no cost to the District. All work will be done in accordance with the standards and specifications of the Town of Yorktown and the Westchester County Department of Health. The proposed subdivision would generate appropriate tax revenues for the Westchester County Peekskill Sewage Treatment Plant ($16,330) and the Consolidated Water District ($12,771). No significant adverse impacts to utilities are anticipated and no mitigation measures are proposed.

Cultural Resources

Visual Resources

The project site is located in a setting of rolling topography and suburban development, where views are generally limited by the nearby hills, vegetation and curving roadway corridors. The configuration of the site, with its narrow end along US Route 6, provides for limited views into the site from this primary transportation corridor. A visual resources field survey was conducted from local roads in the project area on December 19, 2003, to identify locations in the vicinity where the project site may be visible from roads and properties with public access. No aesthetic resources (historic resources or scenic resources) have been designated by the Town in the immediate project area. No public facility was identified within the potential viewshed of

the project site. No natural areas of significant scenic value that would be sensitive to changes in the visual environment were identified within the site viewshed, and no structures of significant architectural design were identified in the immediate vicinity of the project.

Construction of the project as proposed will remove approximately 24.62 acres of existing woods and cultivated fields on the site and replace it with house lots and roads, thus creating a change to the visual character of the site. Following construction of the proposed subdivision, views of the site from US Route 6 and from the identified view points west of the property will change to a more developed setting, similar in character and density to housing development in the Curry Street area and other developed areas in the site vicinity. The visibility of this development is anticipated to be limited by topography to the proposed house lots closest to the viewer, whether on US Route 6 or on the local roads to the west.

No views from significant aesthetic resources have been identified that would be adversely affected by this project. The suburban character of the site area will be maintained by preserving vegetation at the perimeter of the site and in large contiguous areas in the northern portion of the property. The proposed development will be visually compatible with surrounding residential and undeveloped land. Furthermore, the combination of a residential subdivision and associated areas of open space will complement the suburban residential character that exists in the area. Since provisions to preserve the visual character of the surrounding area are part of the project design, visual mitigation measures are not proposed.

Historic and Archeological Resources

There are no structures of significant architectural design identified or designated in the immediate site vicinity. Information provided by NYS Office of Parks, Recreation and Historic Preservation (OPRHP) and NYSM (New York State Museum) indicates that no historic and/or prehistoric sites listed on, eligible for, or under consideration for the State or National Registers of Historic Places are located on, or within the vicinity of, the project area. No adverse impacts to historic and archeological resources have been identified for the proposed project. Therefore, no mitigation measures are warranted.

Socioeconomic - Demographics

The Town of Yorktown is a growing suburban community with a demographic profile and growth trends that are fairly similar to those of the North County portion of Westchester County in which the Town is situated. The North County area is located in the New York metropolitan region's outer ring, an area of high growth and development. Based on a total 2000 population of 36,318 persons, the Town of Yorktown has a population density of 919 persons per square mile, compared to 847 persons per square mile in 1990, or an average annual increase in population density of 0.9%. The 34 four-bedroom, single-family homes that are proposed as part of the Yorktown Farms subdivision are projected to add 123 persons to the Town's population, including 30 school age children. The addition of 123 persons to the Town's total population represents a 0.34 percent increase over the 2000 recorded population. This level of growth is consistent with anticipated future levels of growth in the Town of Yorktown. No significant population impacts are anticipated. Therefore, no mitigation measures are proposed.

Socioeconomic - Fiscal

The net increase between the total current tax revenues generated by the site for the Lake Mohegan Fire District, the Westchester County Peekskill Sanitary Sewer District, Advanced Life Support District/Emergency Medical Services, Westchester County and Westchester County Refuse is projected to be approximately 34 times the level of tax revenues currently generated by the property.

The net increase between the total current school tax revenues generated by the site ($10,399) and the total future project-generated school tax revenues for the subdivision ($362,122) is projected to be approximately $351,724, or 34 times the school tax revenues generated currently by the property. As noted above, 30 school-age children are projected to live within the proposed Yorktown Farms subdivision when all homes are constructed and occupied. Based on a typical cost/revenue analysis using the proposed enrollment and budget figures, the portion of the budget to be raised for the additional 30 students through property taxes would be $361,140. With the project projected to bring $362,122 in additional property tax revenue to the school district, a surplus of $982 would be generated to the school district as a result of the proposed project.

To summarize, the proposed Yorktown Farms subdivision project is projected to yield a fiscal benefit to the Town of Yorktown and the Lakeland Central School District. Tax rates for municipal services are based on the costs for potential demand and the projected taxes are, therefore, expected to be more than sufficient to cover such services. No potential adverse fiscal effects have been identified and, therefore, no mitigation measures are proposed.

Project Alternatives

The New York State Environmental Quality Review Act (SEQRA) calls for a description and evaluation of the range of reasonable alternatives to the proposed action which are feasible, considering the objectives and capabilities of the project applicant. The proposed project is presented on the attached Preliminary Plat and discussed in detail in the body of this report. Six of the following alternatives were included in the Lead Agency's adopted scope, with the remainder added at the request of the Yorktown Planning Board in 2004. Tables comparing impacts are provided at the end of this chapter.

- Cluster Park Alternative (Sketch Plan R4)
- Connection of Gay Ridge Road to Jefferson Court (Sketch Plan R5)
- Connection of Gay Ridge Road to Stonewall Court (Sketch Plan R6)
- Loop Road Option (Sketch Plan R3)
- Connection of Gay Ridge Road to Route 6 (Sketch Plan R2)
- Office/Lab Use (Sketch Plan C-1)
- Reduced Density Alternative (24-lot conventional layout)
- R1-20 Cluster Alternative
- R1-40 Cluster Alternative
- R1-80 Alternative
- Office/Lab Use (Sketch Plan C-1)

All of the initially studied residential alternatives (Sketch Plans R2 - R6) would result in more construction disturbance and associated impacts to wetlands than the proposed conventional subdivision. The R1-20 Cluster Alternative would result in an increase in the number of homes

developed on the project site, while decreasing construction disturbance and impacts to wetlands. However, the sizes of proposed lots would be less compatible with the density of development on land adjacent to the west, including homes located at the end of Stonewall Court.

Three of the alternatives that were added at the request of the Planning Board (Reduced Density Alternative with 24 lots, R1-40 Cluster Alternative and R1-80 Alternative) would result in less total construction disturbance while also substantially reducing the number of proposed homes in comparison to the proposed action. These three alternatives would also result in reduced wetland disturbance, with the exception of the 24 Lot Reduced Density Alternative. However, these alternatives are not considered to be economically feasible for this site due to the reduced return on the applicant's investment that would be realized with no significant reduction in infrastructure costs. These alternatives are not consistent with the goals and objectives of the Applicant and would also produce substantially less housing to meet strong and growing demand in the Town of Yorktown.

The Office/Lab Use Alternative would generate between approximately four and six times the amount of traffic as the proposed project. While it would not generate any new enrollment for the school district, the Office/Lab Alternative would have considerably more impacts on visual conditions, and from the creation of new impervious surfaces, than the proposed project or any of the other residential alternatives examined.

Required Permits and Approvals, Involved Agencies and Interested Parties

Approvals and referrals required for this project and agencies having approval and permitting authority for the proposed action ("Involved Agencies") are listed below:

- Subdivision Approval, Town Wetland Permit, Erosion Control Permit - Town of Yorktown Planning Board, as Lead Agency
- Water Connection and Sewer Connection - Westchester County Department of Health
- Section 239 Referral (within 500 feet of Municipal Border, State Road) - Westchester County Planning Board
- Stormwater Management/Sewer Connection/Stream Piping and Diversion - New York City Department of Environmental Protection
- SPDES General Permit for Stormwater (GP-02-01) - New York State Department of Environmental Conservation
- Highway Work Permit - New York State Department of Transportation Region 8
- Nationwide Permit #39 for Wetland Activities - U. S. Army Corps of Engineers Division of Regulatory Affairs, Eastern District

A listing of Involved Agencies and Interested Parties is provided in Appendix A.

Alternative Impact Comparisons: Open Space and Natural Resources									
	Developed Area				*Open Space Resources* (acres)			*Natural Resource Impacts* (acres)	
Alternative / *Area of Concern*	*Residential Units*	*Impervious Surfaces*	*Lawn/ Landscaping (acres)*	*Water Quality Basins*	*Wetlands, including Water Surfaces*	*Woods (uplands)*	*Meadows*	*Total Construction Disturbance*	*Wetland Disturbance*
No Action	0	0	0	0	5.60	21.76	15.81	0	0
Proposed Action	34	5.84	17.68	1.11	4.88	8.94	4.72	24.62	0.72
Cluster Park Alternative (R4)	39	4.49	23.07	0.86	4.86	7.08	2.82	28.42	0.74
Connection of Gay Ridge Road to Jefferson Court (R5)	35	4.08	25.27	1.01	4.71	5.73	2.37	30.36	0.89
Connection of Gay Ridge Road to Stonewall Court (R6)	34	4.05	23.35	1.28	4.68	7.12	2.69	28.67	0.92
Loop Road Option (R3)	35	3.80	21.30	1.18	3.88	7.40	5.61	26.27	1.72
Connection of Gay Ridge Road to Route 6 (R2)	34	3.92	23.50	1.07	4.45	7.28	2.96	28.49	1.15
Reduced Density Alternative (24-lot conventional layout)	24	6.10	13.08	0.76	4.74	12.78	5.70	19.94	0.86
R1-20 Cluster Alternative	39	4.51	10.32	0.76	5.29	14.09	8.20	15.59	0.31
R1-40 Cluster Alternative	19	2.65	6.87	0.76	5.29	18.58	9.02	10.28	0.31
R1-80 Alternative	12	2.73	6.83	0.56	5.57	18.04	9.44	10.12	0.03
Office Alternative (C1)	0	11.17	6.29	1.85	5.53	10.97	7.36	19.30	0.07
Source: Ralph G. Mastromonaco, P.E., P.C.									

Alternative Impact Comparisons: Community Resources and Traffic

	Community Resources							*Traffic*	
Area of Concern / *Alternative*	*Residential Units*	*Population*	Recreation Fields: Baseball / Soccer	Water Demand/Sewage Flow (gpd)	School-age Children	Cost to School District	Revenue to School District	*Access*	*Traffic Generation**
No Action	0	0	0 / 0	0	0	0	$10,399	none	0/0
Proposed Action	34	123	0 / 1	12,300	30	$361,140	$362,122	Gay Ridge Rd and US Rt. 6	33/41
Cluster Park Alternative (R4)	39	141	1 / 1	14,100	34	$409,292	$415,375	Gay Ridge Rd and US Rt. 6	37/46
Connection of Gay Ridge Road to Jefferson Court (R5)	35	127	1 / 1	12,700	31	$373,178	$372,773	Jefferson Ct. and Gay Ridge Rd	33/41
Connection of Gay Ridge Road to Stonewall Court (R6)	34	123	1 / 0	12,300	30	$361,140	$362,122	Stonewall Ct. and Gay Ridge Rd	33/41
Loop Road Option (R3)	35	127	1 / 0	12,700	31	$373,178	$372,733	Stonewall Ct. and Gay Ridge Rd	33/41
Connection of Gay Ridge Road to Route 6 (R2)	34	123	1 / 0	12,300	30	$361,140	$362,122	Gay Ridge Rd and US Rt. 6	33/41
Reduced Density Alternative (24-lot conventional layout)	24	87	0 / 1	8,700	21	$252,798	$255,616	Gay Ridge Rd and US Rt. 6	27/30
R1-20 Cluster Alternative	39	141	0 / 1	14,100	34	$409,292	$415,375	Gay Ridge Rd and US Rt. 6	37/46
R1-40 Cluster Alternative	19	69	0 / 1	6,900	17	$204,646	$202,362	Gay Ridge Rd and US Rt. 6	23/24
R1-80 Alternative	12	43	0 / 1	4,300	10	$120,380	$127,808	Gay Ridge Rd and US Rt. 6	17/16
Office Alternative (C1)	0 [1]	0	0 / 0	16,690	0	0	$261,834	US Route 6	273/188

*Traffic Generation includes a.m. peak hour trips/ p.m. peak hour trips excluding seasonal trips (2/20) per recreation field.
[1] zero residential units and 160,000 square feet of office space.
Source: Tim Miller Associates, Inc.