



## **LAKE OSCEOLA OVERLAY DISTRICT ZONING**

### **ENVIRONMENTAL ASSESSMENT FORM PART 1**

*Town of Yorktown, New York*

Prepared for:  
Town of Yorktown  
363 Underhill Avenue  
Yorktown Heights, NY, 10598

**November 19, 2021**

**BFJ Planning**

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Prepared on behalf of:

**Town of Yorktown**

363 Underhill Avenue

Yorktown Heights, New York, 10598

Prepared by:

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115 Fifth Avenue

New York, New York, 10003

# ACKNOWLEDGEMENTS

## TOWN SUPERVISOR AND TOWN BOARD

Supervisor Matthew Slater  
Councilman Tom Diana  
Councilman Ed Lachterman  
Councilman Vishnu Patel  
Councilwoman Alice E. Roker

## TOWN CLERK

Diana L. Quast, Certified Municipal Clerk

## TOWN OF YORKTOWN STAFF

John A. Tegeder, R.A., Director of Planning  
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# FULL ENVIRONMENTAL ASSESSMENT FORM PART 1

**Full Environmental Assessment Form**  
**Part 1 - Project and Setting**

**Instructions for Completing Part 1**

**Part 1 is to be completed by the applicant or project sponsor.** Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either “Yes” or “No”. If the answer to the initial question is “Yes”, complete the sub-questions that follow. If the answer to the initial question is “No”, proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

**A. Project and Applicant/Sponsor Information.**

Name of Action or Project: Lake Osceola Overlay District Zoning		
Project Location (describe, and attach a general location map): Lake Osceola hamlet, Town of Yorktown, Westchester County (see Figure 1 and Figure 2)		
Brief Description of Proposed Action (include purpose or need): The Town of Yorktown is proposing a zoning overlay for a portion of Lake Osceola hamlet to promote revitalization, economic development, and to provide housing opportunities. The proposed Lake Osceola Development Overlay Zone would permit multifamily residential developments, mixed-use residential and commercial buildings, and live/work units in an area that is mostly zoned for commercial development. The proposed zoning would also allow developments to have a floor-area ratio (FAR) of 0.55, and would permit buildings heights of three stories. The underlying zoning would regulate area and bulk requirements, however the Planning Board may be guided by the area and bulk requirements of the R-3 district for residential and mixed-use developments.  The Lake Osceola Development Overlay Zone is being reviewed at the same time as the Yorktown Heights Planned Design District Overlay Zone, however they each have a separate EAF. The two districts are in different parts of the Town of Yorktown, are in different school districts, do not rely on each other, and do not influence each other.		
Name of Applicant/Sponsor: Yorktown Town Board	Telephone: (914) 962-5722	E-Mail:
Address: 363 Underhill Avenue		
City/PO: Yorktown Heights	State: New York	Zip Code: 10598
Project Contact (if not same as sponsor; give name and title/role): John Tegeder, Director of Planning	Telephone: (914) 962-6565	E-Mail: jtegeder@yorktownny.org
Address: 1974 Commerce Street (Albert A. Capellini Community and Cultural Center)		
City/PO: Yorktown Heights	State: New York	Zip Code: 10598
Property Owner (if not same as sponsor):	Telephone:	E-Mail:
Address:		
City/PO:	State:	Zip Code:

**B. Government Approvals**

<b>B. Government Approvals, Funding, or Sponsorship.</b> (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)		
<b>Government Entity</b>	<b>If Yes: Identify Agency and Approval(s) Required</b>	<b>Application Date (Actual or projected)</b>
a. City Counsel, Town Board, <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No or Village Board of Trustees	Town Board Adoption	December 2021
b. City, Town or Village Planning Board or Commission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Yorktown Planning Board Recommendation	December 2021
c. City, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Westchester County Planning Department: Non-binding 239-m Review	December 2021
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
i. Coastal Resources. <ul style="list-style-type: none"> <li>i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No *</li> <li>ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> <li>iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</li> </ul>		

**C. Planning and Zoning**

<b>C.1. Planning and zoning actions.</b>	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<ul style="list-style-type: none"> <li>• <b>If Yes</b>, complete sections C, F and G.</li> <li>• <b>If No</b>, proceed to question C.2 and complete all remaining sections and questions in Part 1</li> </ul>	
<b>C.2. Adopted land use plans.</b>	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, identify the plan(s):	
Hudson Valley Greenway Compact _____	
_____	
_____	
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, identify the plan(s):	
_____	
_____	
_____	

\* The EAF Mapper states that the overlay area is not a Designated Inland Waterway. This is incorrect, the Lake Osceola area is a waterfront area of a Designated Inland Waterway.

**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance.  Yes  No  
If Yes, what is the zoning classification(s) including any applicable overlay district?

Existing Zoning: Residential: R1-20 (One-Family Residential), Commercial: CC (Country Commercial), C-2 (Commercial Hamlet Center), O (Office)

b. Is the use permitted or allowed by a special or conditional use permit? N/A - Proposed Action is a Zoning Overlay  Yes  No

c. Is a zoning change requested as part of the proposed action?  Yes  No

If Yes,

i. What is the proposed new zoning for the site? New Overlay District: Lake Osceola Development Overlay Zone

**C.4. Existing community services.**

a. In what school district is the project site located? Lakeland Central School District

b. What police or other public protection forces serve the project site?

Yorktown Police Department

c. Which fire protection and emergency medical services serve the project site?

Yorktown Fire Department, Yorktown Volunteer Ambulance Corps

d. What parks serve the project site?

Danner Family Preserve, Willow Park

**D. Project Details** \*Note: the proposed action is not a site-specific action, and therefore Sections D and E are left blank.

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

b. a. Total acreage of the site of the proposed action? \_\_\_\_\_ acres  
b. Total acreage to be physically disturbed? \_\_\_\_\_ acres  
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? \_\_\_\_\_ acres

c. Is the proposed action an expansion of an existing project or use?  Yes  No  
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % \_\_\_\_\_ Units: \_\_\_\_\_

d. Is the proposed action a subdivision, or does it include a subdivision?  Yes  No

If Yes,

i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed?  Yes  No

iii. Number of lots proposed? \_\_\_\_\_

iv. Minimum and maximum proposed lot sizes? Minimum \_\_\_\_\_ Maximum \_\_\_\_\_

e. Will the proposed action be constructed in multiple phases?  Yes  No

i. If No, anticipated period of construction: \_\_\_\_\_ months

ii. If Yes:

- Total number of phases anticipated \_\_\_\_\_
- Anticipated commencement date of phase 1 (including demolition) \_\_\_\_\_ month \_\_\_\_\_ year
- Anticipated completion date of final phase \_\_\_\_\_ month \_\_\_\_\_ year

• Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: \_\_\_\_\_



f. Does the project include new residential uses?  Yes  No  
 If Yes, show numbers of units proposed.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)?  Yes  No  
 If Yes,

i. Total number of structures \_\_\_\_\_

ii. Dimensions (in feet) of largest proposed structure: \_\_\_\_\_ height; \_\_\_\_\_ width; and \_\_\_\_\_ length

iii. Approximate extent of building space to be heated or cooled: \_\_\_\_\_ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage?  Yes  No  
 If Yes,

i. Purpose of the impoundment: \_\_\_\_\_

ii. If a water impoundment, the principal source of the water:  Ground water  Surface water streams  Other specify: \_\_\_\_\_

iii. If other than water, identify the type of impounded/contained liquids and their source. \_\_\_\_\_

iv. Approximate size of the proposed impoundment. Volume: \_\_\_\_\_ million gallons; surface area: \_\_\_\_\_ acres

v. Dimensions of the proposed dam or impounding structure: \_\_\_\_\_ height; \_\_\_\_\_ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): \_\_\_\_\_

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both?  Yes  No  
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)  
 If Yes:

i. What is the purpose of the excavation or dredging? \_\_\_\_\_

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): \_\_\_\_\_
- Over what duration of time? \_\_\_\_\_

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. \_\_\_\_\_

iv. Will there be onsite dewatering or processing of excavated materials?  Yes  No  
 If yes, describe. \_\_\_\_\_

v. What is the total area to be dredged or excavated? \_\_\_\_\_ acres

vi. What is the maximum area to be worked at any one time? \_\_\_\_\_ acres

vii. What would be the maximum depth of excavation or dredging? \_\_\_\_\_ feet

viii. Will the excavation require blasting?  Yes  No

ix. Summarize site reclamation goals and plan: \_\_\_\_\_

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area?  Yes  No  
 If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): \_\_\_\_\_

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

iii. Will the proposed action cause or result in disturbance to bottom sediments?  Yes  No

If Yes, describe: \_\_\_\_\_

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation?  Yes  No

If Yes:

- acres of aquatic vegetation proposed to be removed: \_\_\_\_\_
- expected acreage of aquatic vegetation remaining after project completion: \_\_\_\_\_
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): \_\_\_\_\_
  
- proposed method of plant removal: \_\_\_\_\_
- if chemical/herbicide treatment will be used, specify product(s): \_\_\_\_\_

v. Describe any proposed reclamation/mitigation following disturbance: \_\_\_\_\_

c. Will the proposed action use, or create a new demand for water?  Yes  No

If Yes:

i. Total anticipated water usage/demand per day: \_\_\_\_\_ gallons/day

ii. Will the proposed action obtain water from an existing public water supply?  Yes  No

If Yes:

- Name of district or service area: \_\_\_\_\_
- Does the existing public water supply have capacity to serve the proposal?  Yes  No
- Is the project site in the existing district?  Yes  No
- Is expansion of the district needed?  Yes  No
- Do existing lines serve the project site?  Yes  No

iii. Will line extension within an existing district be necessary to supply the project?  Yes  No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: \_\_\_\_\_
  
- Source(s) of supply for the district: \_\_\_\_\_

iv. Is a new water supply district or service area proposed to be formed to serve the project site?  Yes  No

If Yes:

- Applicant/sponsor for new district: \_\_\_\_\_
- Date application submitted or anticipated: \_\_\_\_\_
- Proposed source(s) of supply for new district: \_\_\_\_\_

v. If a public water supply will not be used, describe plans to provide water supply for the project: \_\_\_\_\_

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: \_\_\_\_\_ gallons/minute.

d. Will the proposed action generate liquid wastes?  Yes  No

If Yes:

i. Total anticipated liquid waste generation per day: \_\_\_\_\_ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): \_\_\_\_\_

iii. Will the proposed action use any existing public wastewater treatment facilities?  Yes  No

If Yes:

- Name of wastewater treatment plant to be used: \_\_\_\_\_
- Name of district: \_\_\_\_\_
- Does the existing wastewater treatment plant have capacity to serve the project?  Yes  No
- Is the project site in the existing district?  Yes  No
- Is expansion of the district needed?  Yes  No

<ul style="list-style-type: none"> <li>• Do existing sewer lines serve the project site? _____</li> <li>• Will a line extension within an existing district be necessary to serve the project? If Yes:             <ul style="list-style-type: none"> <li>• Describe extensions or capacity expansions proposed to serve this project: _____</li> </ul> </li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? If Yes:</p> <ul style="list-style-type: none"> <li>• Applicant/sponsor for new district: _____</li> <li>• Date application submitted or anticipated: _____</li> <li>• What is the receiving water for the wastewater discharge? _____</li> </ul> <p>v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):</p> <p>_____</p> <p>_____</p> <p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____</p> <p>_____</p> <p>_____</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel?          _____ Square feet or _____ acres (impervious surface)          _____ Square feet or _____ acres (parcel size)</p> <p>ii. Describe types of new point sources. _____</p> <p>iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?</p> <p>_____</p> <p>_____</p> <ul style="list-style-type: none"> <li>• If to surface waters, identify receiving water bodies or wetlands: _____</li> <li>_____</li> <li>_____</li> <li>• Will stormwater runoff flow to adjacent properties? _____</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?</p> <p>f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)</p> <p>_____</p> <p>_____</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? If Yes:</p> <p>i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year)</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> <li>• _____ Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)</li> <li>• _____ Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)</li> <li>• _____ Tons/year (short tons) of Perfluorocarbons (PFCs)</li> <li>• _____ Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)</li> <li>• _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflouorocarbons (HFCs)</li> <li>• _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)?  Yes  No  
 If Yes:  
 i. Estimate methane generation in tons/year (metric): \_\_\_\_\_  
 ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): \_\_\_\_\_

---

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations?  Yes  No  
 If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): \_\_\_\_\_

---

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services?  Yes  No  
 If Yes:  
 i. When is the peak traffic expected (Check all that apply):  Morning  Evening  Weekend  
 Randomly between hours of \_\_\_\_\_ to \_\_\_\_\_.  
 ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): \_\_\_\_\_  
 iii. Parking spaces: Existing \_\_\_\_\_ Proposed \_\_\_\_\_ Net increase/decrease \_\_\_\_\_  
 iv. Does the proposed action include any shared use parking?  Yes  No  
 v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: \_\_\_\_\_  
 vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site?  Yes  No  
 vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles?  Yes  No  
 viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes?  Yes  No

---

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy?  Yes  No  
 If Yes:  
 i. Estimate annual electricity demand during operation of the proposed action: \_\_\_\_\_  
 ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): \_\_\_\_\_  
 iii. Will the proposed action require a new, or an upgrade, to an existing substation?  Yes  No

---

l. Hours of operation. Answer all items which apply.  
 i. During Construction:  
 • Monday - Friday: \_\_\_\_\_  
 • Saturday: \_\_\_\_\_  
 • Sunday: \_\_\_\_\_  
 • Holidays: \_\_\_\_\_  
 ii. During Operations:  
 • Monday - Friday: \_\_\_\_\_  
 • Saturday: \_\_\_\_\_  
 • Sunday: \_\_\_\_\_  
 • Holidays: \_\_\_\_\_

<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>Describe: _____</p> <p>_____</p>	
<p>n. Will the proposed action have outdoor lighting? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>Describe: _____</p> <p>_____</p>	
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____</p> <p>_____</p> <p>_____</p>	
<p>p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally, describe the proposed storage facilities: _____</p> <p>_____</p>	
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Describe proposed treatment(s):</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action use Integrated Pest Management Practices? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p>	
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> <li>• Construction: _____ tons per _____ (unit of time)</li> <li>• Operation : _____ tons per _____ (unit of time)</li> </ul> <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> <li>• Construction: _____</li> <li>• Operation: _____</li> </ul> <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> <li>• Construction: _____</li> <li>• Operation: _____</li> </ul>	

s. Does the proposed action include construction or modification of a solid waste management facility?  Yes  No  
 If Yes:  
 i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): \_\_\_\_\_  
 ii. Anticipated rate of disposal/processing:  
 • \_\_\_\_\_ Tons/month, if transfer or other non-combustion/thermal treatment, or  
 • \_\_\_\_\_ Tons/hour, if combustion or thermal treatment  
 iii. If landfill, anticipated site life: \_\_\_\_\_ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste?  Yes  No  
 If Yes:  
 i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: \_\_\_\_\_  
 \_\_\_\_\_  
 ii. Generally describe processes or activities involving hazardous wastes or constituents: \_\_\_\_\_  
 \_\_\_\_\_  
 iii. Specify amount to be handled or generated \_\_\_\_\_ tons/month  
 iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: \_\_\_\_\_  
 \_\_\_\_\_  
 v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility?  Yes  No  
 If Yes: provide name and location of facility: \_\_\_\_\_  
 \_\_\_\_\_  
 If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:  
 \_\_\_\_\_  
 \_\_\_\_\_

**E. Site and Setting of Proposed Action**

**E.1. Land uses on and surrounding the project site**

a. Existing land uses.  
 i. Check all uses that occur on, adjoining and near the project site.  
 Urban  Industrial  Commercial  Residential (suburban)  Rural (non-farm)  
 Forest  Agriculture  Aquatic  Other (specify): \_\_\_\_\_  
 ii. If mix of uses, generally describe:  
 \_\_\_\_\_  
 \_\_\_\_\_

b. Land uses and coverytypes on the project site.

Land use or Coverytype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____ _____			

c. Is the project site presently used by members of the community for public recreation?  Yes  No  
i. If Yes: explain: \_\_\_\_\_

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site?  Yes  No  
If Yes,  
i. Identify Facilities:  
\_\_\_\_\_

e. Does the project site contain an existing dam?  Yes  No  
If Yes:  
i. Dimensions of the dam and impoundment:  
• Dam height: \_\_\_\_\_ feet  
• Dam length: \_\_\_\_\_ feet  
• Surface area: \_\_\_\_\_ acres  
• Volume impounded: \_\_\_\_\_ gallons OR acre-feet  
ii. Dam's existing hazard classification: \_\_\_\_\_  
iii. Provide date and summarize results of last inspection:  
\_\_\_\_\_

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility?  Yes  No  
If Yes:  
i. Has the facility been formally closed?  Yes  No  
• If yes, cite sources/documentation: \_\_\_\_\_  
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:  
\_\_\_\_\_  
iii. Describe any development constraints due to the prior solid waste activities: \_\_\_\_\_

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste?  Yes  No  
If Yes:  
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:  
\_\_\_\_\_

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site?  Yes  No  
If Yes:  
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:  Yes  No  
 Yes – Spills Incidents database Provide DEC ID number(s): \_\_\_\_\_  
 Yes – Environmental Site Remediation database Provide DEC ID number(s): \_\_\_\_\_  
 Neither database  
ii. If site has been subject of RCRA corrective activities, describe control measures: \_\_\_\_\_  
iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database?  Yes  No  
If yes, provide DEC ID number(s): \_\_\_\_\_  
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): \_\_\_\_\_

v. Is the project site subject to an institutional control limiting property uses?  Yes  No

- If yes, DEC site ID number: \_\_\_\_\_
- Describe the type of institutional control (e.g., deed restriction or easement): \_\_\_\_\_
- Describe any use limitations: \_\_\_\_\_
- Describe any engineering controls: \_\_\_\_\_
- Will the project affect the institutional or engineering controls in place?  Yes  No
- Explain: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

---

**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? \_\_\_\_\_ feet

b. Are there bedrock outcroppings on the project site?  Yes  No  
 If Yes, what proportion of the site is comprised of bedrock outcroppings? \_\_\_\_\_ %

c. Predominant soil type(s) present on project site: \_\_\_\_\_ %  
 \_\_\_\_\_ %  
 \_\_\_\_\_ %

d. What is the average depth to the water table on the project site? Average: \_\_\_\_\_ feet

e. Drainage status of project site soils:  Well Drained: \_\_\_\_\_ % of site  
 Moderately Well Drained: \_\_\_\_\_ % of site  
 Poorly Drained: \_\_\_\_\_ % of site

f. Approximate proportion of proposed action site with slopes:  0-10%: \_\_\_\_\_ % of site  
 10-15%: \_\_\_\_\_ % of site  
 15% or greater: \_\_\_\_\_ % of site

g. Are there any unique geologic features on the project site?  Yes  No  
 If Yes, describe: \_\_\_\_\_  
 \_\_\_\_\_

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?  Yes  No

ii. Do any wetlands or other waterbodies adjoin the project site?  Yes  No  
 If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency?  Yes  No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name 864-617, 864-624, 864-625 Classification C, B
- Lakes or Ponds: Name Lake Osceola Classification \_\_\_\_\_
- Wetlands: Name Federal Waters, NYS Wetland, Federal Waters, Fe... Approximate Size NYS Wetland (in a...
- Wetland No. (if regulated by DEC) A-4

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies?  Yes  No  
 If yes, name of impaired water body/bodies and basis for listing as impaired: \_\_\_\_\_  
 \_\_\_\_\_

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i. Is the project site in a designated Floodway?  Yes  No

j. Is the project site in the 100-year Floodplain?  Yes  No

k. Is the project site in the 500-year Floodplain?  Yes  No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer?  Yes  No  
 If Yes:  
 i. Name of aquifer: Principal Aquifer



m. Identify the predominant wildlife species that occupy or use the project site: _____ _____ _____	
n. Does the project site contain a designated significant natural community? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes: i. Describe the habitat/community (composition, function, and basis for designation): _____ _____ ii. Source(s) of description or evaluation: _____ iii. Extent of community/habitat: <ul style="list-style-type: none"> <li>• Currently: _____ acres</li> <li>• Following completion of project as proposed: _____ acres</li> <li>• Gain or loss (indicate + or -): _____ acres</li> </ul>	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes: i. Species and listing (endangered or threatened): _____ _____ _____	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes: i. Species and listing: _____ _____	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If yes, give a brief description of how the proposed action may affect that use: _____ _____	
<b>E.3. Designated Public Resources On or Near Project Site</b>	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> i. If Yes: acreage(s) on project site? _____ ii. Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes: i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____ _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes: i. CEA name: _____ ii. Basis for designation: _____ iii. Designating agency and date: _____	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
<i>i.</i> Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District	
<i>ii.</i> Name: _____	
<i>iii.</i> Brief description of attributes on which listing is based: _____	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site?	
If Yes:	
<i>i.</i> Describe possible resource(s): _____	
<i>ii.</i> Basis for identification: _____	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes:	
<i>i.</i> Identify resource: _____	
<i>ii.</i> Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____	
<i>iii.</i> Distance between project and resource: _____ miles.	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Identify the name of the river and its designation: _____	
<i>ii.</i> Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

**F. Additional Information**

Attach any additional information which may be needed to clarify your project.

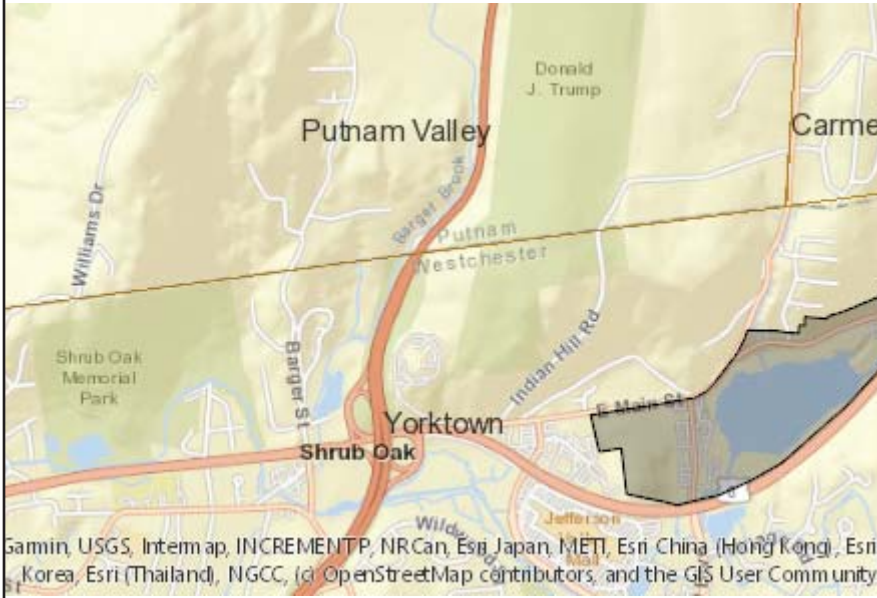
If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name John Tegeder Date \_\_\_\_\_

Signature \_\_\_\_\_ Title Director of Planning, Town of Yorktown

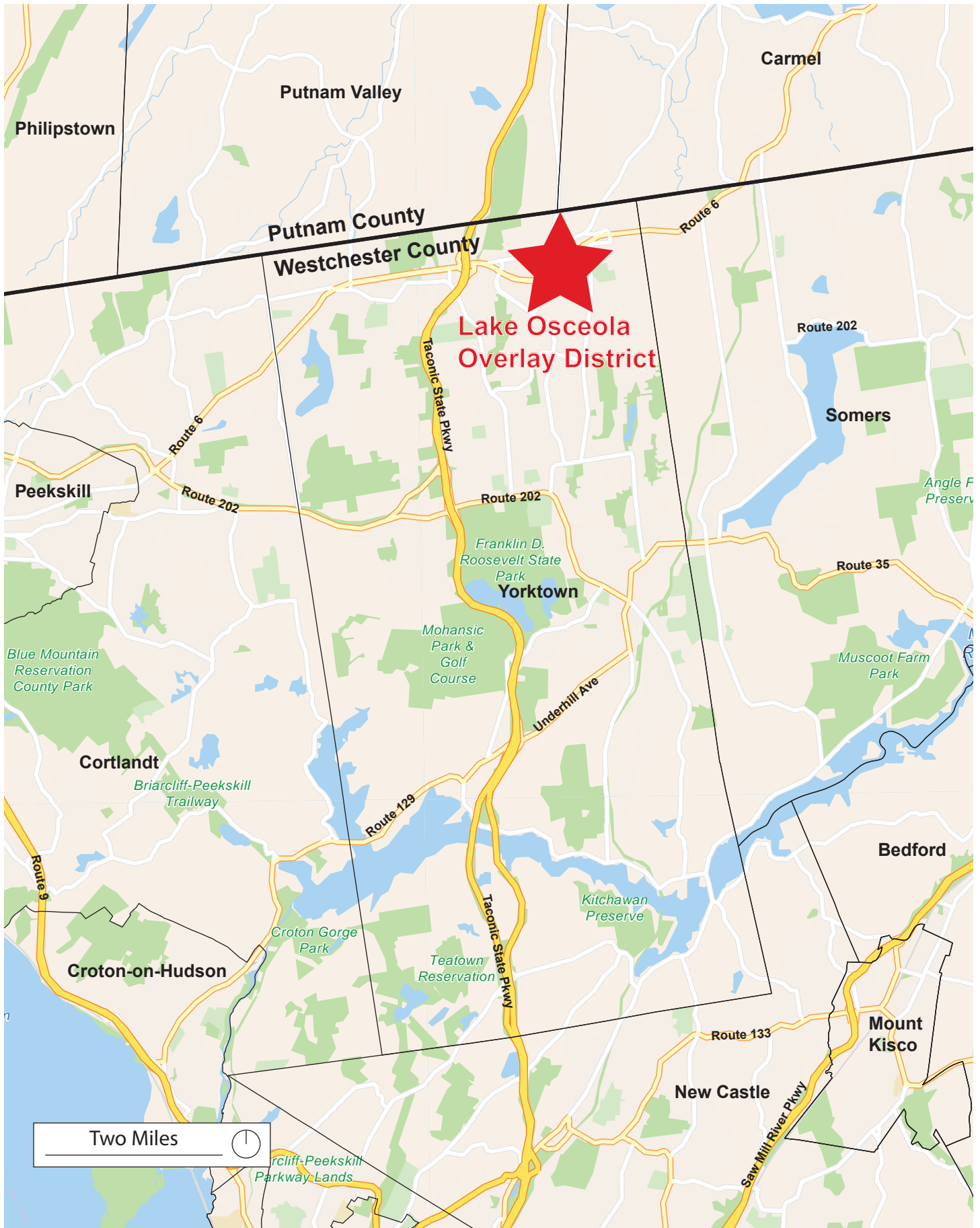


**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

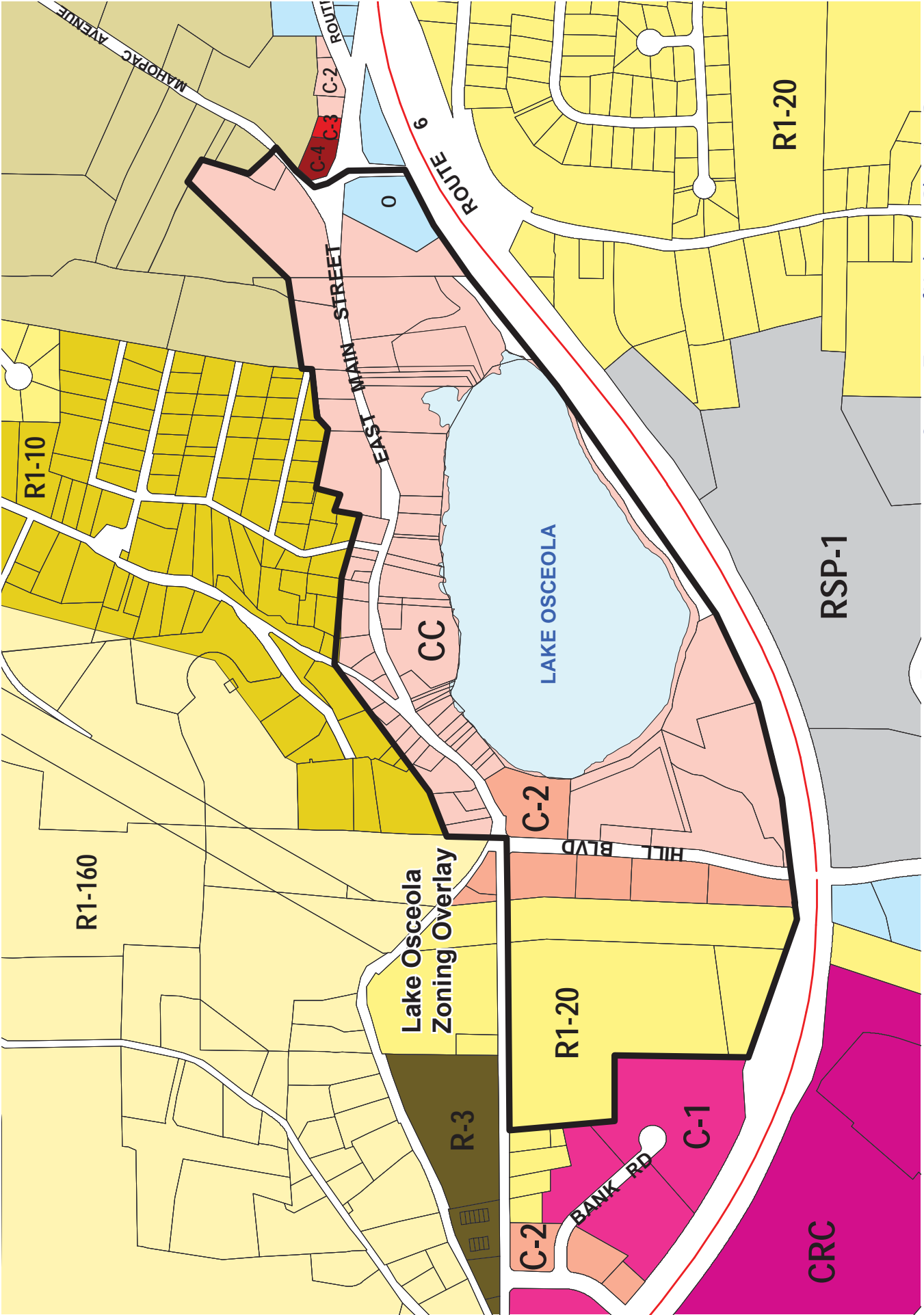


B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Stream Name]	864-617, 864-624, 864-625
E.2.h.iv [Surface Water Features - Stream Classification]	C, B
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters, NYS Wetland
E.2.h.iv [Surface Water Features - Wetlands Size]	NYS Wetland (in acres):224.6
E.2.h.iv [Surface Water Features - DEC Wetlands Number]	A-4
E.2.h.v [Impaired Water Bodies]	No

E.2.i. [Floodway]	Yes
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	Yes
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	No
E.3.i. [Designated River Corridor]	No



Source: Town of Yorktown, ArcGIS



Source: Town of Yorktown Planning Department

Figure 2: Overlay Detail

ATTACHMENT A: DEVELOPMENT PROJECTION

*Via email*

**To:** John A. Tegeder, Director of Planning  
Town of Yorktown

**From:** Frank Fish FAICP, Principal  
Sarah Yackel, AICP, Principal  
Taylor Young, AICP, Senior Planner

**Subject:** Lake Osceola Overlay District Reasonable Estimate of Future Development

**Date:** November 19, 2021

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**Executive Summary**

This memorandum seeks to establish the Reasonable Estimate of Future Development for the Lake Osceola Overlay District. There are no known development sites in Lake Osceola that are relying on the proposed overlay zoning for development. Therefore, we have projected future development using Soft Sites, which are sites that are likely to be developed in the next ten years. We identified the Soft Sites due to their vacancy status, common ownership, and site condition (location, area, and topography).

To create the reasonable estimate of future residential units and commercial gross square feet (GSF), we project that a percentage of the potential incremental change in development would be constructed in the next ten years. Many of the parcels within the Lake Osceola Overlay District do not have access to public sewer, which will hinder potential development. The Town of Yorktown supports development of a sewer line in this area, and construction of a sewer, combined with the proposed overlay zoning district, will incentivize new development. We project that 20 percent of the total development potential would be constructed within the next ten years if a sewer is not extended to the area, and we project that 40 percent of the development potential would be constructed if sewers are extended. We found the Reasonable Estimate of Future Development is approximately 70 residential units and a reduction of 386 GSF of commercial space without a sewer, and approximately 139 residential units and a reduction of 773 GSF of commercial space with a sewer.



**1. Soft Sites**

Soft Sites are developments that are unknown to the Town, but are sites that may reasonably be developed in the next 10 years. Soft Sites were identified either through discussions with the Town of Yorktown Planning Department, who have an understanding of local development trends and building ownership, or by looking at sites within the overlay boundary that are under common ownership, or would be underbuilt (have significantly less building area than permitted) under the proposed overlay zoning. We focused on Soft Sites that have frontage on Lake Osceola since the lake would be an attractive amenity to future residents, tenants, or visitors to each site.

We project the amount of development that could be reasonably constructed on the Soft Sites using a three-step process. First, we used a set of assumptions to project the amount of residential and commercial development that could occur on the Soft Sites. We then subtract any existing development on each site from the development potential to create the incremental development potential. Finally, we estimate a percentage of the incremental development potential would be constructed in the next ten years.

Many of the parcels within the Lake Osceola Overlay District do not have access to public sewer and currently have septic systems, which limits the amount of development on these parcels. If the parcels in the overlay district remain mostly unsewered, we project that 20 percent of the development potential would be constructed within the next ten years. The Town of Yorktown supports constructing sewer lines to serve the area, and if sewers are constructed, we project that 40 percent of the development potential would be constructed within ten years.

We chose the respective percentages based upon our experiences in other Westchester County communities, where we have learned that rarely does 25 percent of the development potential from a new zoning overlay get constructed within ten years. We lowered this percentage to 20 percent if sewer lines are not extended to serve the area because septic requirements limit lot coverage and the intensity of uses. We project that 40 percent of development potential could be constructed with a new sewer system to reflect the large increase in development potential that a sewer system and the zoning overlay would bring to the area. The full development potential is not projected to be constructed due to variable market conditions, complicated real estate ownership and family dynamics, and the choices of various property owners not to develop.

## Identification of Soft Sites

We have analyzed seven Soft Sites which are identified on the attached Figure 1. The single-story strip mall at 3639 Hill Boulevard is underbuilt, and has frontage on Route 6, which makes it a good candidate for redevelopment. Osceola Manor recently became vacant and has a prime location at the corner of Hill Boulevard and East Main Street, and it has frontage on Lake Osceola. The Former Beach site is currently vacant, includes three parcels under common ownership, and has frontage on the lake. The Parking Lot site includes two vacant lots that are under common ownership. We show this site as a separate soft site, but it could also be combined with the Former Beach site and/or 387 E. Main Street for a larger development. 387 E. Main Street has frontage on the lake, and is currently underbuilt with detached home with an in-home business. Three parcels under common ownership make up the 265 E. Main Street site. Two of the parcels are vacant, and one as a two-story commercial building on the parcel. The 275 E. Main Street site has one large parcel, and is also underbuilt since it has a single two-story commercial building on the site.

## Development Potential

To project the total amount of development that could occur on the Soft Sites, we assumed that the sites would be built out to their full development potential of 0.55 FAR and three stories in height. We assumed that a single mixed-use building would occupy the site. We project that new development in the overlay district would be mostly residential, and therefore assume that one-quarter of the ground floor would be used for commercial use, and that the remaining floor area (two and three quarters stories) would be residential. We then divided the amount of residential gross square footage (GSF) by 900 square feet as an average unit size. These assumptions would include any mechanical and circulation space in the building. See Table 1 for a summary of development potential on the Soft Sites.

*Table 1: Soft Sites Development Potential*

<b>Soft Sites</b>	<b>3639 Hill Blvd.</b>	<b>Osceola Manor</b>	<b>Former Beach Site</b>	<b>Parking Lot</b>	<b>387 E. Main St.</b>	<b>265 E. Main St.</b>	<b>275 E. Main St.</b>
Site Area (SF)	62,765	105,428	128,854	16,753	41,194	158,445	108,580
Floor Area Ratio (FAR)	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Max. Mixed-Use GSF	34,521	57,985	70,870	9,214	22,657	87,145	59,719
Building Height (stories)	3	3	3	3	3	3	3
Residential GSF (2.75 stories)	31,656	53,172	64,988	8,449	20,776	79,912	54,762
Commercial GSF (0.25 story)	2,865	4,813	5,882	765	1,881	7,233	4,957
Residential Units (900 square feet per unit)	35	59	72	9	23	89	61

Incremental Change in Development

The incremental change in development is measured by subtracting any existing development on a site from the amount of proposed development for the site. Measuring the incremental change helps isolate changes in residential units or commercial square footage, which is important for analyzing the impacts of new development that could occur under zoning changes. Table 2 shows the existing development on each site, the potential development that could be constructed on each site under the proposed overlay zoning, and the potential incremental change in development that would occur if the sites were fully developed.

*Table 2: Incremental Development Potential*

Soft Site Summary	Existing Development		Development Potential		Potential Increment	
	Res. Units	Comm. SF	Res. Units	Comm. SF	Res. Units	Comm. SF
3639 Hill Blvd	-	16,440	35	2,865	35	(-13,575)
Osceola Manor	-	10,560	59	4,813	59	(-5,747)
Former Beach Site	-	-	72	5,882	72	5,882
Parking Lot	-	-	9	765	9	765
387 E. Main St.	1	700	23	1,881	22	1,181
265 E. Main St	-	1,154	89	7,233	89	6,079
275 E. Main St	-	1,474	61	4,957	61	3,483
<b>Total</b>	<b>1</b>	<b>30,328</b>	<b>349</b>	<b>28,396</b>	<b>348</b>	<b>(-1,932)</b>

Note: The square footage of existing developments was provided by the Town of Yorktown Planning Department and Assessor.

**2. Reasonable Estimate of Future Development**

The reasonable estimate of future development is the amount of incremental change in development that we project would occur in the next ten years. We estimate that without a sewer system serving the area, only 20 percent of the potential incremental development would be constructed in the next ten years. If the sewer line on Hill Boulevard (or another trunk line) is extended to serve the Soft Sites, we project that 40 percent of the incremental development potential could be constructed in the next ten years. This 40 percent projection is higher than what we have observed in other Westchester County communities, but we feel that the combination of the additional development potential permitted under the overlay district, sewer service, and the draw of Lake Osceola would generate more development than can be expected under other rezonings.

The Reasonable Estimate of Future Development without future sewer service is 70 residential units and a reduction of 386 GSF of commercial space. If sewer service is extended to the Soft Sites, we project that 139 residential units and a reduction of 773 GSF of commercial space would be constructed over the next ten years. There would be an incremental reduction in commercial space under both scenarios because the existing developments on the Soft Sites are largely commercial, and they would be replaced by mostly residential development.

*Table 3: Soft Sites Reasonable Development Projection*

<b>Soft Sites: Incremental Development Potential</b>	<b>Residential Units</b>	<b>Commercial SF</b>
3639 Hill Blvd	35	(-13,575)
Osceola Manor	59	(-5,747)
Former Beach Site	72	5,882
Parking Lot	9	765
387 E. Main St.	22	1,181
265 E. Main St	89	6,079
275 E. Main St	61	3,483
Total Development Potential	348	(-1,932)
<b>Adjusted Projection Without Sewer (20% of Units/Square Feet over 10 Years)</b>	<b>70</b>	<b>(-386)</b>
<b>Adjusted Projection With Sewer (40% of Units/Square Feet over 10 Years)</b>	<b>139</b>	<b>(-773)</b>

**3. Sites That Are Not Analyzed**

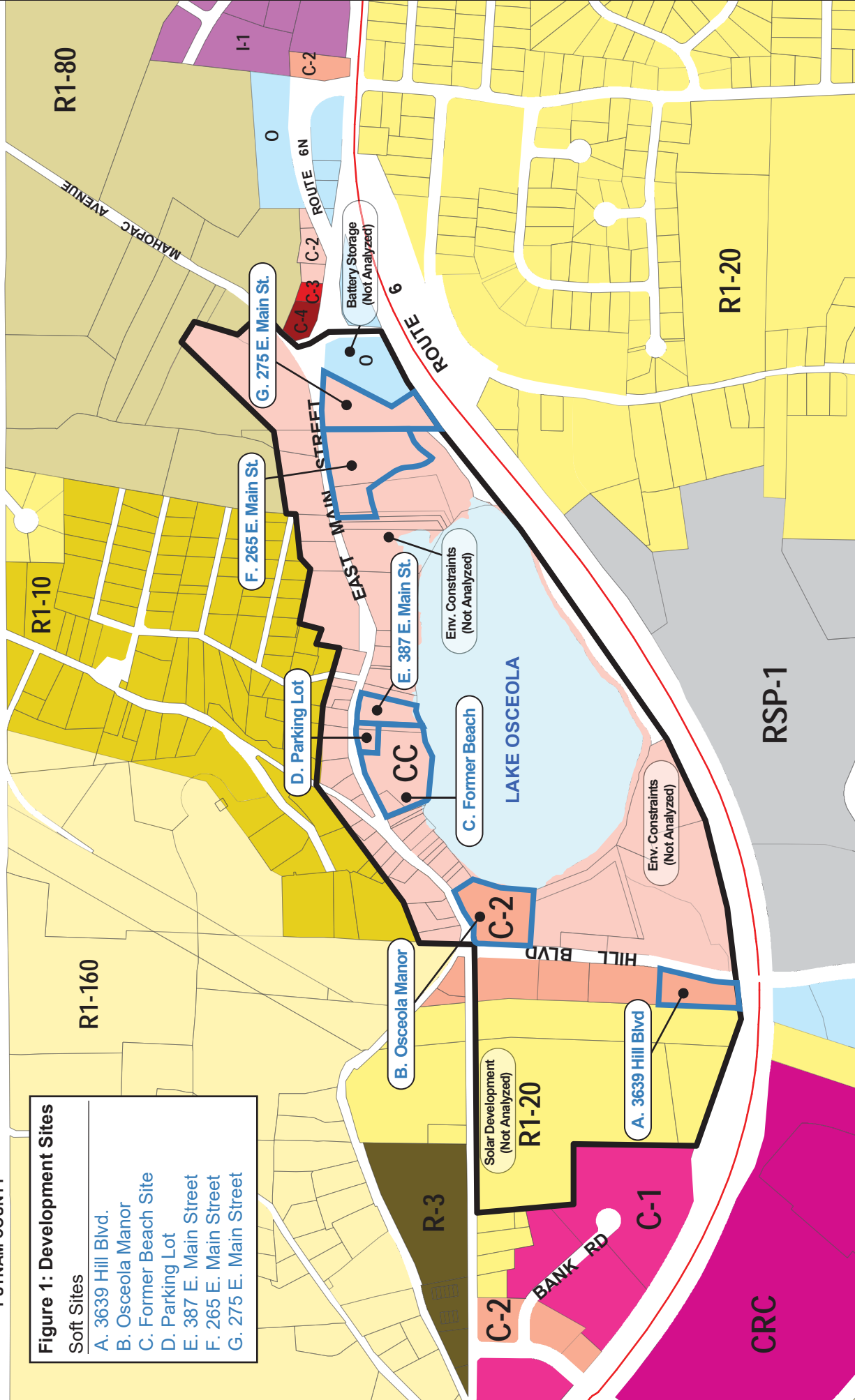
There are a few notable sites in the Lake Osceola Overlay District that were not selected as Soft Sites for this analysis. The largest of these sites is a large residential site south of E. Main Street in the western portion of the overlay. The site is not analyzed because there is a current application before the Town for a solar energy development for this site (shown on Figure 1 as ‘Solar Development’). Additionally, the parcel immediately east of the 275 E. Main Street site is not considered a Soft Site because there is an application before the Town for a battery storage facility on this site (shown on Figure 1 as ‘Battery Storage’).


Most of the commercial businesses along Hill Boulevard were not considered Soft Sites because the buildings appear to have a high occupancy rate, are already served by a sewer system, are well-kept, and do not appear to be significantly underbuilt. We also did not identify any Soft Sites on the north side of E. Main Street due to the steep rise in topography on those parcels that limits the developable area of the parcels. There are also parcels that have frontage on Lake Osceola on the southern and northeastern sides of the lake that have large wetlands or other environmental constraints that limit their development potential.

**Figure 1: Development Sites**

**Soft Sites**

- A. 3639 Hill Blvd.
- B. Osceola Manor
- C. Former Beach Site
- D. Parking Lot
- E. 387 E. Main Street
- F. 265 E. Main Street
- G. 275 E. Main Street




<p>TOWN OF YORKTOWN PLANNING DEPARTMENT          Albert A. Capellini Community &amp; Cultural Center          1974 Commerce Street, Yorktown Heights, NY 10598          (914) 962-6565, <a href="http://www.yorktownny.org/planning">www.yorktownny.org/planning</a></p>
<p>TITLE: Lake Osceola Development Overlay Zone          DATE: March 4, 2021</p>
<p>FILE: F:\ArcGIS\PROJECTS\Overlay Districts\Lake Osceola.mxd          BY: RAS</p>



ATTACHMENT B: SCHOOL AGE CHILDREN PROJECTION

# Lake Osceola Overlay Zoning District School Age Children Generation

Date: November 19, 2021

## Introduction

The Town of Yorktown is proposing a zoning overlay in Lake Osceola to promote mixed-use development. The overlay district would be in the Lakeland Central School District. This analysis includes a review of school enrollment trends, Yorktown population trends, and the school age children projection, and the fiscal benefits of the proposed action.

## School Enrollment Trends

### Lakeland Central School District

The total enrollment in the Lakeland Central School District has declined since the 2011-12 school year. Table 1 shows that elementary school enrollment is down 12 percent, middle school enrollment is down 7 percent, and high school enrollment is down 9 percent since the 2011-12 school year.

Table 1: Lakeland Central School District Enrollment Trends

Year	Total Enrollment	Elementary	Middle	High
2011-12	6,115	2,577	1,419	2,119
2012-13	6,083	2,563	1,415	2,105
2013-14	6,008	2,557	1,362	2,089
2014-15	5,835	2,471	1,358	2,006
2015-16	5,750	2,401	1,358	1,991
2016-17	5,678	2,398	1,399	1,881
2017-18	5,661	2,407	1,349	1,905
2018-19	5,591	2,372	1,320	1,899
2019-20	5,578	2,339	1,340	1,899
2020-21	5,521	2,274	1,325	1,922
Change 2011-12 to 2020-21	(-594)	(-303)	(-94)	(-197)
% Change 2011-12 to 2020-21	(-10%)	(-12%)	(-7%)	(-9%)

Source: NYSED School Enrollment Data

## Town of Yorktown Population Trends

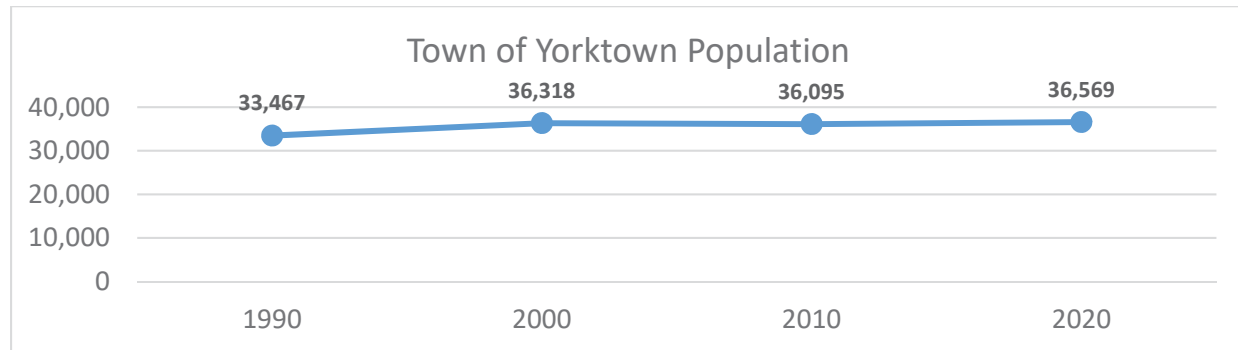
The Town of Yorktown’s population has grown over the past four decades. The population grew by roughly 1,000 people between 1990 and 2000 before declining between 2000 and 2010. Between 2010 and 2022, the population grew by 474 people, which represents a 1.3 percent growth rate.

Table 2: Town of Yorktown Population Trends

	1990	2000	2010	2020	Change s2010 to 2020	% Change 2010 to 2020
Total Population	33,467	36,318	36,095	36,569	474	1.3%

Source: United States Census Bureau, Decennial Census

Figure 1: Town of Yorktown Population Trends



### Village Population and School Enrollment Comparison

The total population of the Town of Yorktown has increased by 474 people since 2010, but total school enrollment for the Lakeland Central School district has fallen. The Town’s population grew by 1.3 percent, but school enrollment fell by 10 percent. Enrollment fell for elementary, middle, and high schools over the past ten years.

### Projections for New School Age Children Generated by the Proposed Overlay Districts

We used two different sources to project the number of new school age children that could be created by the proposed zoning overlay in Lake Osceola. The sources include multipliers produced by researchers at Rutgers University, and by using multipliers that we have observed through our 40 years of experience of planning in Westchester County and the tri-state region.

### Lake Osceola Overlay District Development Projection

Our development projections for the Lake Osceola Overlay District included two scenarios. Currently, most of the parcels within the Lake Osceola Overlay District are on septic systems which hinders their development potential, however, the Town of Yorktown seeks to extend a sewer district in the area (parcels along Hill Boulevard are currently within a sewer district). We projected that only 20 percent of the total development potential would be constructed if a sewer system were not constructed and most of the parcels remained on septic systems (“Septic System”) and that 40 percent of the development potential would be constructed if a sewer system were constructed (“Sewer System”).

Using a soft site analysis, we projected that 70 units would be constructed if the parcels remained on septic systems, and 139 units would be constructed if a sewer system was built. For this analysis, we are assuming that 20 percent of the units would be developed as townhomes, and 80 percent would be



developed as multifamily apartment units. This is reasonable considering the area’s parcel configuration, topography, location next to Lake Osceola, and further distance from an existing mixed-use center.

Using data from the Rutgers University study and our professional observations, we project that the potential residential development produced under the proposed Lake Osceola Overlay District would range between 8 and 9 school age children if the parcels remain on septic, and between 16 and 18 school age children if a sewer system is constructed.

#### Lake Osceola Residential Demographic Multipliers - Rutgers Multipliers

The Rutgers University Center for Urban Policy Research published demographic multipliers in 2006, and they have since been used for school-age children analyses. The Rutgers University Center for Real Estate updated the 2006 study in 2018 when they published School Age Children in Rental Units in New Jersey: Results from a Survey of Developers and Property managers. The study uses observations from multifamily housing developments in New Jersey, but we believe the findings can be applied to the tri-state region. We use the updated 2018 multipliers in this analysis.

The Rutgers analysis presents school age children multipliers for housing units based on many different factors. These include the number of bedrooms, type of development (high-rise, mid-rise, low-rise), average income of the occupying household, affordability of the unit (market-rate or affordable), and age of the development. Since we are unaware of the unit mix of most of the potential multifamily units, we have chosen to use the generation rate that the researchers observed in market-rate developments constructed after 2000. For the townhome units, we used the multiplier for two-bedroom units in low-rise developments that have an average household income of over \$100,000<sup>1</sup>. Using these multipliers we project that 9 children would be generated within the overlay district if a sewer system is not constructed (“Septic System”), and 18 children would be generated if a sewer system were constructed (“Sewer System” - see Table 3).

Table 3: Lake Osceola School Age Children Projection - Rutgers Multipliers

Development Scenario	Unit Type	Number of Units	School Age Children Multiplier (per unit)	Projected School Age Children
Septic System	Townhome	14	0.282	4
	Apartment	56	0.098	5
	<b>Total</b>	<b>70</b>	-	<b>9</b>
Sewer System	Townhome	28	0.282	8
	Apartment	111	0.098	10
	<b>Total</b>	<b>139</b>	-	<b>18</b>

Source: School Age Children in Rental Units in New Jersey: Results from a Survey of Developers and Property Managers. Rutgers Center for Real Estate – White Paper Series. Davis, Frame, Ladall, and Tantleff. July 2018.

<sup>1</sup> The Rutgers study groups townhomes and low-rise multifamily buildings together as low-rise buildings.

## Lake Osceola Residential Demographic Multipliers - BFJ Multipliers

BFJ Planning has over 40 years of experience planning in Westchester County and the tri-state region. We have done numerous school age children projections, and based on our professional knowledge we find that 0.07 children per unit can be expected for multifamily apartment units. Our observed townhome data needs further analysis, and we have therefore used the townhome multiplier that was used in the Rutgers analysis. Using a mix of our professional observations and the Rutgers data we project that 8 children would be generated within the overlay district if a sewer system is not constructed (“Septic System”), and 16 children would be generated if a sewer system were constructed (“Sewer System” - see Table 4).

Table 4: Lake Osceola School Age Children Projection - BFJ Observations

Development Scenario	Unit Type	Number of Units	School Age Children Multiplier (per unit)	Projected School Age Children
Septic System	Townhome	14	0.282	4
	Apartment	56	0.07	4
	<b>Total</b>	<b>52</b>	-	<b>8</b>
Sewer System	Townhome	28	0.282	8
	Apartment	111	0.07	8
	<b>Total</b>	<b>139</b>	-	<b>16</b>

Source: BFJ Planning Observations; School Age Children in Rental Units in New Jersey: Results from a Survey of Developers and Property Managers. Rutgers Center for Real Estate – White Paper Series. Davis, Frame, Ladall, and Tantleff. July 2018.

## Fiscal Benefits

Residential construction is an economic engine for the local economy and provides some new job opportunities for residents as well as additional revenue for local governments. Table 5 and Table 6 show a summary of the estimated economic benefits of multifamily residential construction for a typical metropolitan area<sup>2</sup>. The model for this estimate was created by the National Association of Home Builders (NAHB) and is not site-specific to Lake Osceola. It is meant to show a generic model of economic impacts<sup>3</sup>.

Table 5: One Year Impacts of the Projected Residential Development in the Lake Osceola Zoning Overlay District

Development Scenario	Units	Local Income	Local Taxes (Inc. Fees, Etc.)	Local Jobs Supported
Septic System	70	\$8,185,100	\$1,547,840	113
Sewer System	139	\$16,253,270	\$3,073,568	224

Source: NAHB, 2015

<sup>2</sup> National Association of Home Builders, 2015. “The Economic Impact of Home Building in a Typical Local Area: Income, Jobs and Taxes Generated.” We note that this model is for multifamily apartment construction, and 54 of the proposed 405 units would be developed as townhomes. The NAHB only provides models for single-family and multifamily apartment units. The multifamily apartment units have a lower fiscal benefit than single-family units, and therefore we believe this represents a conservative estimate.

<sup>3</sup> We understand from the Town of Yorktown Planning Department that none of the Known Development Sites are asking for a payment in lieu of taxes (PILOT) or other tax abatement from the Town. Since the Known Development Sites represent the majority of the projected residential units in the overlay, we assume that none of developments would ask for PILOT.

Table 6: Ongoing, Annual Effect of Projected Residential Development in the Lake Osceola Zoning Overlay District

<b>Development Scenario</b>	<b>Units</b>	<b>Local Income</b>	<b>Local Taxes (Inc. Fees, Etc.)</b>	<b>Local Jobs Supported</b>
Septic System	70	\$1,848,420	\$352,450	31
Sewer System	139	\$3,670,434	\$699,865	61

Source: NAHB, 2015

These are local impacts, representing income and jobs for residents in the area, and taxes (and other sources of revenue, including permit fees) for all local jurisdictions within the local area. Table 5 specifically highlights both the direct and indirect impacts of the construction activity itself, including the spending of construction workers into the local area’s economy. Table 6 summarizes the recurring impacts from the new units becoming occupied (taxes paid, participation in the local economy, etc.). This model accounts for the natural vacancy rate typical for multifamily properties. The total projected local taxes (one-time plus recurring) amounts to \$1,900,290 for the Septic System scenario, and \$3,773,433 for the Sewer System scenario.

We estimate that 69.84 percent of the total estimated local taxes would go to the Lakeland Central School District. Under the Septic System scenario, we estimate the school district would receive \$1,327,163, and the Town of Yorktown would receive \$217,013. Under the Sewer System scenario we project the school district would receive \$2,635,366, and the Town would receive \$430,926<sup>4</sup>.

Based on this review of economic impacts, the proposed Lake Osceola Overlay District is expected to have a tax positive impact on the Town of Yorktown and the Lakeland Central School District.

## Summary and Conclusion

Table 7 and Table 8 compare the Lake Osceola Overlay District, both using data from the 2018 Rutgers study and BFJ Planning’s observations. These projections include all school age children, and although we expect most of them would attend the well-regarded schools in the district, some may attend private or parochial school, and therefore this represents a conservative projection. The number of projected schoolchildren is unlikely to all enter the school district at the same time. Our projection represents the total number of school age children who would enter the districts over ten years and throughout all grade levels.

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<sup>4</sup> The school district tax percentage and Town tax percentage was taken from the 2022 Town of Yorktown Tentative Budget presentation dated October 30, 2021.

## Lake Osceola Overlay District – Lakeland Central School District

Table 7: Lake Osceola School Age Children Projection Comparison - Septic System

Lake Osceola Development Projection: Septic	Unit Type	Number of Units	School Age Children Multiplier (per unit)	Projected School Age Children
Rutgers Multipliers	Townhome	10	0.282	3
	Apartment	42	0.089	4
	<b>Total</b>	<b>52</b>	-	<b>7</b>
BFJ Multipliers	Townhome	10	0.282	3
	Apartment	42	0.07	3
	<b>Total</b>	<b>52</b>	-	<b>6</b>

Source: BFJ Planning Observations; School Age Children in Rental Units in New Jersey: Results from a Survey of Developers and Property Managers. Rutgers Center for Real Estate – White Paper Series. Davis, Frame, Ladall, and Tantleff. July 2018.

Table 8: Lake Osceola School Age Children Projection Comparison - Sewer System

Lake Osceola Development Projection: Sewer	Unit Type	Number of Units	School Age Children Multiplier (per unit)	Projected School Age Children
Rutgers Multipliers	Townhome	28	0.282	8
	Apartment	111	0.089	10
	<b>Total</b>	<b>139</b>	-	<b>18</b>
BFJ Multipliers	Townhome	28	0.282	8
	Apartment	111	0.07	8
	<b>Total</b>	<b>139</b>	-	<b>16</b>

Source: BFJ Planning Observations; School Age Children in Rental Units in New Jersey: Results from a Survey of Developers and Property Managers. Rutgers Center for Real Estate – White Paper Series. Davis, Frame, Ladall, and Tantleff. July 2018.

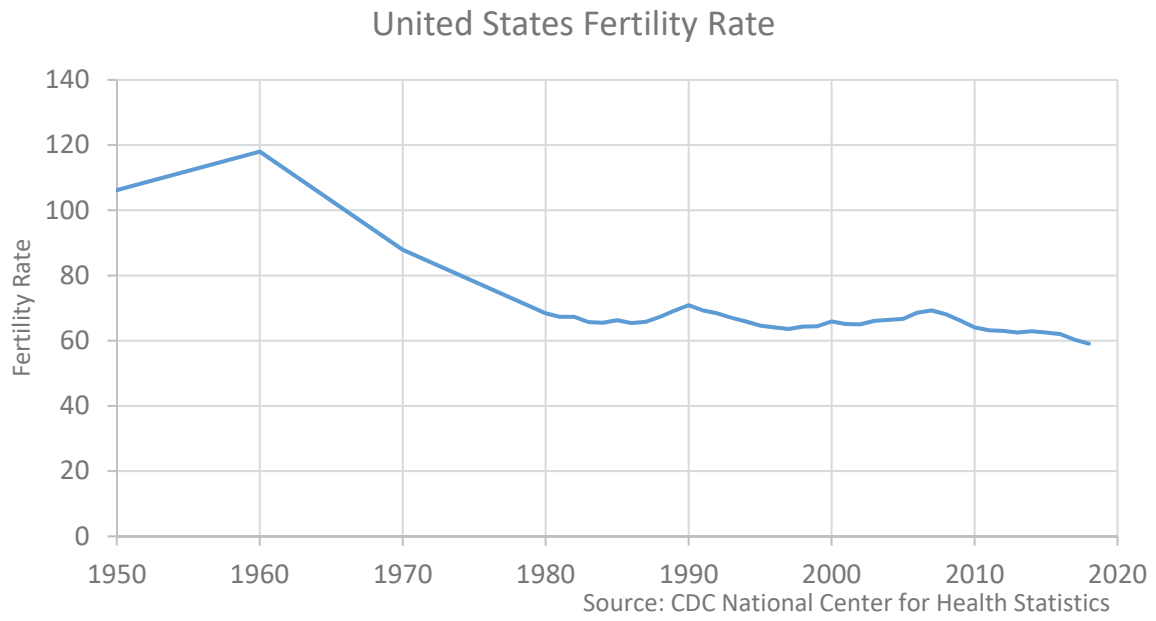
### Declining Birthrates

Birth rates have been declining in the United States since the 1950s. This national trend is also true in New York State and Westchester County. Figure 2 shows that fertility rates, which are a measure of the number of births per 1,000 women aged 15-44, reached a 30-year low in 2018. Recent studies from the Centers for Disease Control show that birth rates are down 19 percent from 2007, which had the highest birth rate in recent years.

The Covid-19 pandemic has only increased the decline in birth rates nationally; the number of births in 2020 was four percent lower than the number in 2019<sup>5</sup>. The combination of long-term declines in birth rates and the acute decline caused by the Covid-19 pandemic is expected to have impacts that last throughout the decade. These trends may ease potential strains on school district capacity and lessen concerns about the generation of school age children by new developments.

<sup>5</sup> Tavernise, Sabrina. "Pandemic Led to Faster Drop in U.S. Births." *The New York Times*, May 5, 2021.

Figure 2: Fertility Rate in the United States



ATTACHMENT C: TRAFFIC

## Lake Osceola Overlay District

# TRAFFIC ELEMENT OF EXPANDED ENVIRONMENTAL ASSESSMENT FORM (EAF)

## DRAFT

Prepared for:  
Town of Yorktown

November 2021

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# 1. Introduction

Lake Osceola's transportation system is heavily influenced by the east-west travel corridor of what is now the four-lane US Route 6, and East Main Street, a previous alignment of US Route 6 which continues to fulfill an important role in the area's transport network.

This Traffic element of the Expanded Environmental Assessment Form for the proposed Lake Osceola Overlay District first reviews the transportation context in the vicinity of Lake Osceola. It then discusses the potential impacts from the proposed rezoning (the "action").

It is important for the reader to bear in mind that the proposed rezoning is being analyzed under the provisions of NYS SEQR as a *Generic* action, in other words an action such as a law, policy, or plan that pertains to a relatively large area, rather than a specific development site. From a traffic/transportation standpoint, the core question analyzed here is whether the proposed rezoning would lead to an increase in traffic that could significantly and adversely impact the transport system.

Following adoption of the proposed Overlay Zone District in Lake Osceola, individual development applications in the future would be separate actions, and would be reviewed by the town's municipal boards to identify whether there is the potential for site-specific traffic impacts and if so how they can be reasonably mitigated. In the realm of traffic/transportation, this could involve issues such as changing the timing of existing traffic lights or adding new ones, ensuring a high-quality streetscape for pedestrians and cyclists, and ensuring that driveways and access for pedestrians are safe and well-designed.

## 2. Existing Conditions

### 2.1 *Roadway Functional Class and AADT*

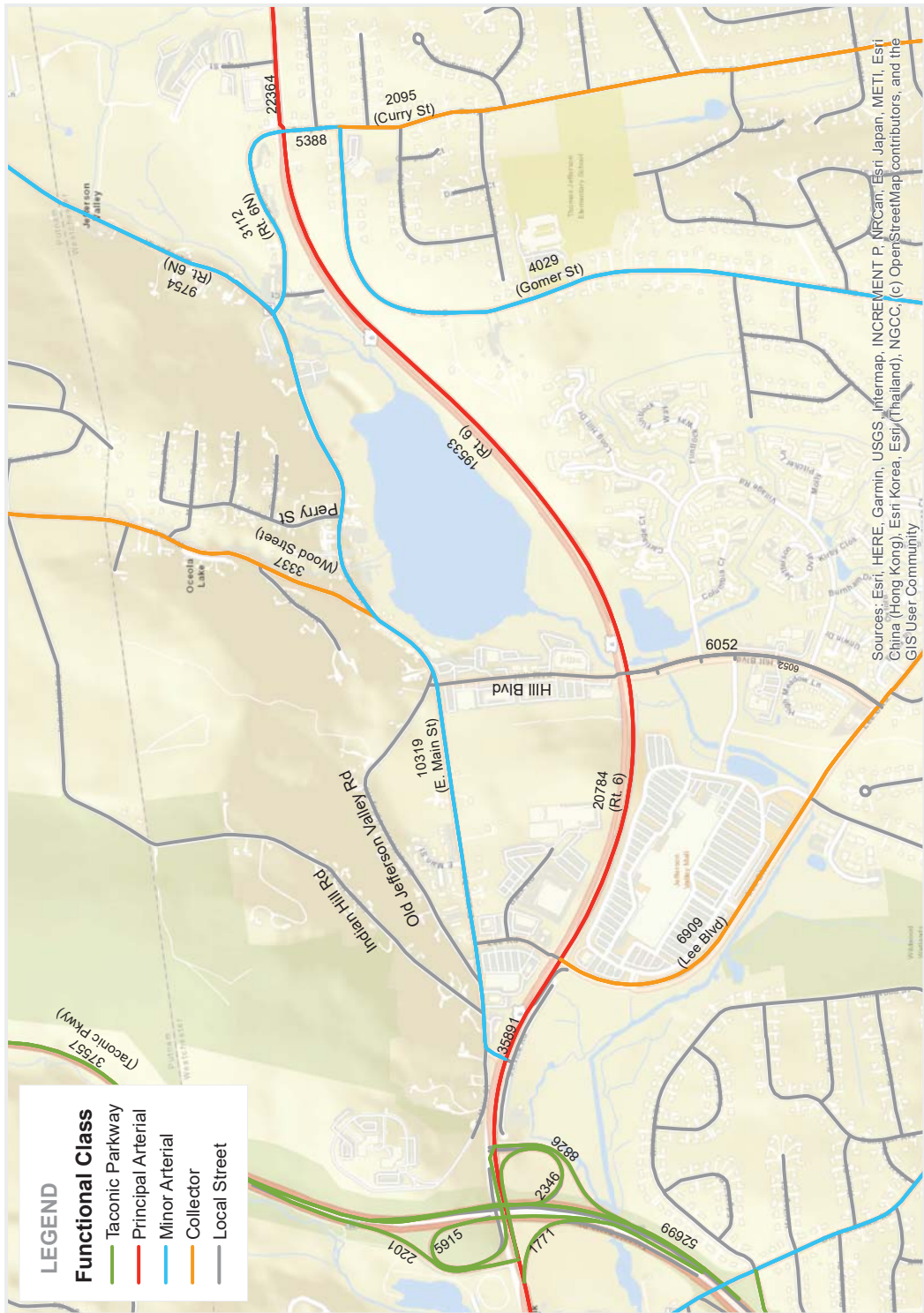
Figure 1 shows the proposed Lake Osceola Overlay District and surrounding areas.

The Functional Class of a roadway (shown in Figure T-1) is an indicator of the role that the road plays in servicing traffic. The Taconic Parkway is the highest-standard roadway in this part of Yorktown, followed by US Route 6 (a four-lane principal arterial with traffic lights ["signals"] but no land-access through Jefferson Valley). Both of these roads are under the jurisdiction of the New York State Department of Transportation (NYSDOT) (see Figure T-2). Route 6 experiences recurring peak-period congestion several miles to the west (Mohegan Lake) and also several miles to the east (Baldwin Place) of Lake Osceola; in both of those hamlets the roadway is two lanes rather than the four-lane cross-section in the vicinity of Lake Osceola<sup>1</sup>.

East Main Street is a Minor Arterial that roughly parallels Route 6 to its north. It is two lanes, and serves many adjacent properties. It was built much earlier than Route 6 and hence has different design standards. Notable issues are driveways that require backing movements to exit and difficult topography and alignment. East Main Street connects from Route 6 and the Taconic Parkway in the west to Wood Street and NY Route 6N, providing access to points north and east.

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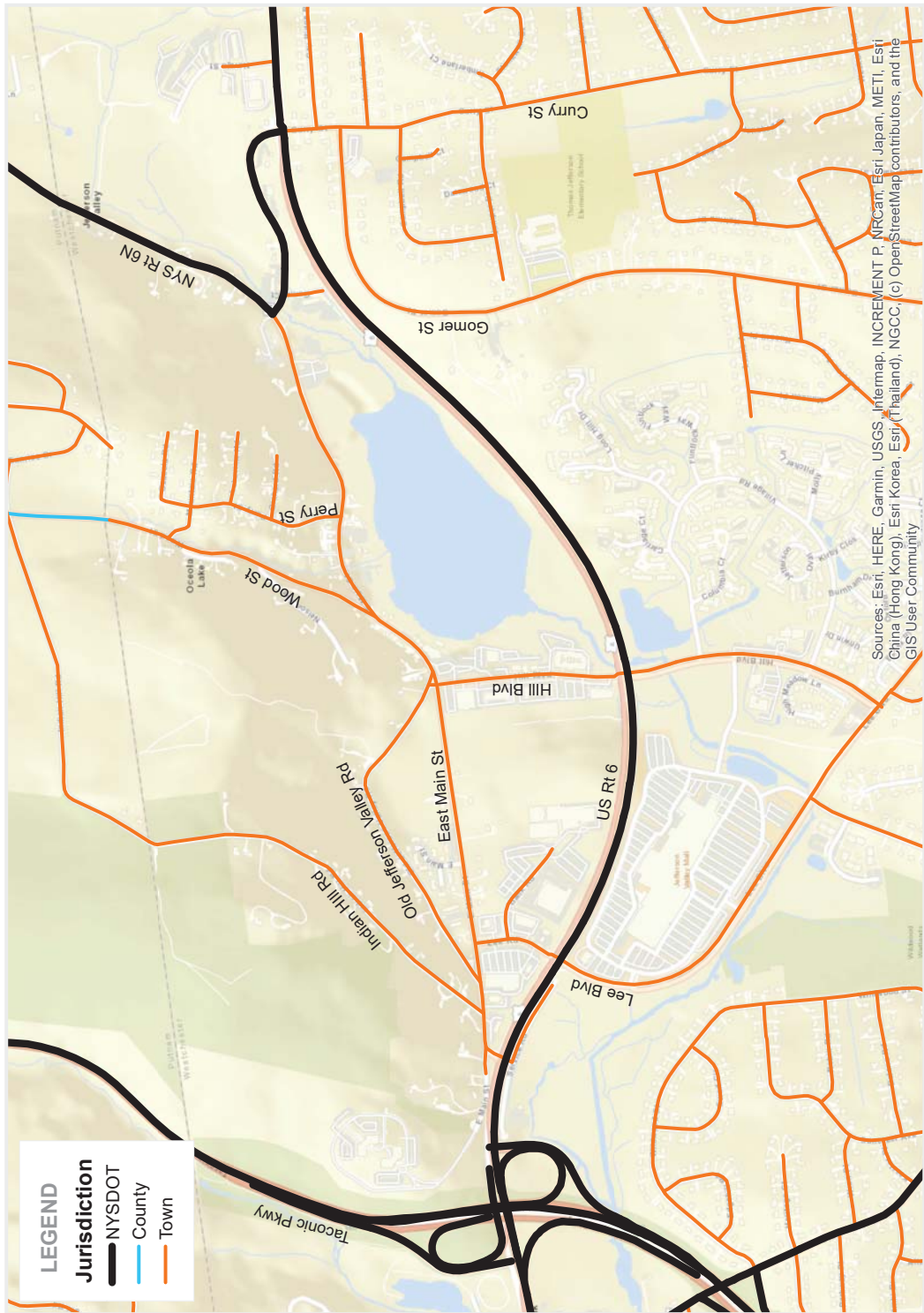
<sup>1</sup> Readers are referred to Yorktown's *Route 6 Carrying Capacity in Mohegan Lake* study and the *Sustainable Development Study* regarding Mohegan Lake, and NYSDOT's *Route 6/6N Corridor Planning Study* regarding Route 6 in Baldwin Place. Note that these are historic rather than recent studies.



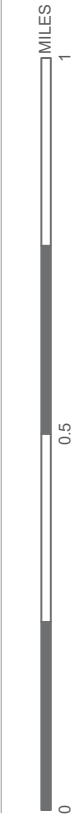
Functional Roadway Classification and Annual Average Daily Traffic (AADT) Volumes

FIGURE T-1





Roadway Jurisdiction



FIGURE

T-2

The Lake Osceola Overlay District encompasses Hill Boulevard, which provides access to several larger commercial properties between East Main Street, before connecting to the south with the east side of the Jefferson Valley Mall and onwards to Lee Boulevard and Quinlan St.

The labels on the roadways in Figure T-1 are “Average Annual Daily Traffic”, meaning how many vehicles per day travel on each road segment. For instance, on Route 6 just north of the Jefferson Valley Mall the AADT is 20,784 vehicles per day, and on East Main Street the AADT is 10,319 vehicles per day. All traffic levels discussed in this report are year 2019 (i.e. immediately pre-covid) and are sourced from NYS DOT.

Route 6N is a two-lane state highway that has two intersections with Route 6. The first is immediately to the east of Lake Osceola at Curry Street, and the second is located in Mahopac to the east. Route 6N is generally oriented northeast-southwest, however the segment between East Main Street and Route 6/Curry St does not follow this general alignment, and East Main Street does. Thus East Main Street serves as a more direct connection between Route 6 and Route 6N than the signed “official” connection; this is reflected in the AADT on East Main Street (10,319 veh/day) and on the main part of Route 6N (9,754 veh/day) being much higher than the AADT on the appendix of Route 6N that approaches Curry Street (3,112 veh/day).

## **2.2 Peak hour volumes**

Figures T-3 and T-4 show the morning and afternoon/evening weekday rush hour (“peak hour”) traffic volumes. Whereas AADT data provides a baseline context of the total amount of traffic carried by a roadway, peak-hour traffic levels relate more directly to the whether or not congestion is experienced.

In the morning, southbound traffic on the Taconic Parkway is much heavier than northbound traffic, and traffic on East Main Street also shows distinctive peaking westbound in the morning and eastbound in the afternoon/evening.

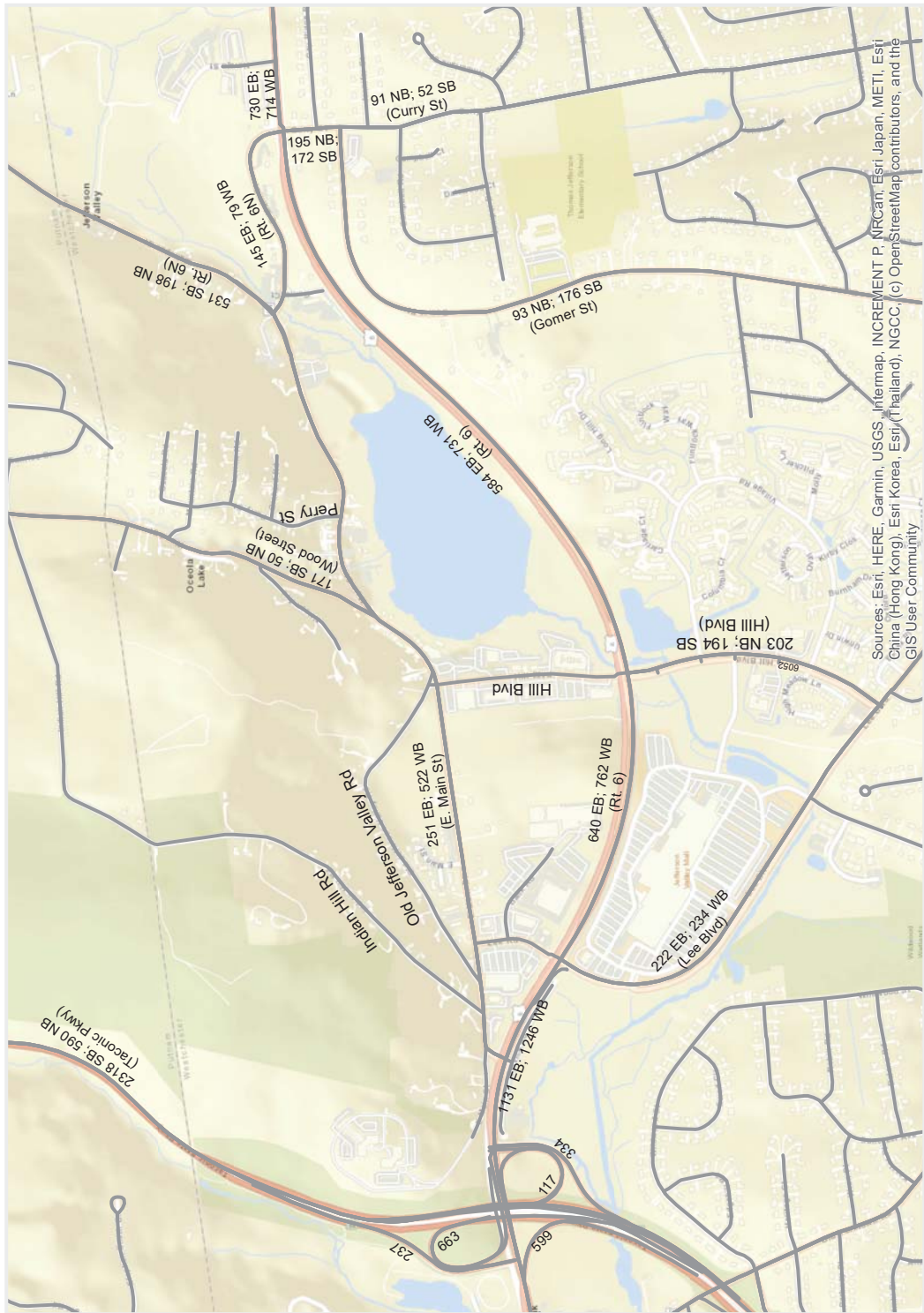
In contrast, traffic volumes on Route 6 are higher in the afternoon/evening than in the morning, but in both time periods the level of traffic is roughly balanced in the east and west directions.

## **2.3 Vehicular crashes**

The Yorktown Police Department prepared a summary of motor vehicle crashes during the period 2018 – 2020 for the intersections shown in Table T-1.

The two intersections along East Main Street with the highest frequency of crashes during this 3-year period are at Indian Hill Road and Hill Boulevard.

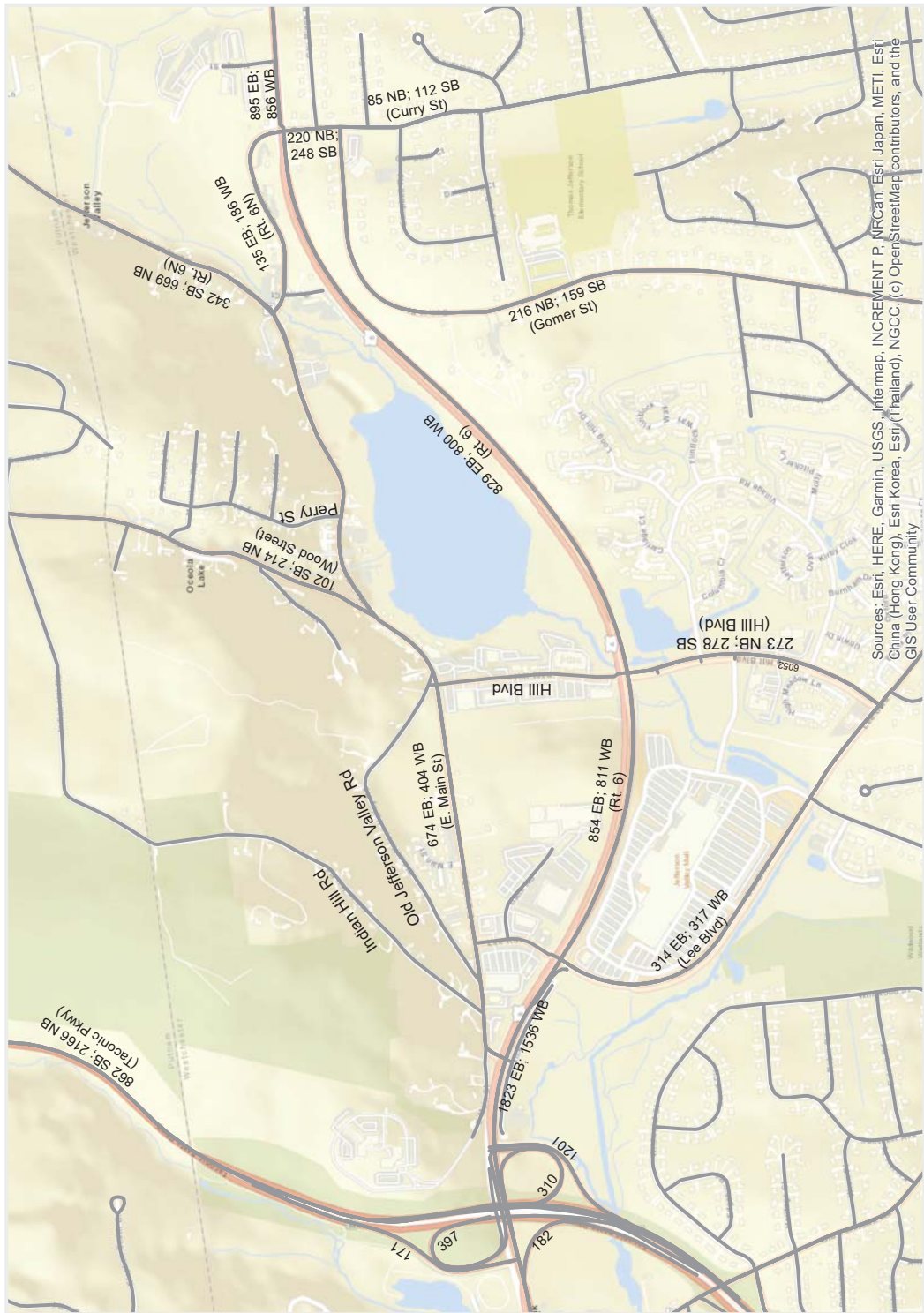
On Route 6, the intersections with Lee Boulevard and Hill Boulevard have roughly double the number of crashes as the intersection with Curry Street and Route 6N. The highest number of crashes with an injury were at the Route 6 and Hill Boulevard intersection.



AM Peak-Hour Traffic Volumes, Key Roadways

FIGURE



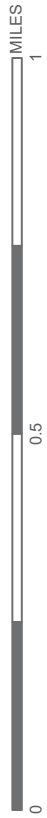


FIGURE

PM Peak-Hour Traffic Volumes, Key Roadways

T-4

transpogroup



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

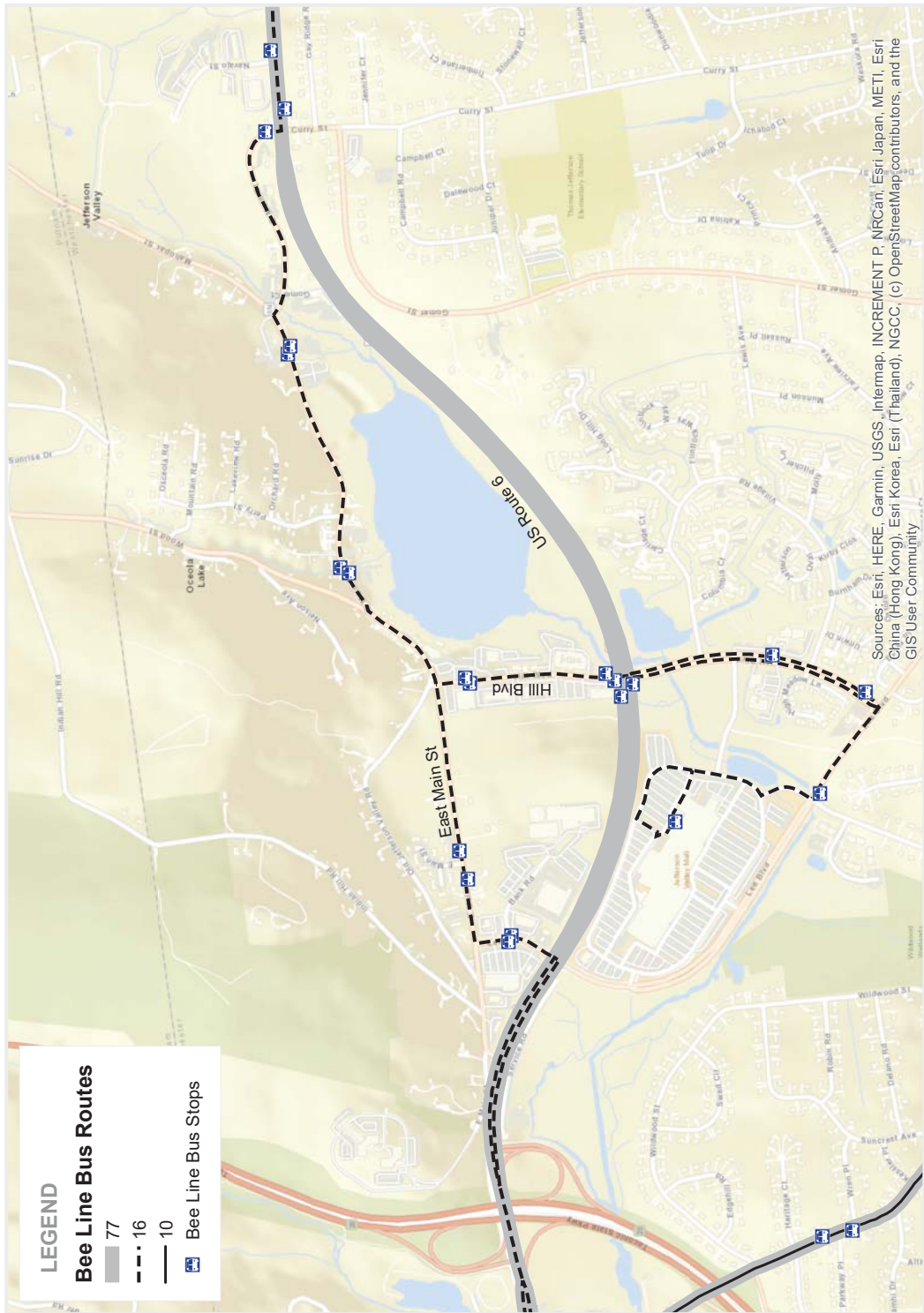
Intersection	Total number of crashes	Crashes with an injury	Crashes with a fatality
<b>East Main Street and Route 6 (just east of the Taconic Pkwy northbound on/off-ramps)</b>	7	2	0
<b>East Main Street and Indian Hill Rd</b>	16	3	0
<b>East Main Street and Old Jefferson Valley Rd (west end of Old Jefferson Valley Rd)</b>	0	0	0
<b>East Main Street and Lee Blvd</b>	6	3	0
<b>East Main Street and Hill Blvd</b>	16	3	0
<b>East Main Street and Old Jefferson Valley Rd (east end of Old Jefferson Valley Rd)</b>	0	0	0
<b>East Main Street and Wood St</b>	9	4	0
<b>East Main Street and Perry St</b>	7	3	0
<b>East Main Street and NY Rt 6N</b>	1	1	0
<b>US Route 6 and Curry St/NY Rt 6N</b>	16	3	0
<b>US Route 6 and Hill Blvd</b>	38	8	0
<b>US Route 6 and Lee Blvd</b>	41	4	0

*Table T-1: Summary of crash history in vicinity of Lake Osceola, 2018-2020*

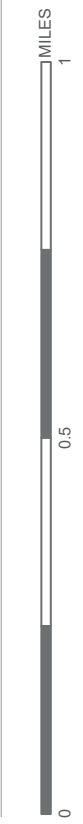
## **2.4 Public transportation**

Bus service through Lake Osceola is provided by Routes 16 and 77 of Westchester County's Bee-Line system (see Figure T-5).

Route 16 is a local service that travels on East Main Street, connecting to Peekskill at its western terminus and Baldwin Place on the east. There are 16 eastbound and 16 westbound buses, operating roughly on hourly headways between approximately 6:00 AM and 9:00 PM.



Westchester County Bee-Line Bus Services



T-5

FIGURE



Route 77 is an express service that travels along Route 6, which connects between Carmel to the north and White Plains to the south. There are three buses in the early morning (approximately every 30 minutes between 6:15 and 7:45 AM) and three in the afternoon (between 5:15 and 7:00 PM).

Metro-North provides commuter rail services to the east and west of Yorktown. As discussed below, there is some commuting by rail by residents living in the vicinity of Lake Osceola, with the Town's Comprehensive Plan identifying Croton-Harmon and Ossining as the stations most frequently used by Yorktown residents.

## **2.5 Walking and cycling**

Some street edges in the vicinity of Lake Osceola have sidewalks (on one side of the street in many places), but others lack pedestrian accommodation (notably East Main Street near Route 6N). Route 6 is a barrier to north-south travel, however the intersections at Lee and Hill Boulevards have crosswalks across the 5-lane Route 6 cross-sections (two lanes in each direction plus opposing left-turn lanes).

There are currently no dedicated bicycling facilities around Lake Osceola.

## **2.6 Use of alternative forms of travel**

The proposed Lake Osceola overlay district is located within the Jefferson Valley "Census Designated Place" (CDP), which broadly corresponds to the northeastern portions of Yorktown (east of the Taconic Parkway; north of Granite Springs Road). The American Community Survey (ACS) provides estimates of how many workers living in Jefferson Valley commute to work by each of various methods of travel.

The data are from the ACS's 2019 5-year estimates (the most recent available, and entirely before the onset of the covid-19 pandemic).

84% of workers drive alone to work, and another 5% carpool. 6% take public transport; this is mainly commuter rail activity (5%), with 0.4% commuting by bus. The 2010 Comprehensive Plan identified Croton-Harmon and Ossining as the stations most frequently used by Yorktown rail commuters. Public transport commutes in Jefferson Valley are on average much longer in duration than commuting trips by other means of travel, with 89% of public transport commutes taking an hour or more each way, compared to 15% of all commuting journeys. No bicycle commuting is reported (i.e. 0%), and 0.1% of workers commute by walking to work. 4% of workers reported working from home (note this is pre-covid data).

# **3. Potential Impacts**

## **3.1 Traffic**

The potential for traffic impacts was evaluated by determining the extent of any increase or decrease in the number of trips on the road system in and around the Lake Osceola overlay district.

The input for this analysis was the "Incremental Development" that would be incentivized by introducing the Lake Osceola Overlay District. Two separate scenarios were evaluated:

- Without sewer: Net change of +14 townhomes, +56 apartments, -290 sq ft. of commercial space
- With sewer: Net change of +28 townhomes, +112 apartments, -773 sq ft. of commercial space

The “without sewer” analysis captures the effects of the proposed rezoning action with current infrastructure; the lack of sewer constrains the development potential of most of the properties. The “with sewer” analysis represents the effects if a sewer system were later to be extended, as a subsequent action after the rezoning. The projected decrease in commercial space is due to an assumption that some commercial properties are redeveloped with less commercial space and instead residential use.

The determination of the increase/decrease of trips on the road system uses an approach known as “trip generation”. This is a standard technique that draws on established relationships between amounts of development and number-of-trips, using the Institute of Transportation Engineers’ Trip Generation Manual (11th edition).

Table T-2 presents the inputs to the Trip Generation analysis, and Table T-3 presents the results.

	<b>Traffic Generation Rates (trips per hour or trips per 24-hour day, per column headings below)</b>			
<b>ITE Land Use Category</b>	Weekday, 24 hour	Weekday, AM peak hour	Weekday, PM peak hour	Saturday, peak hour (typically midday)
<b>215 (townhomes)</b>	7.20 (trips per townhome)	0.48 (trips per townhome)	0.57 (trips per townhome)	0.57 (trips per townhome)
<b>220 (Multifamily housing, low-rise)</b>	6.74 (trips per apartment)	0.40 (trips per apartment)	0.51 (trips per apartment)	0.41 (trips per apartment)
<b>822 (Strip retail)</b>	54.45 (trips per 1,000 sq ft)	2.36 (trips per 1,000 sq ft)	6.59 (trips per 1,000 sq ft)	6.57 (trips per 1,000 sq ft)
<b>931 (Fine restaurant, removed from Osceola Manor site)</b>	83.84 (trips per 1,000 sq ft)	0.73 (trips per 1,000 sq ft)	7.8 (trips per 1,000 sq ft)	10.68 (trips per 1,000 sq ft)

*Table T-2: Inputs to Incremental Buildout Estimated Peak Hour Traffic Generation*

ITE Land Use Category	Amount of incremental development	Amount of Traffic Generation (trips per hour or trips per 24-hour day, per column headings below)			
		Weekday, 24 hour	Weekday, AM peak hour	Weekday, PM peak hour	Saturday, peak hour (typically midday)
<b>215 (townhomes)</b>	+14 townhomes	+101	+7	+8	+8
<b>220 (Multifamily housing, low-rise)</b>	+56 apartments	+377	+22	+29	+23
<b>822 (Strip retail)</b>	+1,294 sq ft.	+70	+3	+9	+9
<b>931 (Fine restaurant, removed from Osceola Manor site)</b>	-1,584 sq ft.	-133	-1	-12	-17
<b>Total</b>	N/A	<b>+416</b>	<b>+31</b>	<b>+33</b>	<b>+23</b>

Table T-3: Incremental Buildout Estimated Peak Hour Traffic Generation (without sewer)

ITE Land Use Category	Amount of incremental development	Amount of Traffic Generation (trips per hour or trips per 24-hour day, per column headings below)			
		Weekday, 24 hour	Weekday, AM peak hour	Weekday, PM peak hour	Saturday, peak hour (typically midday)
<b>215 (townhomes)</b>	+28 townhomes	+202	+13	+16	+16
<b>220 (Multifamily housing, low-rise)</b>	+112 apartments	+748	+44	+57	+46
<b>822 (Strip retail)</b>	+3,451 sq ft.	+188	+8	+23	+23
<b>931 (Fine restaurant, removed from Osceola Manor site)</b>	-4,224 sq ft.	-354	-3	-33	-45
<b>Total</b>	N/A	<b>+784</b>	<b>+63</b>	<b>+62</b>	<b>+39</b>

*Table T-4: Incremental Buildout Estimated Peak Hour Traffic Generation (with sewer)*

The results of the Trip Generation analysis show a small increase in trip generation in the “without sewer” scenario, and a somewhat larger increase in the “with sewer” scenario.

To put the increase in the number of trips on roadways in the vicinity of Lake Osceola into context, we can sum the AADT of traffic on East Main Street (10,319 veh/day) and on Route 6 (20,784 veh/day), which yields a combined total of 31,103 vehicles per day traveling east-west directly north and south of the lake. The increase of 416 daily trips without sewer is equal to approximately 1.3% of this number of trips currently using roadways to travel directly north and south of Lake Osceola. The similar calculation for the “with sewer” scenario is 2.5%.

Based on this analysis of the impact on overall trip-making on the roads in the vicinity of the Lake Osceola overlay district being on the order of 1% (without sewer), it is concluded that there would not be a significant impact on the operations of the transportation system. The increase of 2.5% which could occur if sewer is later built is larger but still generally minor; the potential for traffic impacts of this scale would need to be reviewed for potential significance in a future SEQR process in connection with extending sewer in this area.

### 1.1 **Public transportation, walking and cycling**

The overall small increase in trip-making in Lake Osceola is expected to be reflected as a corresponding marginally higher level of walking, cycling, and demand for public transport. This would also be supported by the goal of the Overlay Zoning to transition Hill Boulevard into a Main Street style attraction with expanded public transportation options and increased access to the recreational and tourism opportunities offered by the lakefront.

Given the generally light ridership of Bee-Line services in portion of the bus network in northern Westchester, however, any increase in ridership on Bee-Line bus services is anticipated to be very small in terms of usage of vehicle capacity, and easily absorbed onto the existing public transport system without adverse impacts.

The goal of the Overlay Zoning to promote a Complete Streets approach would be generally supportive of walking and cycling within the overlay zone.

### 1.2 **Parking**

The proposed Overlay Zoning legislation contains provisions designed to ensure that parking continues to be adequately provided by future real estate developments, while providing applicants with flexibility in how this is done.

Table T-5 summarizes specific proposed changes to parking requirements.

*Table T-5: Parking standards under current zoning and proposed overlay zoning*

Type of use	Parking standard under current zoning	Parking standard under proposed overlay zoning
Residential units	<b>2.2 spaces per unit (for multifamily dwellings of 3+ units)</b>	<b>1.5 spaces per unit</b>
Retail	<b>4 spaces per 1,000 sq ft</b>	<b>Same numerical requirement, with added flexibility (see below)</b>
Flexibility provisions (300-255-G)	<b>Yes (300-182-H-4-d), for non-residential uses</b>	The use of shared parking between different uses on the same site and/or shared parking between adjacent properties
	<b>Yes (300-182-H-4-e), for non-residential uses</b>	The use of conservation parking spaces
	<b>Yes (300-182-H-4-a), for non-residential uses</b>	The availability of on-street parking or public parking within close proximity to the site
	<b>Yes (300-182-C-2)</b>	Variation in the probable time of maximum use of differing uses on the same site

The Overlay Zoning sets parking standards, and also outlines four specific mechanisms that would provide flexibility to applicants by allowing the Planning Board to vary from the standard calculations of required off-street parking spaces:

- The use of shared parking between different uses on the same site and/or shared parking between adjacent properties (this dovetails with Policy 3-11 of the Comprehensive Plan, which supports shared-access to off-street parking under the aegis of “Access Management, as well as the Comprehensive Plan’s observation that shared-parking between adjacent properties can allow more efficient site plans that yield both more parking and streetscape improvements)
- The use of conservation parking spaces (i.e. a site plan permitted with fewer-than-standard parking spaces initially, with land set aside for future provision of additional parking spaces if the initial provision of spaces proves to be inadequate)
- The availability of on-street parking or public parking within close proximity to the site (this is consistent with Policy 3-22 which codifies encouraging use of on-street and public parking as town policy)
- Variation in the probable time of maximum use of differing uses on the same site (i.e. allowing uses that have complementary patterns of peak parking demand to share parking. A typical example might be a commuter park-and-ride lot that is busy on weekdays and a church that is busy on Sundays).

Two of the items in this listing (conservation parking spaces and credit for nearby public parking) are currently permitted in Town Code, but their application is limited to non-residential uses. The Overlay Zoning proposes to extend these provisions to also encompass residential uses.

The Overlay Zoning’s main change in numerical parking standards relates to residential uses, which would be reduced from 2.2 to 1.5 parking spaces per unit, i.e. approximately by one-third. This is intended to support residential-market segments that tend to have lower-than-average car-ownership levels (e.g. smaller-size units, empty nesters, etc.) and that will be located proximate to commercial uses, and is consistent with the Comprehensive Plan’s theme of encouraging adequate but not excessive parking.

It is important to note that this change in the residential parking standard and all other parking provisions of the Overlay Zoning would be subject to the Town’s discretionary review processes when reviewing site-specific development applications.

The Overlay Zoning presents the Planning Board with guidance and standards for off-street parking provision when reviewing site plans, but also explicitly empowers them to reach reasonable determinations about how to implement them on individual development applications, providing that decisions are grounded on rational bases. By explicitly codifying the desirability of the mechanisms for flexibility in parking provision, future applicants will be provided a clear signal of what is desired.

Finally, the Overlay Zoning calls for off-street parking to be provided at the rear of properties rather than in front of buildings. This is intended to encourage a vibrant pedestrian environment with buildings oriented towards the street as in a traditional “Main Street” context, in keeping with the objectives of the Comprehensive Plan.

In sum, the parking provisions of the Overlay Zoning are anticipated to have generally positive impacts, as they are aligned with the policies and objectives expressed in the town’s Comprehensive Plan. As with other issues relating to new development, site-specific review of development applications will ensure that parking issues are appropriately addressed on a case-by-case basis taking into account idiosyncratic site conditions, etc.

## 4. Conclusions

Based on the analyses reported here, no adverse significant transportation impacts are anticipated from the incremental development expected from implementing the Lake Osceola Overlay District, in the absence of extending sewer to the area. This analysis has identified the potential for additional traffic

impacts if sewer is later extended, which would need to be reviewed for potential significance in a future SEQR process in connection with extending sewer.

When development applications are submitted to the town seeking to take advantage of the Overlay Zoning's provisions, Yorktown's Planning Department and municipal boards will review site-specific transportation analyses as they would for any development application in town.

When performing those site-specific analyses, in reaching its determinations and any required conditions, the town will continue to be guided by the relevant policy documents (notably the transportation items in the Comprehensive Plan and Sustainable Development Study), as well as the principle of ensuring that individual developments reasonably address their impacts on the transportation system. The town will also continue to work in partnership with NYSDOT and other public agencies to identify and advance options for general enhancements to the regional and sub-regional transportation network in Yorktown.

ATTACHMENT D: WATER AND SEWER



# Lake Osceola Overlay Zoning District: Water and Sewer Capacity

## Introduction

The Town of Yorktown is proposing a zoning overlay in Lake Osceola to promote mixed-use development. Parcels in Lake Osceola are served by the public water supply. Some parcels within the overlay boundary are on a public sewer system, but most parcels use on-site septic systems for waste treatment. BFJ had a conversation with the Town of Yorktown Engineer, Dan Ciarcia, PE, on November 10, 2021, to assess whether there is sufficient capacity for water consumption and sanitary sewer treatment for the projected development over the next ten years. In our conversation, Mr. Ciarcia discussed the current water and sewer systems and their existing capacity.

## Development Projection, Water Consumption, and Sanitary Sewer Flow

Most of the parcels within the Lake Osceola Zoning Overlay treat their wastewater with on-site septic systems, which limits their development potential. However, the Town of Yorktown would like to see sanitary sewer service extended to this area. We, therefore, projected development for the overlay if it remains served by septic systems, and if a sewer system is extended to the area. We project 70 residential units would be constructed in the septic system scenario (14 townhomes, 56 multifamily apartment units) and 139 units would be developed under the sewer system scenario (28 townhomes, 111 multifamily apartment units). To estimate the demand for water consumption and sanitary sewer flow, we used the New York State Department of Environmental Conservation's estimate of 110 gallons per bedroom per day<sup>1</sup>. The development projections do not include detailed unit-mix breakdowns, so we made assumptions about the average number of bedrooms in each unit type (townhomes and multifamily apartments) to project water and sanitary sewer demand. Table 1 shows that we assume each townhome unit has 2.5 bedrooms, and each multifamily apartment unit has 1.55 bedrooms<sup>2</sup>. Under the septic system scenario we project 13,398 gallons per day, and under the sewer system scenario we project 26,626 gallons per day.

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<sup>1</sup> NYSDEC Design Standards for Intermediate-Sized Wastewater Treatment Systems, 2014.

<sup>2</sup> A townhome average of 2.5 bedrooms assumes townhomes are evenly split between two or three bedroom units. Multifamily apartment bedroom averages assumes 50 percent of units are studio/1-bed units, 45 percent are 2-bed units, and 5 percent are 3-bed units. We think the multifamily bedroom average is conservative, as most developments are unlikely to have five percent of their units as three bedrooms.

*Table 1: Lake Osceola Water and Sanitary Sewer Flow Projections*

<b>Unit Type</b>	<b>No. of Units</b>	<b>Bedrooms per Unit</b>	<b>Gallons/Bedroom/Day</b>	<b>Flow (GPD)</b>
<i>Septic Systems (70 units projected)</i>				
Townhomes	14	2.5	110	3,850
Multifamily Apartments	56	1.55	110	9,548
<b>Total Projected Water Demand (Septic Scenario)</b>				<b>13,398</b>
<i>Sewer Systems (139 units projected)</i>				
Townhomes	7,700	7,700	7,700	7,700
Multifamily Apartments	18,926	18,926	18,926	18,926
<b>Total Projected Water Demand and Sanitary Sewer Flow (Sewer Scenario)</b>				<b>26,626</b>

### Water Supply

Parcels within the Lake Osceola Zoning Overlay are served by the Northern Westchester Joint Water Works, which sends water from the New York City water supply system to the Yorktown, Somers, Cortlandt, and Montrose water districts. Mr. Ciarcia stated that there are no issues with the Town’s water supply and that there is sufficient capacity for the projected water demand.

### Sewer Capacity

The parcels along Hill Boulevard are currently served by a sewer system that takes wastewater to the Westchester Wastewater Treatment Plant located at 700 Highland Avenue in Peekskill. If a sewer line were extended to the remainder of the parcels within the zoning overlay, their wastewater would also go to the Westchester County plant in Peekskill. Mr. Ciarcia stated that there is sufficient capacity at the County’s plant for the projected development if a sewer line is extended to serve all of the parcels within the Lake Osceola Zoning Overlay.