

1.0 SUMMARY AND REVISED PROJECT DESCRIPTION

Introduction

This document is a Final Environmental Impact Statement ("FEIS") prepared in accordance with the New York State Environmental Quality Review Act ("SEQRA") and its implementing regulations, 6 NYCRR Part 617. The FEIS is an addendum to the Draft Environmental Impact Statement ("DEIS"), which is hereby incorporated by reference into this FEIS.

The SEQRA documents have been prepared in support of the application of VS Construction Corp., the project "Applicant" and property owner of the site, to develop a realty subdivision on 43.168 acres of land known as "Yorktown Farms Subdivision". The project site is 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 and the Town of Yorktown. Figure 1-1 at the end of this section depicts the proposed subdivision layout, which now is proposed as a 22-lot plan with two open space lots. The lead agency for this action is the Town of Yorktown Planning Board. SEQRA prescribes that the lead agency is responsible for the adequacy and accuracy of the FEIS. At the end of the SEQRA process the Planning Board will adopt a Statement of Findings relative to this subdivision application.

SEQRA Background

The Town of Yorktown Planning Board, acting as SEQRA lead agency, adopted a Positive Declaration on March 25, 2002 requiring that a Draft Environmental Impact Statement (DEIS) be prepared for the project. The applicant prepared the DEIS for this application based on a written Scope of the DEIS accepted by the lead agency on May 20, 2002. The lead agency reviewed the DEIS, dated December 8, 2004, for adequacy with respect to its scope and content for the purpose of public review, and issued a Notice of Completion of the DEIS and Notice of Public Hearing on March 30, 2005. The lead agency held a public hearing on the DEIS and the application on May 9, 2005, at which time the hearing was closed, and held the comment period open for written comments on the DEIS until June 3, 2005. The lead agency received written comments during the comment period.

The project plan underwent some changes subsequent to the DEIS hearing (as explained below -- see *Plan Changes Since the DEIS*) and the "Mitigation Alternative" (hereinafter referred to as the "Revised Plan") along with a brief summary of the changes was submitted by the Applicant to the Planning Board in April 2007. The Board advertised and held a public hearing on the Revised Plan on June 11 and June 25, 2007, at which time the hearing was closed.

In accordance with SEQRA, this FEIS provides written responses to substantive and relevant comments on the DEIS received by the lead agency during the public review period, including oral comments made at the May 9, 2005, June 11, 2007 and June 25, 2007 public hearings. Complete copies of all written comments received on the DEIS are included in FEIS Appendix B. Transcripts of the public hearings are provided in Appendix C.

The FEIS is arranged in sections, with comment summaries and responses arranged by subject area in the same order as presented in the DEIS. A comment summary, in some cases, may incorporate more than one individual comment on the same subject, followed by a response to that comment. The sources of each comment are referenced. Substantive and relevant

comments taken from the letters and hearing transcript are marked with references to the FEIS comment/response numbers in the margins of Appendix B and C.

1.1 Revised Description of Proposed Action

The Applicant intends to subdivide the Yorktown Farms site, install the required infrastructure, and develop 22 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 action has been reduced (number of lots) from the action proposed in the DEIS, which contained 34 lots and a public recreation component, and now includes a community benefit component entailing extensive off-site sewer improvements that will benefit the surrounding community. Figure 1-1 at the end of this section depicts the current proposed subdivision layout. Additionally, the Applicant proposes to pay a recreation fee in lieu of setting aside land within the proposed development for recreational purposes (the DEIS plan included a soccer field). These revisions are made pursuant to conditions of the Town Board's February 2007 rezoning of the project site from R1-80 to R1-40.

Plan Changes Since the DEIS

In October 2005 (after the hearing on the DEIS for this project), the Town of Yorktown rezoned the project site from R1-20 to R1-80 based on recommendations in the Town's Comprehensive Plan. Following that action and through extensive consultation with the Town of Yorktown Planning Board, Environmental Conservation Board and Recreation Commission, the Applicant modified its proposal for Yorktown Farms to reduce the density and include off-site improvements for the benefit of households in the surrounding community. A reduction in the number of proposed homes to 28 homes was discussed with the Planning Board prior to the 22-lot proposal that is now proposed. This revised layout, called the "Mitigation Alternative", would allow the applicant to achieve a viable density of development and accomplish its development goals, while offering a substantial community benefit entailing area-wide sewer improvements that would allow 67 existing properties (66 houses and a church) to connect to the municipal sewer system. Many of the area homeowners have been paying sewer taxes for years without receiving the benefits of sewer service. The Revised Plan would alleviate concerns of health conditions in the community associated with failures of many of the existing septic systems of area homes. Figure 1-2 depicts the extent of the proposed sewer district.

Another major change that was made to the project subsequent to the public hearing relates to access. At a meeting between the New York State Department of Transportation (NYSDOT) and the Applicant's consultant in July 2005, NYSDOT expressed a strong preference that Route 6 access be permitted only for emergency vehicles, in order to comply with departmental policies related to arterial management. (Refer to NYSDOT letters dated June 27, 2005 and November 22, 2006 in Appendix A). The DEIS demonstrated that traffic from the project would not be expected to cause significant adverse impacts on local roads under an alternative that places all project-generated traffic on local roads. In response, the Revised Plan shows primary access from an extension of Gay Ridge Road (which currently terminates at the project site) and an emergency only access to Route 6.

In 2007, the Town of Yorktown responded to the Applicant's community benefit offer by adopting a second rezoning of the project site from R1-80 to R1-40. The 22-lot layout uses the flexibility standards of the Yorktown Town Code to allow for narrower lot widths and smaller lots than would otherwise be permitted in the R1-40 District while providing significant open space in

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two areas of the property. Primary access is proposed from Gay Ridge Road, with emergency only access from Route 6, pursuant to a condition of the Town's rezoning approval.

Compared to the DEIS plan, the current Revised Plan reduces impacts to wetlands and steep slopes by shifting proposed home sites away from wetlands and wetland buffers. The reduction in density responds to recommendations of the Comprehensive Plan. The Revised Plan achieves substantial environmental protections, while also achieving the objectives of the project sponsor relative to development of the site at a density that is appropriate to its size and available infrastructure. The project is designed to provide a high-quality residential neighborhood for persons seeking to live in the Town of Yorktown while preserving on-site wetlands and avoiding disturbance of steep slopes to the maximum extent practical.

A road system is proposed in a curvilinear pattern that follows the natural topography of the property, entering the property at Gay Ridge Road and ending in a cul-de-sac at the south end of the site. The proposed road would have a maximum gradient of eight percent. An additional access, which will be physically restricted to only emergency vehicle access, connects the internal roadway to Route 6. Individual house lots are laid out within existing open areas of the site (former fields) and such that no disturbance to wetlands or wetland buffers is necessary to develop any individual lot.

The proposed plan includes two open space lots (completely vegetated) that will accommodate the surface stormwater management facilities for the project. Approximately 4.7 acres at the north end of the project adjacent to Route 6 will remain open, with some 0.9 acre used for stormwater basins, 0.5 acre used for wetland mitigation, and 1.0 acre of wetland to remain undisturbed. At the south end of the project, approximately 5.1 acres of land will remain open, with some 1.2 acres used for stormwater basins and 1.8 acres of wetland to remain undisturbed. In addition to the proposed open space parcels, on-site roadways and infrastructure will be offered for dedication to the Town of Yorktown.

The Revised Plan responds to recommendations of Town Planning Department staff relating to avoidance of sensitive environmental features (slopes and wetlands). The layout provides greater avoidance of on-site wetlands, and two wetland crossings designed to preserve wetland functions where disturbance cannot be avoided. The Revised Plan designates the entire rear portion of proposed Lot 16 that includes a large portion of NYSDEC-designated wetland to be protected in a conservation easement.

The Applicant's Revised Plan also responds to limitations and provisions discussed with and agreed upon by the Yorktown Town Board, as listed in its approval for the rezoning of Yorktown Farms Subdivision (included in Appendix A). The provisions of the rezoning largely respond to the Town's concept for development at the project site within the context of the surrounding developed area. The Town Board rezoning resolution requires construction of the off-site sewer improvements as a condition of approval. The Applicant will sponsor the establishment of the sewer district.

Sewer District Improvements

The proposal for the establishment of a no cost sewer district and construction of sanitary sewers is also an element of the revised project scope. The proposed sewer district will consist of the Yorktown Farms 22-Lot subdivision and 67 neighboring properties located on Campbell Court, a portion of Campbell Road, Gay Ridge Road, Jennifer Court, Gomer Street and a portion of Curry Street. Refer to Figure 1-2. The proposed off-site sewer improvements include

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installation of sewer mains and a pump station that will connect to the existing force main in Route 6. Specifically, facilities of the district include 2,685 linear feet of existing gravity sewer mains, 2,133 linear feet of proposed off-site gravity sewer mains and 4,250 linear feet of on-site gravity sewer mains. There are also approximately 30 manholes proposed. The proposed off-site gravity sewer pipes will primarily be located in existing roadway areas. The proposed pump station on property at the southwest corner of the Curry Street / Route 6 intersection will be designed with two (2) 30,000 GPD pumps. Upon completion, the sewer district will provide service to 88 homes and 1 religious facility.

The sewage from the new Yorktown Farms Sewer District will be treated at the Westchester County Peekskill Sewage Treatment Plant. The Peekskill Sanitary Sewer District is a County district established for the construction and operation and maintenance of the Peekskill Sanitary Sewage Treatment Plant and County intercepting sewers. All properties within the Yorktown Farms Sewer District are within the "benefited area" of the County district, and therefore are paying a County sewer tax.

Proposed Project and Area Context

The proposed project has an overall density of 0.5 unit per acre of land. The project would comply with the recommendations set forth in the Town Comprehensive Plan to develop the central and northern sections of the Town, where public sewers exist or are planned, in medium density residential use (2.0 to 4.4 units per acre). The project would be less dense than the existing residential character of developed areas south of US Route 6 in Yorktown. It is also proposed in accordance with policies set forth in the Comprehensive Plan to provide for much needed middle income housing in the Town of Yorktown.

The entire site is located in a single-family residential zoning district, as are lands to the west and south, although the site is zoned R1-40 pursuant to the Town rezoning approval with conditions, while the surrounding lands in the Town of Yorktown are zoned R1-80. Lands to the west and south are predominantly characterized by residential uses built at a density consistent with the former R1-20 District. Vacant land to the east in the Town of Somers is zoned for single-family residences on lots of either 80,000 square feet or more (abutting northern half of site) or 120,000 square feet or more (abutting southern half of site). The abutting land to the east (in the Town of Somers) is planned for dedicated open space as part of the proposed Windsor Farms residential project. Industrially-zoned land immediately north of US Route 6 is undeveloped and is currently proposed for a three-lot commercial subdivision (Tonndorf Subdivision). A commercial nursery on the north side of Route 6 faces the project site adjacent to the Town line.

1.2 Summary of Potential Impacts of the Revised Plan

Following is a summary comparison of the potential environmental impacts between the revised 22-lot project layout and the previously proposed layout with 34 Lots.

Land Use, Zoning and Public Policy

With a gross density of approximately one dwelling per two acres (0.51 du/ac), the revised layout -- like the DEIS layout -- will be compatible from a land use perspective with the surrounding development in the Town of Yorktown. The project would have a lower density than the pattern of existing residential development to the south and west, where homes are generally located on lots of one half-acre in size. Community concerns over the previously

proposed active recreation area (soccer field) that was to be located near existing single-family homes have been addressed by eliminating such a public facility from the plan with the Applicant's proposal to provide money to the Town in lieu of parkland. The project continues to include a large open space buffer adjacent to Route 6 that would physically separate the subdivision from the traffic corridor.

Though the number of proposed houses has been reduced in the 22-lot configuration, R1-40 zoning requires larger lots with more street frontage. The Town Board recently rezoned the site to permit the layout currently proposed. The DEIS plan followed the R1-20 zoning requirements allowing smaller lots at a greater density that the DEIS concluded was compatible with surrounding uses.

Regarding public policy, the project would accomplish Comprehensive Plan goals related to open space preservation, while improving quality of life for area residents that will benefit from the proposed sewer improvements. Like the DEIS plan, the revised residential development plan addresses goals in "Patterns of Westchester" in that it would utilize existing central water and sewer infrastructure, preserve significant land resources (particularly the wetlands on the site), and locate new development adjacent to existing development where connection to the existing transportation network is possible. Like the DEIS plan, the revised plan is below the maximum residential density recommended by Patterns for the site.

Natural Resources

Impacts on Soils and Topography

With the reduction in the number of proposed homes and elimination of the soccer field, the revised layout reduces impacts on land and steep slopes. Figure 1-3 depicts proposed grading for the revised plan. The project now includes one cul-de-sac roadway with connections to Gay Ridge Road and Route 6 (emergency access only), whereas the DEIS layout included two cul-de-sacs with these same physical connections to the local roadway network. The number of home sites proposed in the vicinity of the eastern property line where steep slopes exist has been reduced from 10 homes to eight, resulting in a reduction in the amount of grading and filling required on steep slopes. As in the DEIS plan, there are three areas of potential blasting located on the northern portion of the site, as the roadway and house site grading in that vicinity has not changed significantly. A comparison of impacts on steep slopes between the DEIS 34-lot layout and the revised 22-lot layout is provided in the table below.

Table 1-1 Disturbance by Slopes - DEIS Plan Versus FEIS Plan		
<i>Slope Category</i>	<i>DEIS 34-Lot Plan Approximate Acres Disturbed</i>	<i>FEIS 22-Lot Plan Approximate Acres Disturbed</i>
<10%	16.85	14.64
10% to 15%	5.44	5.24
15% to 20%	1.63	1.49
>20%	0.71	0.71
Total Site Disturbance	24.63	22.08

Total Site Acreage: 43.168
 Source: Ralph G. Mastromonaco, PE, PC, 2007.
 Note: Engineer's 22-lot plan includes disturbance areas on lots that may not need to be disturbed for project construction (for example, where no proposed contours are shown) but are shown as a conservative representation of the potential cleared areas.

In addition to on-site soil disturbances, facilities associated with the off-site sewer district improvements will necessitate disturbance on approximately 2,133 linear feet of trench excavation for the proposed off-site gravity sewer mains and manholes. The proposed off-site sewer pipes will primarily be located in existing roadways (Gay Ridge Road, and portions of Gomer Street and Curry Street), where construction disturbance will entail excavation of trenches, pipe installation, back filling, and resurfacing with asphalt. The proposed pump station will be constructed on property at the southwest corner of the Curry Street / Route 6 intersection.

Impacts on Vegetation

Total site disturbance has been reduced in comparison to the DEIS layout. Portions of second growth woods, old field meadow and shrub-scrub wetland in the central portion of the site that would have been impacted for grading associated with the DEIS layout's easterly cul-de-sac, centrally located homes, and the soccer field will no longer be impacted as a result of construction of the revised layout with 22 lots. A comparison of the areas of disturbance on the site by land cover type resulting from the DEIS layout with 34 proposed homes and the Revised Plan with 22 proposed homes is provided in the table below.

Table 1-2 Disturbance by Cover Type - DEIS Plan Versus FEIS Plan					
	Existing Acreage	DEIS Plan Disturbed Acreage	DEIS Plan Post-Dev't Acreage	FEIS Plan Disturbed Acreage	FEIS Plan Post-Dev't Acreage
Impervious Surfaces	0.0	0.0	5.8	0.0	3.7
Second Growth Woods (upland)	21.75	12.8	8.9	11.6	10.2
Old Field/ Meadow (upland)	15.80	11.1	4.7	10.2	6.1
Shrub-scrub Wetland	1.56	0.4	1.2	0.1	1.5
Wooded Wetland	4.06	0.3	3.8	0.2	3.9
Turf & Landscaped Areas	0.0	0.0	17.7	0.0	16.6
Water Quality Basins	0.0	0.0	1.1	0.0	1.2
TOTAL	43.17	24.6	43.2	22.1	43.2

Source: Ralph G. Mastromonaco, P.E., P.C. 2007.

Impacts on Wildlife

With less disturbance of wooded land and old field/meadow, and the removal of fewer trees compared to the DEIS layout, impacts to wildlife resources from the 22-Lot layout will also be reduced in comparison to the DEIS layout. A larger corridor of undisturbed vegetation within the shrub-scrub wetland and its buffers would remain in the central portion of the site, and disturbance of this existing habitat on the site, would be reduced.

Water Resources

Impacts on Groundwater

Chapter 3.5 of the DEIS concludes that project-related impacts to groundwater will be minimal for the DEIS plan. With the 2.1-acre reduction in impervious surface that is proposed under the

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Revised Plan and reduced density, these minimal impacts would be further reduced. The offsite sewer improvements that are proposed would result in 66 homes and a church in the surrounding neighborhood being connected to the municipal sewer system, ending their reliance on existing septic systems that would otherwise have the potential to impact groundwater quality. Many of the surrounding community homes have voiced concerns of failing septic systems. This transition to municipal sewers is not expected to result in significant adverse groundwater impact nor significantly affect groundwater recharge.

Impacts on Surface Water

Along with the reduction in proposed density and proposed impervious surfaces, the Revised Plan includes revised stormwater treatment basin designs to manage post-construction changes in stormwater runoff. As required by New York State and City regulations, as well as those of the Town of Yorktown, the basins now proposed are designed to control post-construction increases in the rate and volume of stormwater discharged from the site, as well as treat pollutant loads in runoff before discharge. Therefore, the revised layout is not expected to result in adverse water resource impacts.

Wetlands

The proposed project has been revised to eliminate all house sites in any regulated wetland or wetland buffer. The area of disturbance to the non-NYSDEC regulated wetland (Town regulated) has also been reduced to 0.25 acre from the 0.72 acre of wetland disturbance proposed under the DEIS layout. Approximately 0.19 acre of wetland disturbance to NYSDEC Wetland A-4 is necessary to make the Gay Ridge Road connection, which is the preferred point of project access by the Town and NYSDOT. No other encroachments into these wetlands are proposed. The two crossings have been designed so that existing flows in the wetlands will be maintained and so that the current functions of the wetlands will be preserved. As such, the Revised Plan reduces wetland impacts and complies with the primary impact avoidance goals of the Freshwater Wetlands provisions of the Town of Yorktown Code. Comparisons of specific reductions in wetland and buffer area disturbances between the 34 lot and 22 lot proposals is provided in the tables below. The proposed NYSDEC wetland crossing will use a culvert and stone gabion wall system to keep as much of the existing wetland area hydrated as possible. No alternative location for access to the local street is available to the Applicant.

Details of the proposed NYSDEC wetland crossing are included on Sheet 4 of the submitted plan set. The main culvert, designed to accommodate stormwater flow through the wetland, is proposed to be a 3.5 foot high x 15 foot wide concrete box culvert with a 1-foot depth of stone lining the bottom. The invert elevation of the culvert opening has been set at the existing low point of the wetland, 543.0 feet msl. Additionally, three 24"-diameter culverts are proposed to provide corridors for small animals to circulate above and below the road crossing, each with its invert set at the existing grade in the wetland. While there is not an established permeability or infiltration rate for the stone-filled gabions that are proposed as the base for the crossing, void space between the 4" to 12" size stones will be substantial enough to allow a significant amount of surface water flow to move through the crossing. These measures are proposed so that there should be no significant hydrological effect on the wetland since water flow will be maintained in the wetland.

The proposed wetland mitigation location area has also been identified on the Revised Plan at the north end of the property where it would be hydrologically connected with an established

wetland area. The Wetland Mitigation Plan accompanying this document depicts the location and conceptual design of the wetland mitigation area proposed.

Wetland and Wetland Buffer Impacts

Three separate wetlands, NYSDEC regulated Wetland A, Town of Yorktown regulated wetland B/C, and NYSDEC regulated Wetland D, occupy 5.62 acres of the project site. As shown in Table 1-3, 0.25-acre of wetlands is proposed to be disturbed in the current proposed plan (four percent of the total wetland area on-site). That disturbance would result from construction of the proposed access road from Gay Ridge Road for which no alternative location in control of the Applicant exists. This disturbance represents a reduction in wetland disturbance of 0.47 acres from the development plan analyzed in the DEIS, and like the DEIS plan, is not expected to significantly impact any wetland functions disclosed in the DEIS.

Through the redesign of the project, wetland buffer encroachment for construction of the proposed residences has been avoided. In the current plan, a portion of a stormwater management pond adjacent to Route 6, one proposed driveway, and the roadway crossings will encroach upon wetland buffers. As such, the Revised Plan is not expected to result in a significant adverse impact of any wetland buffer. The 2.08-acre reduction in wetland buffer disturbances resulting from revisions to the development plan analyzed in the DEIS are summarized in Table 1-4.

With the reductions in wetland and wetland buffer encroachments, the proposed action complies with the primary impact avoidance goals of the Freshwater Wetlands provisions of the Town of Yorktown Code.

Table 1-3 Change in Wetland Disturbance (acres)		
Wetland Area	DEIS Plan	FEIS Plan
Wetland "A"	0.25 (road)	0.19 (road)
Wetland "B/C"	0.14 (road) 0.33 (lots)	0.06 (road)
Wetland "D"	0.0	0.0
Total	0.72	0.25
Source: Tim Miller Associates, Inc., 2007.		

Table 1-4 Change in Wetland Buffer Disturbance by Jurisdiction (acres)		
Buffer by Jurisdiction	DEIS Plan	FEIS Plan
NYSDEC	0.73	0.13
TOWN	3.68	2.20
Total	4.41	2.33
Source: Ralph G. Mastromonaco, P.E., P.C., 2007.		

Table 1-5 Change in Wetland Disturbance by Cover Type					
Cover Type	Existing Acreage	DEIS Plan Disturbed Acreage	DEIS Plan Post-Dev't Acreage	FEIS Plan Disturbed Acreage	FEIS Plan Post-Dev't Acreage
Wooded Wetland A	1.56	0.4	1.2	0.1	1.5
Shrub-scrub Wetland B/C	4.06	0.3	3.8	0.2	3.9
Wooded Wetland D	1.77	0.0	1.8	0.0	1.8
TOTAL	5.62	0.7	5.0	0.3	5.4
Source: Ralph G. Mastro Monaco, P.E., P.C. 2007.					

Air Resources

Impacts on Air Quality

As with the DEIS proposed layout, the revised layout with 22 proposed homes and its associated vehicular trip generation are not expected to result in any exceedance of any ambient air quality thresholds. The reduction of 12 proposed homes and the elimination of the proposed soccer field would result in lower vehicular emissions than would have occurred with the DEIS plan.

Impacts on Noise

The previously proposed athletic field has been eliminated from the revised layout, along with 12 proposed homes. As stated in Chapter 3.9 of the DEIS, no significant adverse noise impacts were anticipated as a result of the previously proposed layout with 34 homes. After construction and occupancy of the proposed residences, ambient 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.

Traffic

Chapter 3.10 of the DEIS demonstrated that the 33 AM and 41 PM peak hour trips anticipated from the DEIS layout with 34 homes would not have resulted in significant adverse impacts to the surrounding roadway network. The reduction in the number of proposed homes to 22 and the elimination of the proposed soccer field reduces the amount of trips generated by the project to 25 AM and 27 PM peak hour trips (*24 and 34 percent reductions, respectively*). Connection to the stub end of Gay Ridge Road is now proposed as the sole point of residential access, with Route 6 access now limited to emergency access only. This revision has been made to comply with the conditions of the Town Board's rezoning of the project site, and to comply with New York State Department of Transportation's arterial management policies. New York State Department of Transportation indicated in 2006 that it does not support residential access from Route 6, other than emergency access only. As was analyzed in the DEIS, having all residential traffic access the site via Gay Ridge Road and Curry Street would not result in significant adverse traffic impacts.

The proposed extension of Gay Ridge Road into the subdivision includes an emergency connection to Route 6, thus providing two means of emergency access to the 1,640-foot long cul-de-sac. A typical road section that meets the requirements of the Town of Yorktown for a Town road is provided in the engineering plan set. The emergency-only access road is

proposed to be 20 feet wide and match the typical detail in all other respects. Details of the intersection of this access road with Route 6 are also subject to the requirements of NYSDOT.

The future right-of-way to the south that was indicated in the DEIS has been eliminated from the revised proposed layout pursuant to the Town Board's rezoning resolution. While this last change will preclude any future access to the south, the proposed access solution is expected to be fully adequate for both residential and emergency access.

Community Facilities

Schools

The DEIS projected an increase of 30 school-aged children from this project. In a revised estimate based on a multiplier found to be appropriate for use by the Lakeland School District Superintendent of Schools, the Revised Plan is projected to generate a total increase in enrollment in the District of 26 students. As projected in the DEIS, the revised number of students would be expected to be absorbed into the District. Unlike the DEIS, however, the revised fiscal impact analysis presented in detail in Response to Comment 3.11-1 yields an anticipated cost to the School District of \$61,727 resulting from the Yorktown Farms project.

Police/Fire/Emergency Medical Services

The lower number of residences and elimination of the proposed soccer field would result in lower demand for police, fire protection, and emergency medical services, none of which were expected to experience significant additional demand as a result of the DEIS proposed action with 34 lots.

Utilities

The revised proposed action would reduce use of utilities such as water supply and electricity with its reduced number of homes. The Applicant's Revised Plan now includes a substantial benefit to sanitary sewage infrastructure, as described above. The Applicant proposes to install the necessary sewer lines and a pump station to allow the hook-up of 66 existing residences and a church to the municipal sewer system. This substantial benefit to the local area will facilitate the use of public utility systems.

Cultural Resources

The revised proposal maintains the open space buffer along Route 6 and decreases density of development in the central portion of the site. Visual impacts are therefore reduced for existing homes west of the site in comparison to the DEIS plan. As with the DEIS proposed action, 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 wetlands and wetland buffers. The proposed development will be visually compatible with surrounding residential and undeveloped land.

No adverse impacts to historic and archeological resources have been identified for the DEIS proposed project and none would be expected for the Revised Plan.

Socioeconomics - Demographics

The DEIS layout's proposed 34 four-bedroom, single-family homes were projected to add 123 persons to the Town's population, including 30 school age children. The 22 homes proposed under the Revised Plan would increase the Town's population by 80 persons and 26 students.

Socioeconomics - Fiscal

The following table indicates that there will be minor net fiscal deficits for the Town and School District resulting from the Yorktown Farms Subdivision revised layout with 22 homes. These calculations (presented more fully in Response to Comment 3.15-1) do not account for the fact that the project sponsor proposes to provide a significant community benefit entailing area-wide sewer improvements that will save local taxpayers approximately \$1 million in infrastructure expenses. Therefore, no significant adverse effects on the Town's tax base are anticipated as a result of the Revised Plan.

Table 1-6 Yorktown Farms Subdivision: Cost-Revenue Analysis			
Jurisdiction	Projected Annual Revenue	Projected Annual Cost	Surplus/Deficit
Town of Yorktown	\$41,770	(\$68,880)	(\$27,110)
Lakeland Central Schools	\$296,985	(\$358,712)	(\$61,727)
Source: Tim Miller Associates, Inc., 2007.			

Alternatives Considered

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 first six of the following listed alternatives were included in the Lead Agency's adopted scope for the DEIS and were evaluated therein. The next four alternatives (Reduced Density Alternative, R1-20 Cluster Alternative, R1-40 Cluster Alternative and R1-80 Alternative) were added to the DEIS evaluation at the request of the Yorktown Planning Board during the environmental review process. The R1-80 Cluster Alternative was prepared following the preparation of the DEIS. The currently proposed Revised Plan (Mitigation Alternative) is presented in Figure 1-1 and accompanying Preliminary Site Plan (Sheet 1), and is evaluated in detail in the body of this report. Tables comparing impacts of these alternative plans with a No Action alternative, the DEIS 34-lot plan, and the FEIS 22-lot Revised Plan are provided below.

- 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
- R1-80 Cluster Alternative
- Revised Plan (Mitigation Alternative)

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
- Zone Change to R1-40 (*granted*), Establish Town Sewer District - Town of Yorktown Town Board
- 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

Table 1-7 Alternative Impact Comparisons: Open Space and Natural Resources									
Alternative	Area of Concern Residential Units	Developed Area (acres)			Open Space Resources (acres)			Natural Resource Impacts (acres)	
		Impervious Surfaces	Lawn/ Landscaping	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
Revised Plan - FEIS Mitigation Alternative	22	3.70	16.60	1.20	5.40	10.20	6.10	22.10	0.25
Proposed Action - DEIS	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 Cluster 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.

**Table 1-8
Alternative Impact Comparisons: Community Resources and Traffic**

Alternative	Community Resources							Traffic	
	Area of Concern 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
Revised Plan - FEIS Mitigation Alternative	22	80	0 / 0	7,960	26	358,712	\$127,808	Gay Ridge Rd	25/27
Proposed Action - DEIS	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 Cluster 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/ p.m. peak hour trips excluding seasonal trips (2/20) for recreation field.
¹ zero residential units and 160,000 square feet of office space.

Source: Tim Miller Associates, Inc.