



## **YORKTOWN HEIGHTS OVERLAY DISTRICT ZONING**

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

*Yorktown Heights, 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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NOVEMBER 19, 2021

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: Yorktown Heights Overlay District Zoning		
Project Location (describe, and attach a general location map): Yorktown Heights 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 Yorktown Heights hamlet to promote downtown revitalization, economic development, and to provide housing opportunities in the hamlet. The proposed Yorktown Heights Planned Design District 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 or four stories if the site is ten acres or larger. 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 Yorktown Heights Planned Design District Overlay Zone is being reviewed at the same time as the Lake Osceola Development 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, or Village Board of Trustees <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	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): NYC Watershed Boundary          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): _____ _____ _____	

**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?  
Residential Districts: R1-10, R1-40, R-2, RSP-2. Commercial Districts: C-1, C-2R, C-3. Industrial Districts: I-2

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: Yorktown Heights Planning Design District Overlay Zone

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

a. In what school district is the project site located? Yorktown Heights 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?  
Junior Lake Park, North County Trailway, Franklin Delano Roosevelt State Park

**D. Project Details**

**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

• Do existing sewer lines serve the project site?  Yes  No  
 • Will a line extension within an existing district be necessary to serve the project?  Yes  No  
 If Yes:
 

- Describe extensions or capacity expansions proposed to serve this project: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site?  Yes  No  
 If Yes:
 

- Applicant/sponsor for new district: \_\_\_\_\_
- Date application submitted or anticipated: \_\_\_\_\_
- What is the receiving water for the wastewater discharge? \_\_\_\_\_

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):  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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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?  Yes  No  
 If Yes:
 

- 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)
- ii. Describe types of new point sources. \_\_\_\_\_  
 \_\_\_\_\_
- 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)?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
  - If to surface waters, identify receiving water bodies or wetlands: \_\_\_\_\_  
 \_\_\_\_\_
  - Will stormwater runoff flow to adjacent properties?  Yes  No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?  Yes  No

---

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?  Yes  No  
 If Yes, identify:
 

- i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)  
 \_\_\_\_\_
- ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)  
 \_\_\_\_\_
- iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)  
 \_\_\_\_\_

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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?  Yes  No  
 If Yes:
 

- 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)  Yes  No
- ii. In addition to emissions as calculated in the application, the project will generate:
  - \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)
  - \_\_\_\_\_ Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)
  - \_\_\_\_\_ Tons/year (short tons) of Perfluorocarbons (PFCs)
  - \_\_\_\_\_ Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)
  - \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflouorocarbons (HFCs)
  - \_\_\_\_\_ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

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

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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 covertypes on the project site.

Land use or Covertypes	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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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**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 864-119 Classification C
- Lakes or Ponds: Name \_\_\_\_\_ Classification \_\_\_\_\_
- Wetlands: Name Federal Waters, Federal Waters, Federal Waters Approximate Size \_\_\_\_\_
- Wetland No. (if regulated by DEC) \_\_\_\_\_

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: \_\_\_\_\_  
 \_\_\_\_\_

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: \_\_\_\_\_



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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: <i>i.</i> Describe the habitat/community (composition, function, and basis for designation): _____ Red Maple-Hardwood Swamp <i>ii.</i> Source(s) of description or evaluation: _____ <i>iii.</i> Extent of community/habitat: <ul style="list-style-type: none"> <li>• Currently: _____ 178.7 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>i.</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>i.</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>i.</i> If Yes: acreage(s) on project site? _____ <i>ii.</i> 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>i.</i> Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature <i>ii.</i> 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>i.</i> CEA name: _____ <i>ii.</i> Basis for designation: _____ <i>iii.</i> 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 checked="" 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: Eligible property: Floral Villa, Yorktown Heights Railroad Station	
<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 checked="" type="checkbox"/> Yes <input 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.

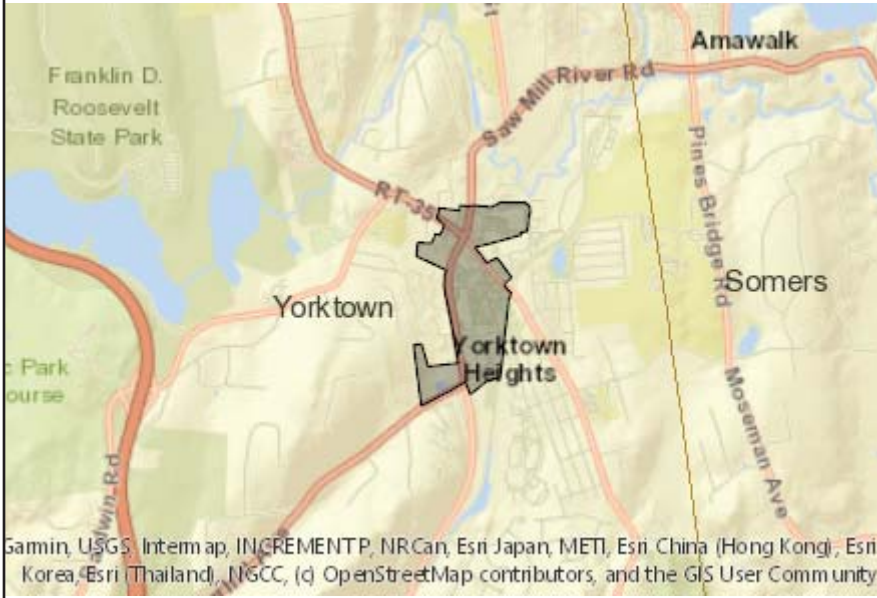
*\*See Attachments. A: Development Projection, B: School Age Children Projection, C: Traffic, D: Water and Sewer*

**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]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYC Watershed Boundary
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]	864-119
E.2.h.iv [Surface Water Features - Stream Classification]	C
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	Yes

E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	Yes
E.2.n.i [Natural Communities - Name]	Red Maple-Hardwood Swamp
E.2.n.i [Natural Communities - Acres]	178.7
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]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Eligible property:Floral Villa, Yorktown Heights Railroad Station
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No



Source: Town of Yorktown, ArcGIS





# 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:** Yorktown Heights 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 Yorktown Heights Overlay District. We have placed potential development in Yorktown Heights into two categories: Known Development Sites and Soft Sites. The Known Development Sites are developments that have come before the Town and were discussed at our kickoff meeting in late August. Soft Sites include potential development sites that have not come before the Town but may in the future due to their future vacancy status and/or existing common ownership.

To project the total number of residential units and commercial gross square feet (GSF) that are likely to be constructed in the next ten years, we combined the incremental change in development (increase or decrease) from the Known Development Sites with 25 percent of the incremental change in development from the Soft Sites. We found the Reasonable Estimate of Future Development is 405 residential units, 18 hotel rooms, and a reduction of approximately 92,464 GSF of commercial space. The amount of commercial space would be reduced because the buildings on the potential development sites have mostly commercial uses, and they would be replaced by buildings that are largely residential with some ground-floor commercial uses.

### **1. Known Development Sites**

There are four Known Development Sites in the Yorktown Heights Overlay District. They are Underhill Farms, Yorktown Green, the Roma Development, and the Boutique Hotel. Underhill Farms, Yorktown Green, the Roma Development would be mostly residential projects with some accessory commercial space. The Boutique Hotel development would have hotel rooms and a rooftop bar and grill. The source of the information shown in Table 1 is from our meeting in late August, site plans, recent news articles, and the Town of Yorktown website. These developments are shown on the attached Figure 1.



*Table 1: Known Development Sites*

<b>Known Development Sites</b>	<b>Proposed Residential Units</b>	<b>Proposed Commercial Area (GSF)</b>
Underhill Farms	165	11,375
Yorktown Green	150	12,260
Roma Development	42	9,700
Boutique Hotel	Hotel Rooms: 18	2,600
<b>Total</b>	<b>357 Residential Units and 18 Hotel Rooms</b>	<b>35,935</b>

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.

We measured the incremental change at Yorktown Green<sup>1</sup>, the Roma Development, and the Boutique Hotel by subtracting existing building’s square footage from the proposed development plans. For Underhill Farms, which is currently vacant and is within the R1-40 residential district, we have subtracted the number of residential units that could be constructed under existing zoning. The R1-40 district permits single-family homes with a minimum lot size of 40,000 square feet, and we project that a developer could build 12 single-family homes on the site under existing zoning<sup>2</sup>. Table 2 shows the existing floor area for each of the Known Development Sites, the proposed number of residential units and commercial floor area, and the incremental change in residential units and commercial floor area.

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<sup>1</sup> The former K-Mart building at the Yorktown Green site is currently vacant. It could, however, be renovated and occupied by a national grocery chain (Wegmans, Trader Joes, Whole Foods, etc.) or other retailer that could succeed at the site. We are therefore counting the commercial space at the site for the measurement of incremental development change.

<sup>2</sup> The site area of Underhill Farms is approximately 600,459 square feet (13.8 acres). Existing zoning permits single-family homes with a minimum lot size of 40,000 square feet. When you divide the total lot size by the minimum lot size, you get 15 single-family homes. This, however, does not take into account subdivision design, circulation, and any natural features on the site. We therefore project that 12 single-family homes could be built on the Underhill Farms site.

*Table 2: Incremental Increase in Development at Known Development Sites*

Known Development Sites	Existing Development or Development Potential		Development Potential		Potential Increment	
	Res. Units	Comm. SF	Res. Units	Comm. SF	Res. Units	Comm. SF
Underhill Farms	12	-	165	11,375	152	11,375
Yorktown Green	-	90,119	150	12,260	150	(-77,859)
Roma Development	-	26,000	42	9,700	42	(-16,300)
Boutique Hotel	-	5,413	18 hotel rooms	2,600	18 hotel rooms	(-2,813)
<b>Total</b>	<b>12</b>	<b>121,532</b>	<b>357 units and 18 hotel rooms</b>	<b>23,675</b>	<b>345 units and 18 hotel rooms</b>	<b>(-85,597)</b>

**2. Known Developments that Are Not Analyzed**

There are two sites with known developments that are not analyzed in this Reasonable Estimate of Future Development. The Weyant site is located north of Crompond Road/Route 202, west the Roma Development and east of Hamblyn Street. The Weyant site has an approved site plan for 23 townhomes, meaning they could be constructed without the proposed overlay, and we understand that the developer of the site will not be proposing a new site plan under the overlay. The Mongero/Commerce Bank site is located west of Saw Mill River Road across from Uncle Giuseppe’s Marketplace. The site is not included in this estimate because there is an approved site plan for a Commerce Bank on the site, and portions of the site are covered by wetlands, which limits its development potential.

**3. 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 and would be underbuilt (have significantly less building area building area than permitted) under the proposed overlay zoning.

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 measure the incremental change in development. Finally, we estimate that 25 percent of the incremental change in development would be constructed in the next ten years. We chose 25 percent based upon our experiences in other Westchester County communities, where 25 percent of development potential has rarely, if ever, been exceeded. The reasons for this are 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 five Soft Sites. Uncle Giuseppe's Marketplace was discussed at our meeting in late August and we identified Underhill Plaza as a relatively large site that would be underbuilt considering it has a single-story building and the proposed overlay would allow three stories and a floor area ratio (FAR) of 0.55. The Downing and Commerce site includes three parcels that are currently under common ownership that are occupied by single-story commercial buildings. The Gilbert Street Lots are a collection of three lots south of Gilbert Street, and west of Saw Mill River Road. One parcel has a single-family house on it, and two other parcels are vacant. The three lots are currently within the R1-10 district, and the proposed overlay significantly increases their development potential. The final soft site is the Triangle Shopping Center, which we do not think will be redeveloped, but may have the potential for a small commercial expansion. These sites are shown on the attached Figure 1.

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, that half of the ground floor would be used for commercial use, and that the remaining two and a half 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.

The only exception to these assumptions is the Triangle Shopping Center. The Triangle Shopping Center has a large commercial footprint with a high occupancy rate. It has a high potential for future revenue growth if new residential development occurs on nearby properties. There are no active plans in front of the Town for an expansion of the shopping center. However, there are a few areas on the shopping center parcel that could potentially be developed for free-standing retail, restaurant, bank, or office uses. We project that there is potential for approximately 5,000 square feet of additional commercial development. See Table 3 for a summary of development potential on the Soft Sites.

*Table 3: Soft Sites Development Potential*

<b>Soft Sites</b>	<b>Uncle Giuseppe's</b>	<b>Underhill Plaza</b>	<b>Downing and Commerce</b>	<b>Gilbert Street Lots</b>	<b>Triangle Shopping Center Addition</b>
Site Area (square feet)	168,529	92,774	49,290	163,913	705,173
Floor Area Ratio (FAR)	0.55	0.55	0.55	0.55	0.55
Maximum Mixed-Use GSF	92,691	51,026	27,110	90,152	N/A – No
Building Height (stories)	3	3	3	4	redevelopment
Residential GSF (2.5 stories)	76,934	42,352	22,501	78,432 (3.5 stories)	projected
Commercial GSF (0.5 story)	15,757	8,674	4,609	11,720	5,000 addition
Residential Units (900 square feet per unit)	85	47	25	87	0

Incremental Development Potential

The incremental change in development is the measure of any additional floor area or reduction of floor area that would be developed at the Soft Sites when what currently exists on the site is subtracted. Table 4 shows the incremental development potential on each of the Soft Sites.

*Table 4: Incremental Development Potential*

<b>Soft Site Summary</b>	<b>Existing Development</b>		<b>Development Potential</b>		<b>Potential Increment</b>	
	Res. Units	Comm. SF	Res. Units	Comm. SF	Res. Units	Comm. SF
Uncle Giuseppe's	-	43,260	85	15,757	85	(-27,503)
Underhill Plaza	-	23,074	47	8,674	47	(-14,400)
Downing and Commerce	-	10,500	25	4,609	25	(-5,891)
Gilbert Street Lots	1	-	83	15,326	82	15,326
Triangle Shopping Center Addition	-	-	-	-	-	5,000
<b>Total</b>	<b>1</b>	<b>76,834</b>	<b>240</b>	<b>49,366</b>	<b>239</b>	<b>(-27,468)</b>

Note: The size of the existing developments was provided by the Town of Yorktown Planning Department, Assessor, or measured using the Westchester County building footprint shapefile in ArcGIS.

Soft Sites Reasonable Development Projection

The reasonable development projection is the amount of incremental development that could occur on the Soft Sites that is reasonable to expect would occur in the next ten years. We estimate that 25 percent of the potential incremental development from the Soft Sites would be constructed in the next ten years. This results in 60 residential units and a reduction of 6,867 square feet of commercial space.

*Table 5: Soft Sites Reasonable Development Projection*

<b>Soft Sites: Incremental Development Potential</b>	<b>Residential Units</b>	<b>Commercial SF</b>
Uncle Giuseppe's	85	(-27,503)
Underhill Plaza	47	(-14,400)
Downing and Commerce	25	(-5,891)
Gilbert Street Lots	82	15,326
Triangle Shopping Center Addition	-	5,000
Total Development Potential	239	(-27,468)
<b>Adjusted Projection (25% of Units/Square Feet over 10 Years)</b>	<b>60</b>	<b>(-6,867)</b>

**4. Other Sites That Are Not Analyzed**

There are a few sites within the overlay boundary that we have not analyzed as Soft Sites. The largest site is the Cablevision site, which is located southwest of the Roma Development across Crompond Road/Route 202. The Cablevision site includes two parcels with a common owner, which are occupied with three commercial buildings. One building is occupied by a Verizon Wireless store (2035 Crompond Road), and the other (2025 Crompond Road) is occupied by an Allstate insurance office and a Kumon tutoring center. The third building is a two-story multitenant building (2013 Crompond Road). The Cablevision site is large, and could be redeveloped with residential uses, however the three buildings appear to be mostly occupied, and it is our understanding that the site is unlikely to be redeveloped in the next ten years.

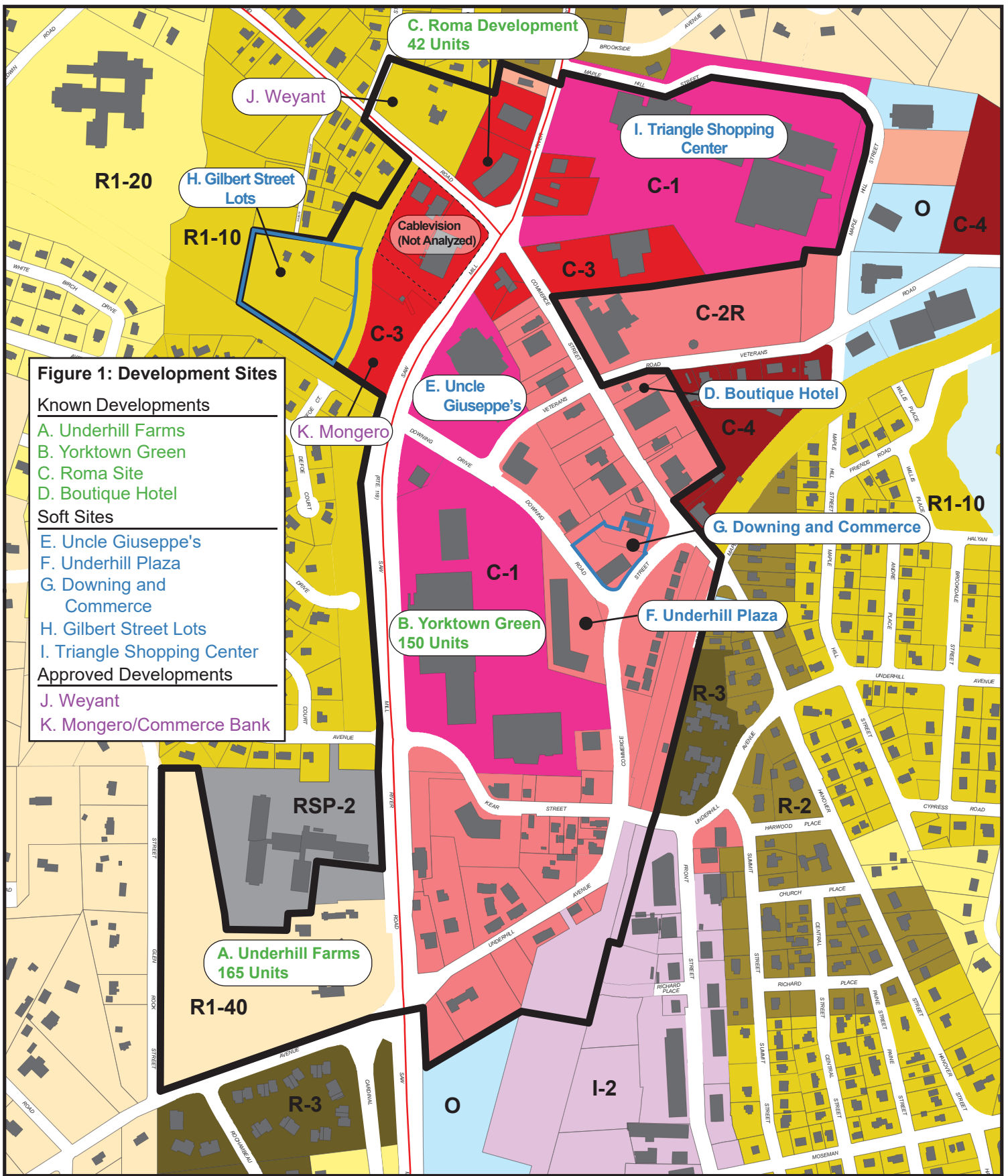
Other parcels that were not analyzed include Town-owned parcel west of the Cablevision site. It is reserved as an easement for a future roadway connection between Saw Mill River Road and Crompond Road/Route 202. The commercial developments along Commerce Street, Kear Street, and Underhill Avenue were not analyzed as soft sites because they are occupied by commercial buildings and are owned by different parties. Further, the sites are currently within the C-2R zoning district, which allows for mixed-use residential and commercial developments. The proposed overlay district would allow relaxations to parking minimums and bulk, but the overlay isn't a major increase in development potential for these sites.

**5. Yorktown Heights Overlay District Reasonable Estimate of Future Development**

We created the reasonable estimate of future development that would be produced by the Yorktown Heights Overlay District by combining the incremental change in development at the Known Development Sites with the projected incremental change in development from the Soft Sites. Table 6 shows that using this methodology, we project that the Yorktown Heights Zoning Overlay would produce 405 residential units, 18 hotel rooms, and would reduce commercial space in the overlay by 92,464 GSF over the next ten years. Commercial floor area would be reduced because largely commercial developments would be redeveloped with mostly residential buildings. There could be a reduction in the change in commercial area once we know the amount of ground-floor commercial space proposed in the Yorktown Green Development.

*Table 6: Reasonable Estimate of Future Development*

<b>Incremental Change in Development</b>	<b>Residential Units</b>	<b>Commercial SF</b>
Known Development Sites	345 Units and 18 Hotel Rooms	(-85,597)
Soft-Site Projection (25% of Potential Incremental Units/GSF over 10 Years)	60	(-6,867)
<b>Reasonable Estimate of Future Development</b>	<b>405 Units and 18 Hotel Rooms</b>	<b>(-92,464)</b>



**Figure 1: Development Sites**

**Known Developments**

- A. Underhill Farms
- B. Yorktown Green
- C. Roma Site
- D. Boutique Hotel

**Soft Sites**

- E. Uncle Giuseppe's
- F. Underhill Plaza
- G. Downing and Commerce
- H. Gilbert Street Lots
- I. Triangle Shopping Center

**Approved Developments**

- J. Weyant
- K. Mongero/Commerce Bank

C. Roma Development  
42 Units

J. Weyant

H. Gilbert Street  
Lots

I. Triangle Shopping  
Center

Cablevision  
(Not Analyzed)

E. Uncle  
Giuseppe's

D. Boutique Hotel

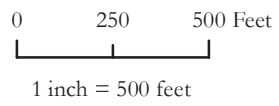
K. Mongero

B. Yorktown Green  
150 Units

F. Underhill Plaza

A. Underhill Farms  
165 Units

TOWN OF YORKTOWN PLANNING DEPARTMENT  
Albert A. Capellini Community & Cultural Center  
1974 Commerce Street, Yorktown Heights, NY 10598  
(914) 962-6565, www.yorktownny.org/planning



TITLE: Yorktown Heights Planned Design District  
DATE: May 7, 2021

FILE: F:\ArcGIS\PROJECTS\Overlay Districts\Yorktown Heights.mxd  
BY: RAS

Yorktown Heights Planned Design District Boundary

Source: Town of Yorktown GIS 2020.

ATTACHMENT B: SCHOOL AGE CHILDREN PROJECTION



# Yorktown Heights Overlay Zoning District School Age Children Generation

Date: November 19, 2021

## Introduction

The Town of Yorktown is proposing zoning a zoning overlay in Yorktown Heights to promote mixed-use development. The Yorktown Heights Overlay District would be within the Yorktown 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

### Yorktown Central School District

The total enrollment in the Yorktown Central School district has declined steadily since the 2011-12 school year. Middle school and high school enrollment have declined by 14 and 17 percent respectively, while elementary school enrollment has increased by two percent during the same period (see Table 1).

Table 1: Yorktown Central School District Enrollment Trends

Year	Total Enrollment	Elementary	Middle	High
2011-12	3,698	1,467	935	1,296
2012-13	3,615	1,405	925	1,285
2013-14	3,518	1,361	894	1,263
2014-15	3,440	1,411	808	1,221
2015-16	3,465	1,436	795	1,234
2016-17	3,428	1,420	781	1,227
2017-18	3,442	1,466	812	1,164
2018-19	3,394	1,437	829	1,128
2019-20	3,401	1,475	809	1,117
2020-21	3,381	1,498	801	1,082
Change 2011-12 to 2020-21	(-317)	31	(-134)	(-214)
% Change 2011-12 to 2020-21	(-9%)	2%	(-14%)	(-17%)

Source: NYSED School Enrollment Data

## Town of Yorktown Population Trends

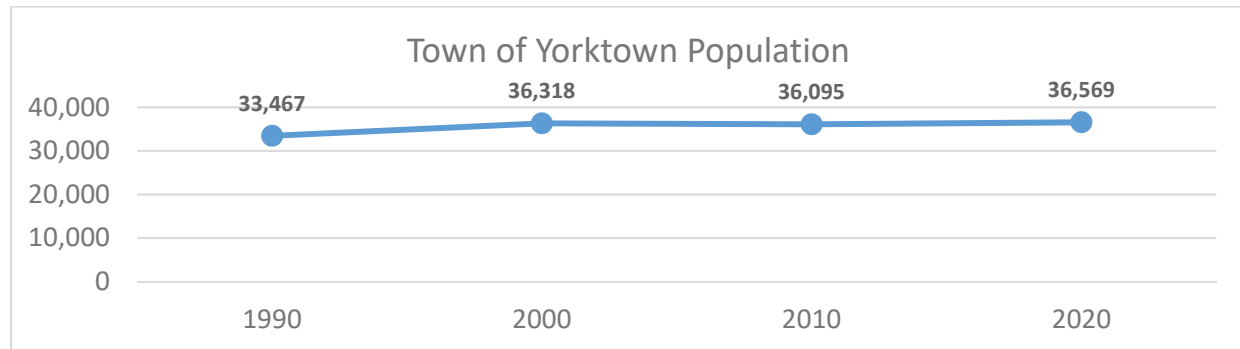
The Town of Yorktown's population has grown over the past four decades. The population grew by roughly 1,000 people between 1990 and 2000 before declining between 2000 and 2010. Between 2010 and 2022, the population grew by 474 people, which represents a 1.3 percent growth rate.

Table 2: Town of Yorktown Population Trends

	1990	2000	2010	2020	Change 2010 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 Yorktown Central School District has fallen. The Town’s population grew by 1.3 percent, but overall school enrollment fell by 9 percent. Enrollment in the elementary schools did, however, increase along with the Town’s population (2 percent increase in elementary enrollment).

### 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 overlays in Yorktown Heights. 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.

#### Yorktown Heights Overlay School Age Children Projection

##### Yorktown Heights Overlay District Development Projection

We project that the Yorktown Heights Zoning Overlay would produce an incremental increase in 405 housing units. The known development sites, including Underhill Farms, Yorktown Green, and the Roma Development would produce an incremental increase of 345 units. We project that the soft sites would produce an incremental increase of 60 residential units.

Except for Underhill Farms, each of the known development sites would consist of multifamily apartment units. Underhill Farms would have 54 townhomes, 26 condo units, and 85 apartments; however, the property is currently zoned for residential development and could be used for 12 single-family homes. Therefore, the Underhill Farms site would have an incremental increase of 153 total units, 54 of which

would be townhomes<sup>1</sup>. For this analysis we consider condo units and apartments to both be multifamily units that would produce the same number of children per unit.

Using data from the Rutgers University study and our professional observations, we project that the potential residential development produced under the proposed Yorktown Heights Overlay District would range between 40 and 49 school age children over the next 10 years.

#### Yorktown Heights 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>2</sup>. Using these multipliers we project that a total of 49 school age children would be generated by the potential development that would occur within the Yorktown Heights Overlay District.

*Table 3: Yorktown Heights School Age Children Projection - Rutgers Data*

<b>Unit Type</b>	<b>Number of Units</b>	<b>Rutgers School Age Children Multiplier (per unit)</b>	<b>Projected School Age Children</b>
Townhome	54	0.282	15
Multifamily Apartment	351	0.098	34
<b>Total</b>	<b>405</b>	-	<b>49</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> Our projection represents a conservative estimate because we have not subtracted the number of school children that could live in the 12 single-family homes.

<sup>2</sup> The Rutgers study groups townhomes and low-rise multifamily buildings together as low-rise buildings.

## Yorktown Heights 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 40 school age children would be generated by new development within the Yorktown Heights Zoning Overlay District.

Table 4: Yorktown Heights School Age Children Projection - BFJ Observations and Rutgers Data

Unit Type	Number of Units	Rutgers School Age Children Multiplier (per unit)	Projected School Age Children
Townhome	54	0.282	15
Multifamily Apartment	351	0.07	25
<b>Total</b>	<b>405</b>	-	<b>40</b>

Source: BFJ Planning; 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>3</sup>. The model for this estimate was created by the National Association of Home Builders (NAHB) and is not site-specific to Yorktown Heights. It is meant to show a generic model of economic impacts<sup>4</sup>.

Table 5: One Year Impacts of the Projected Residential Development in the Yorktown Heights Zoning Overlay District

Development	Units	Local Income	Local Taxes (Inc. Fees, Etc.)	Local Jobs Supported
Yorktown Heights Overlay Projection	405	\$47,356,650	\$8,955,360	652

Source: NAHB, 2015

<sup>3</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>4</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 Yorktown Heights Zoning Overlay District

Development	Units	Local Income	Local Taxes (Inc. Fees, Etc.)	Local Jobs Supported
Yorktown Heights Overlay Projection	405	\$10,694,430	\$2,039,175	178
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 \$10,994,535.

We estimate that 71.77 percent of the \$10,994,535 estimated local taxes would go to the Yorktown Central School District, for a total of \$7,890,778, while approximately \$1,321,543 would go to the Town of Yorktown<sup>5</sup>.

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

## Summary and Conclusion

Table 7 compares the school age children projections for the Yorktown Heights Overlay District 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 each 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.

### Yorktown Heights Overlay District – Yorktown Central School District

Table 7: Yorktown Heights School Age Children Projection Comparison

Data Source	Number of Units	School Age Children Multiplier (per unit)	Projected School Age Children	Total
Rutgers Multipliers	54 (Townhome)	0.282	15	49
	351 (Apartments)	0.089	34	
BFJ Multipliers	54 (Townhome)	0.282	15	40
	351 (Apartments)	0.07	25	

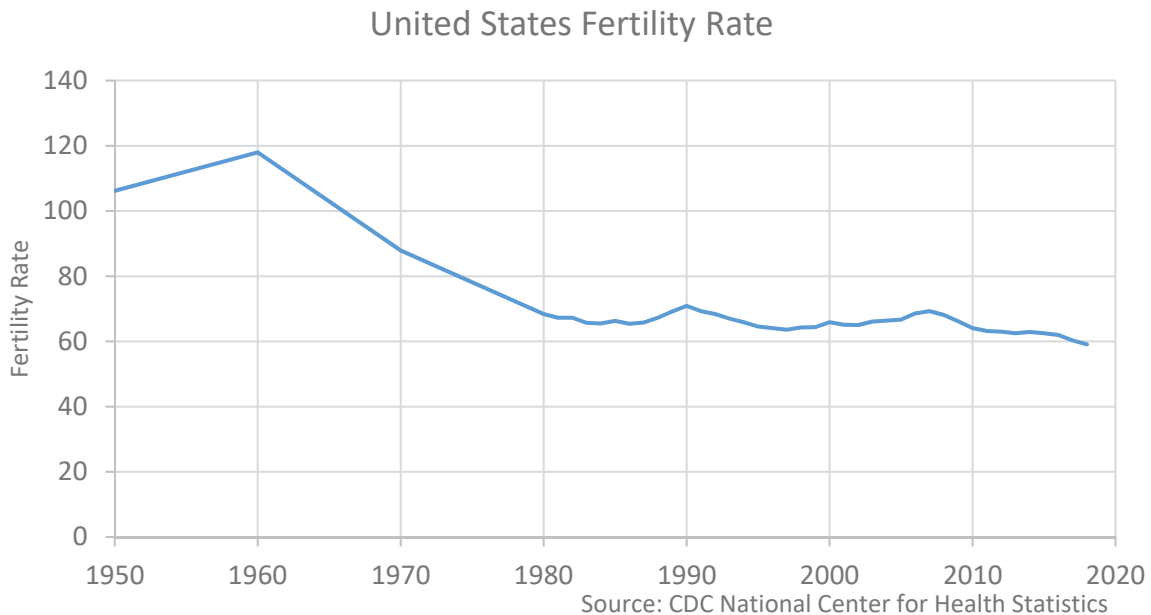
<sup>5</sup> The school district tax percentage and Town tax percentage was taken from the 2022 Town of Yorktown Tentative Budget presentation dated October 30, 2021.

## 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>6</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.

Figure 2: Fertility Rate in the United States



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<sup>6</sup> Tavernise, Sabrina. "Pandemic Led to Faster Drop in U.S. Births." *The New York Times*, May 5, 2021.

ATTACHMENT C: TRAFFIC

## Yorktown Heights Overlay District

# TRAFFIC ELEMENT OF EXPANDED ENVIRONMENTAL ASSESSMENT FORM (EAF)

## DRAFT

Prepared for:  
Town of Yorktown

November 2021

Prepared by:



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## 1. Introduction

The transportation system in Yorktown Heights is heavily influenced by the Routes 35/202 corridor, which turns 90 degrees at a traffic light in the northern portion of the hamlet.

This Traffic element of the Expanded Environmental Assessment Form for the proposed Yorktown Heights Overlay District first reviews the transportation context in the vicinity of the hamlet. It then discusses the potential impacts from the proposed rezoning (the “action”).

The reader should bear in mind that the proposed rezoning is being analyzed under the provisions of NYS SEQRA 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 Yorktown Heights, 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 Yorktown Heights Overlay District and surrounding areas.

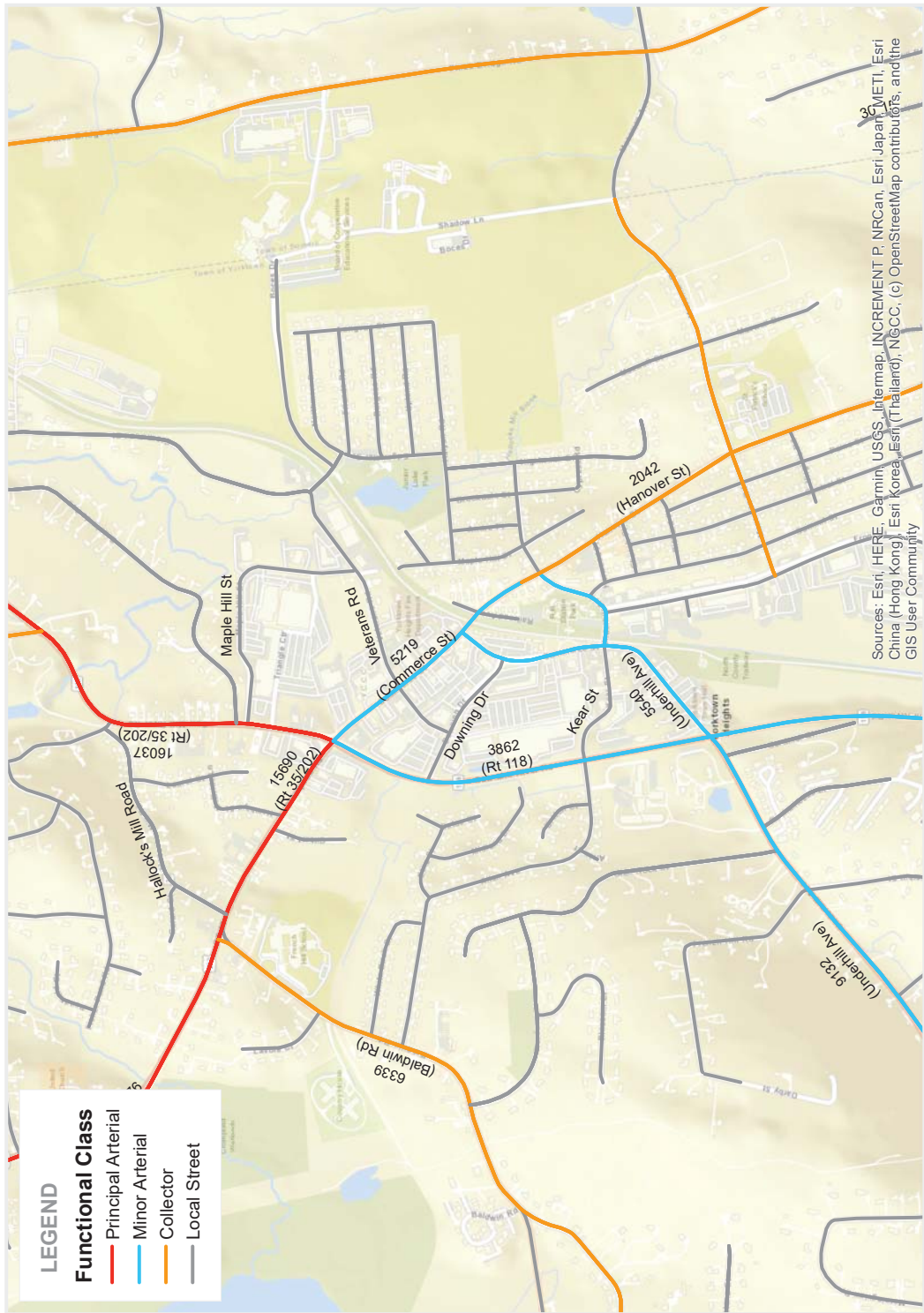
The Functional Class of a roadway (shown in Figure T-1) is an indicator of the role that the road plays in servicing traffic. The two-lane principal arterial Routes 35/202 is the highest-standard roadway in this part of Yorktown, followed by US Route 6. It is under the jurisdiction of the New York State Department of Transportation (NYSDOT) (see Figure T-2), as is NY Route 118 (and all other roadways are under town jurisdiction). Rt 35/202 experiences recurring peak-period congestion at the traffic light in the northern part of Yorktown Heights where it intersects with NY Route 118, in part because the heavy traffic volumes traveling “through” on Rt 35/202 must turn 90 degrees at this intersection.

Route 118 south of Rt 35/202 (also known as Saw Mill River Road), Underhill Avenue, and Commerce St are all classified as Minor Arterials, and are also two lanes in each direction. Route 118 south of Rt 35/202 does not serve adjacent land uses, and has a traffic light (“signal”) at Underhill Avenue and an unsignalized intersection with Downing Drive immediately to the south of the Rt 35/202/118 intersection.

Underhill Avenue connects to the Taconic Parkway roughly 1.5 miles to the west of Yorktown Heights, and this segment of Underhill Avenue serves predominantly residential properties. To the east of Route 118, Underhill serves a variety of commercial land uses along the southern portions of the hamlet.

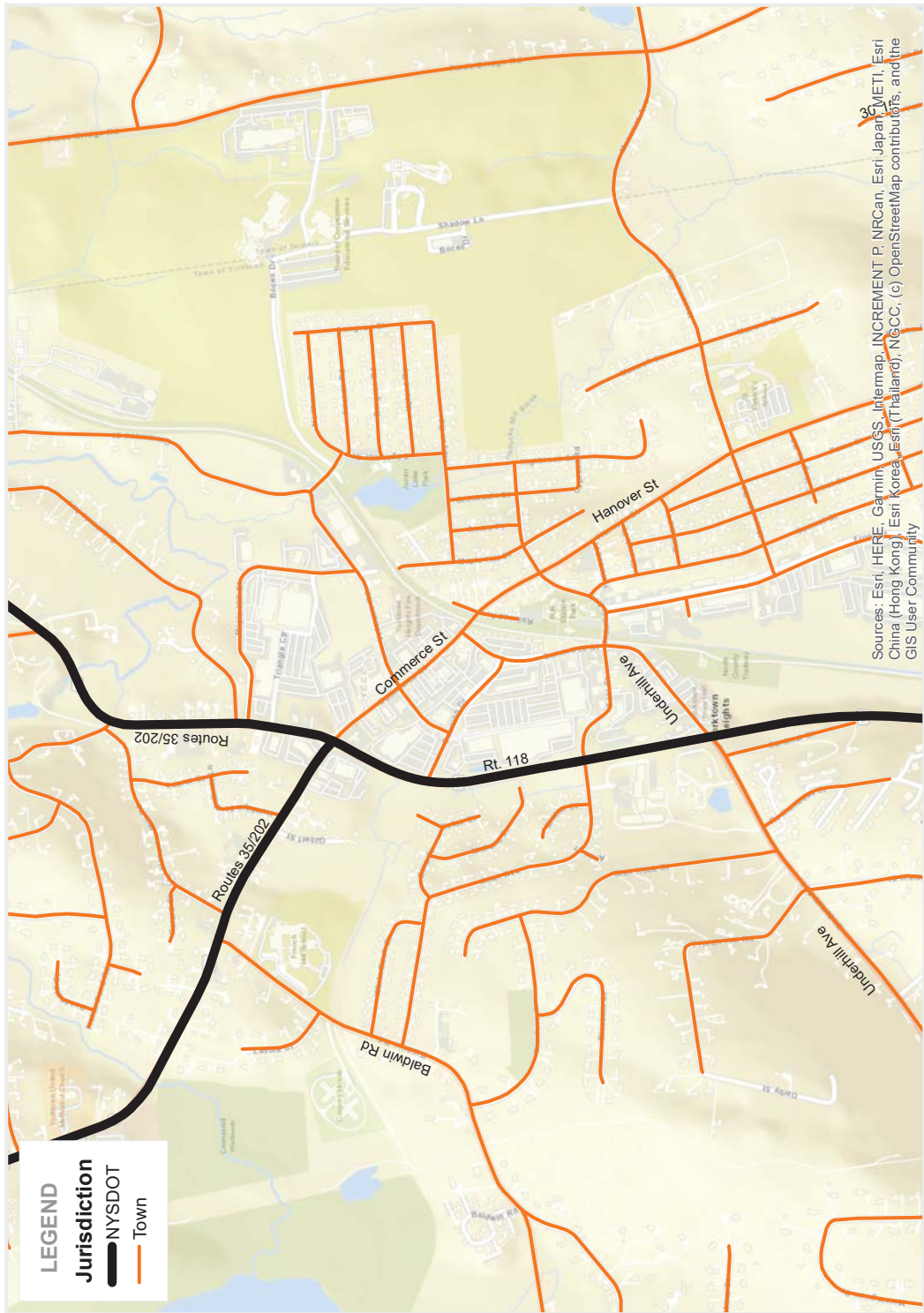
Downing Drive and Kear Street are short roadways that run generally east-west through the hamlet and mainly serve to distribute traffic to adjacent commercial land uses.

Commerce Street connects the Route 118 and Rt 35/202 intersection to Hanover Street along eastern sections of the hamlet. Hanover Street itself provides access from the south, however due to poor geometry it has a weight limit and a restriction on non-local commercial vehicles. Veterans Road and Maple Hill Street form a semi-circle around the Triangle shopping center in the eastern portion of the hamlet. Hallock’s Mill Road is a local street that, despite the presence of speed humps to deter and slow cut-through traffic, serves as a shortcut to avoid the congested Rt 35/202/118/Commerce Street intersection; Yorktown recently studied options for managing traffic volumes and speeds on Hallock’s Mill Road.



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

FIGURE T-1



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

FIGURE

T-2



Roadway Jurisdiction





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 Rt 35/202 just north and east of Yorktown Heights (in the vicinity of Maple Hill Street) the AADT is 16,037 vehicles per day. Rt 35/202 carries this load of approximately 16,000 vehicles per day, followed by Underhill Avenue (9,132 veh/day west of Rt 118) and Baldwin Road (6,339 veh/day). The other roadways in the vicinity carry lower traffic volumes. All traffic levels discussed in this report are year 2019 (i.e. immediately pre-covid) and are sourced from NYSDOT.

## **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.

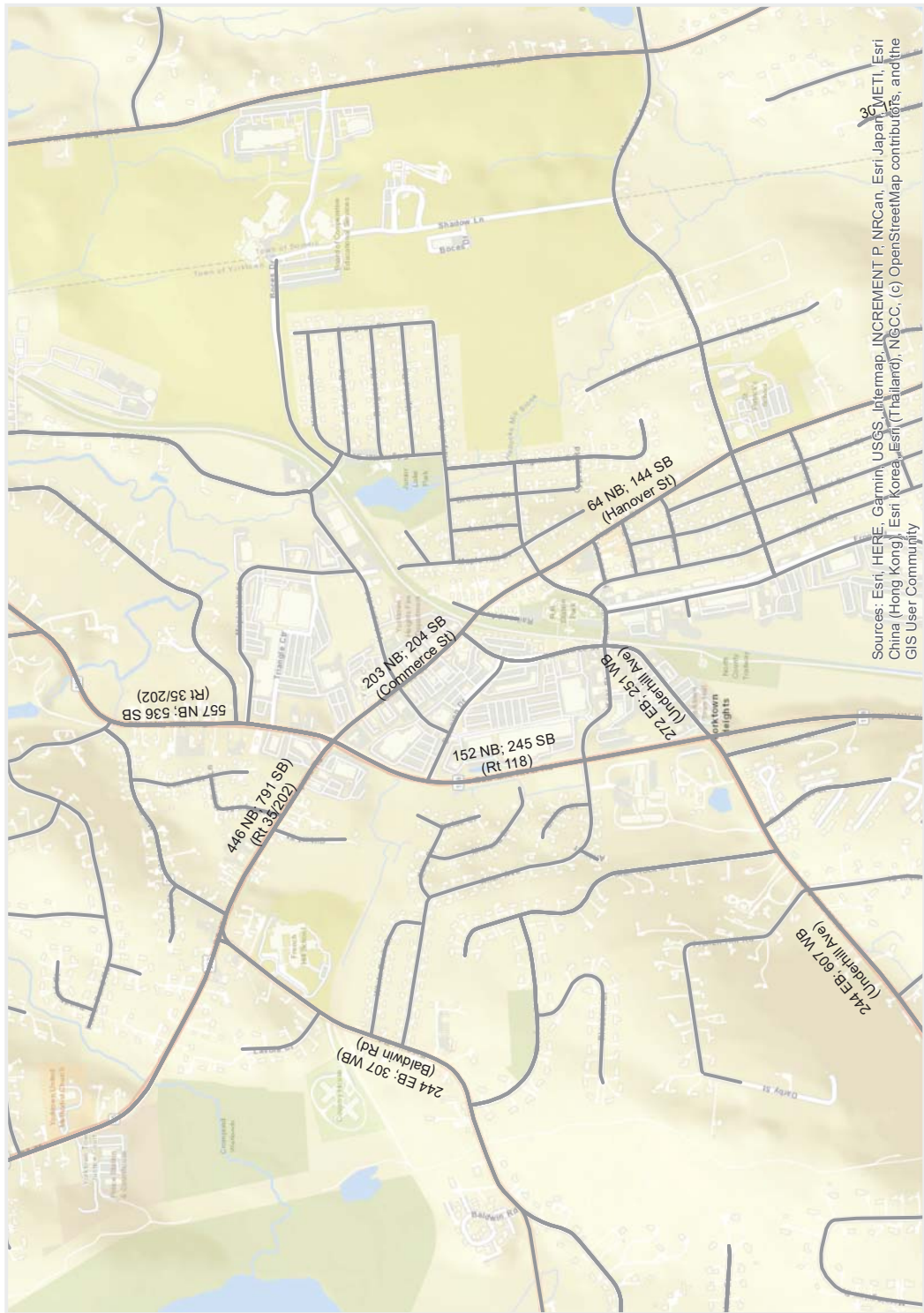
Directional patterns in traffic volumes are generally stronger in the morning than afternoon/evening, with Rt 35/202 carrying heavier traffic southbound from Crompond than northbound, and Underhill Avenue carrying heavier traffic westbound (towards the Taconic Parkway). Both of these roadways have traffic levels that are closer to balanced in both directions in the afternoon/evening.

## **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 highest number of crashes during this period, as well as the largest number of injury-involved crashes, occurred at the Rt 35/202/118/Commerce Street intersection where Rt 35/202 turns 90 degrees.

This is followed in crash frequency by the intersections of Commerce Street and Veterans Road, of Route 118 and Underhill Avenue, and of Rt 35/202 with Baldwin Road (to the immediate north of the hamlet).



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

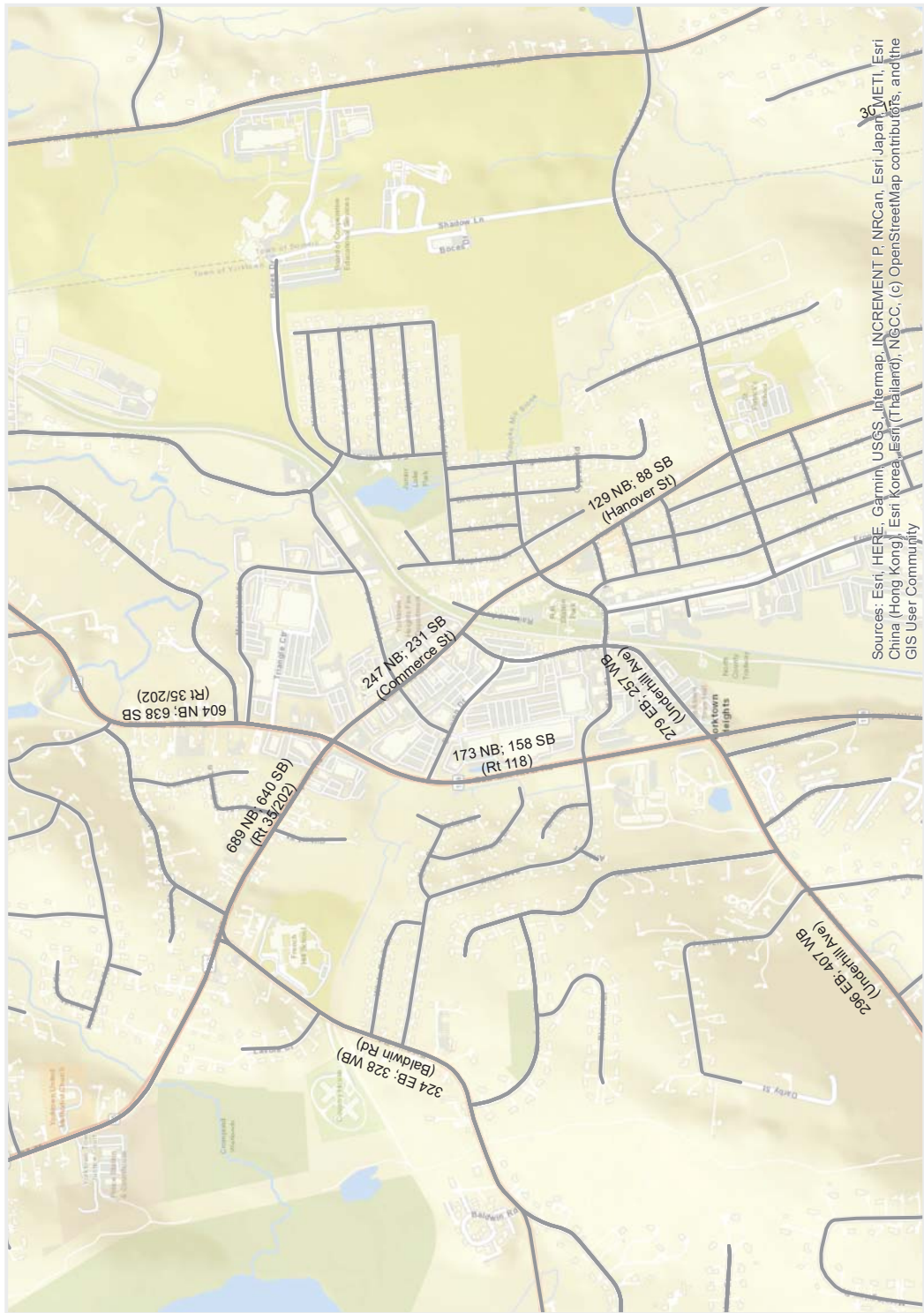
FIGURE

T-3



AM Peak-Hour Traffic Volumes, Key Roadways

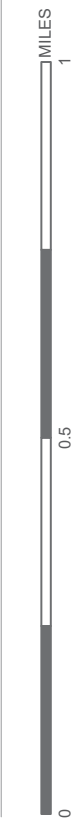




Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, VIETI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

FIGURE

PM Peak-Hour Traffic Volumes, Key Roadways



T-4

Intersection	Total number of crashes	Crashes with an injury	Crashes with a fatality
<b>Route 35/202 &amp; Baldwin Rd</b>	20	4	0
<b>Route 35/202 &amp; Hallock's Mill Rd (west end)</b>	7	1	0
<b>Route 35/202 &amp; Rt 118/Commerce St</b>	36	7	0
<b>Route 35/202 &amp; Maple Hill St</b>	9	3	0
<b>Route 35/202 &amp; Hallocks Mill (East end)/Ridge St</b>	13	3	0
<b>Commerce St &amp; Veterans Rd</b>	25	4	0
<b>Route 118 &amp; Downing Dr</b>	16	1	0
<b>Commerce St &amp; Hanover St</b>	4	0	0
<b>Downing Dr &amp; Commerce St</b>	6	0	0
<b>Route 118 &amp; Kear St</b>	3	0	0
<b>Underhill Ave &amp; Kear St</b>	10	1	0
<b>Route 118 &amp; Underhill Ave</b>	22	2	0

Table T-1: Summary of crash history in vicinity of Yorktown Heights, 2018-2020

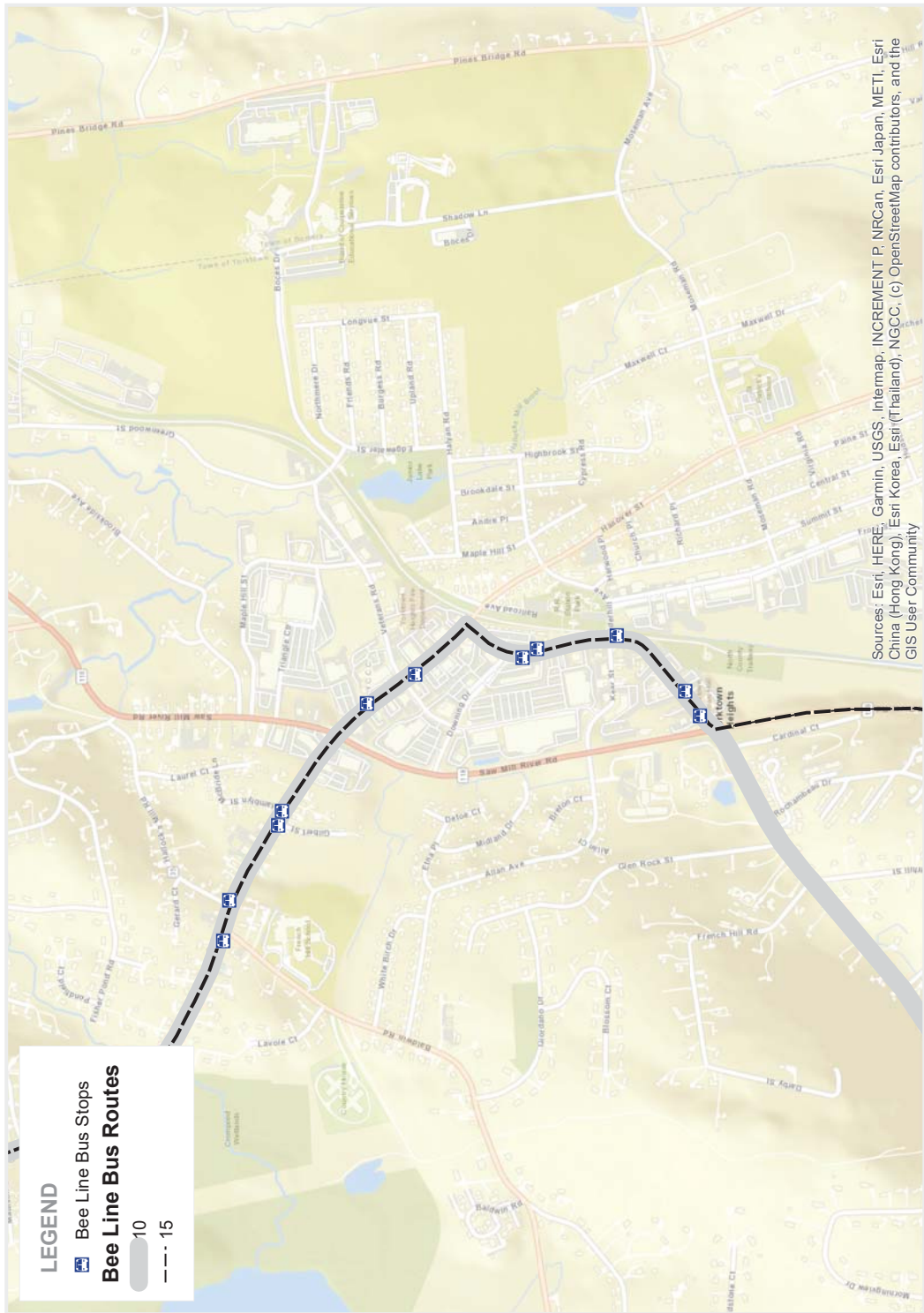
## 2.4 Public transportation

Bus service through Yorktown Heights is provided by Routes 10 and 15 of Westchester County's Bee-Line system (see Figure T-5).

Route 10 is a commuter route connects Yorktown Heights and points north to the Croton-Harmon Metro-North station to the southwest. It is a time-limited service, with two weekday runs in the early morning (between 5:30 and 6:30 AM) and two in the evening (between 6:00 and 7:30 PM). It operates as an express service between Yorktown Heights and Croton-on-Hudson in the vicinity of the Metro-North station, with a scheduled travel time of 20 minutes from Yorktown Heights to the station.

Bee-Line Route 15 is a local route that connects Yorktown Heights with Peekskill and the Mohegan Lake to the northwest and White Plains to the south. On weekdays there are seven northbound bus runs and eight southbound runs, between approximately 6:00 AM and 7:00 PM).





FIGURE

T-5



Westchester County Bee-Line Bus Services



Metro-North provides commuter rail services to the east and west of Yorktown. As discussed below, there is some commuting by rail by Yorktown residents to stations in neighboring communities, 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**

The topography in the hamlet is generally amenable to walking and cycling., and Yorktown Heights has a relatively well-developed sidewalk network in comparison to many other portions of northern Westchester County. However, there are gaps in provision for pedestrians, such as the Rt 35/202/118/Commerce Street intersection which has wide turning radii and lacks crosswalks.

The North County Rail Trail, including the refurbished Yorktown Heights station building which won a 2021 countywide planning award for historic preservation) passes through the hamlet, serving both walkers and cyclists.

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

The American Community Survey (ACS) provides estimates of how many workers living in the Yorktown Heights "Census Designated Place" (CDP) (which encompasses the overlay district) 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 covid-19).

The ACS data show that 81% of workers living in Yorktown Heights drive alone to work, and another 5% carpool, for a total of 86% commuting by car. 1% take public transport, 3% of workers commute by bicycle, and 7% by walking to work. 3% 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 Yorktown Heights overlay district.

The input for this analysis was the "Incremental Development" that would be incentivized by introducing the Yorktown Heights Overlay District. The Incremental Development analysis is the net new development that takes into account both new development that would be built, and the removal of pre-existing buildings to make way for the new development. In Yorktown Heights, the single biggest example of this is the Yorktown Green property, which in the Incremental Development analysis has a large decrease of retail space (from removal of the former K-Mart building) which is modeled as being replaced by 150 new apartments.

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 Tables T-3 and T-4 presents the results for the "without sewer" and "with sewer" scenarios, respectively).

	<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>210 (Single family detached homes)<sup>1</sup></b>	9.43 (trips per home)	0.70 (trips per home)	0.94 (trips per home)	0.92 (trips per home)
<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>221 (Multifamily housing, mid-rise)<sup>2</sup></b>	4.54 (trips per apartment)	0.37 (trips per apartment)	0.39 (trips per apartment)	0.39 (trips per apartment)
<b>310 (Hotel)</b>	7.99 (trips per hotel room)	0.46 (trips per hotel room)	0.59 (trips per hotel room)	0.72 (trips per hotel room)
<b>710 (Office building)<sup>3</sup></b>	10.84 (trips per 1,000 sq ft)	1.52 (trips per 1,000 sq ft)	1.44 (trips per 1,000 sq ft)	0.53 (trips per 1,000 sq ft)
<b>821 (Shopping Plaza 40K-150K sq. ft.)<sup>4</sup></b>	67.52 (trips per 1,000 sq ft)	1.73 (trips per 1,000 sq ft)	5.19 (trips per 1,000 sq ft)	6.22 (trips per 1,000 sq ft)
<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)

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

<sup>1</sup> The Incremental Development analysis models that under pre-existing zoning 12 single family homes could be built at the site of the former Soundview School (a.k.a. the “Underhill Farms” site), and that under the Overlay Zoning the development of this site would instead be 22 townhomes, 143 apartments, and 11,375 sq. ft. of retail space.

<sup>2</sup> Separate trip generation rates are published for low-rise multifamily housing (up to and including 3 stories) and mid-rise multifamily housing (4-10 stories). For purposes of this analysis, it is assumed that multifamily housing on the Yorktown Green site would be 4 stories, in keeping with the “mid-rise” definition, and all other newly constructed multifamily housing would be low-rise (up to but not exceeding 3 stories).

<sup>3</sup> This category applies only to the office space on the 2<sup>nd</sup> floor of the Roma building and the site of the Boutique Hotel, which are specified to be removed under the Incremental Development analysis.

<sup>4</sup> This category applies only to the K-Mart building which is specified to be removed under the Incremental Development analysis.

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)
210 (Single family detached homes)	-12 homes	-113	-8	-11	-11
215 (townhomes)	+54 townhomes	+389	+26	+31	+31
220 (Multifamily housing, low-rise)	+213 apartments	+1,434	+85	+108	+87
221 (Multifamily housing, mid-rise)	+150 apartments	+681	+56	+59	+59
310 (Hotel)	+18 hotel rooms	+144	+8	+11	+13
710 (Office building)	-10,963 sq ft.	-119	-17	-16	-6
821 (Shopping Plaza 40K-150K sq. ft.)	-90,119 sq ft.	-6,085	-156	-468	-561
822 (Strip retail)	-3,642 sq ft.	-198	-9	-24	-28
<b>Total</b>	N/A	-3,868	-15	-310	-412

Table T-3: Incremental Buildout Estimated Peak Hour Traffic Generation

The results of the Trip Generation analysis show an overall decrease in trip-making during all periods studied due to the Incremental Development pattern – this is primarily due to the removal of the K-Mart building. It should be noted that there is projected to be an increase in trip-making (i.e. more travel on the roadways) in comparison to the present day in which the K-Mart building is vacant. However, the actions that could cause this increase in travel would be site-specific development applications, not the rezoning action now being contemplated by the town.

Therefore, it is expected that site-specific SEQR analyses of individual development applications will determine the significance of potential transportation impacts from each development application, and any required mitigation measures. By following this approach, Yorktown would maintain the ability to ensure that future development in Yorktown Heights does not adversely impact the transportation system through increased congestion or other impacts.

In summary, based on this analysis of a decrease in overall trip-making on the roads in the vicinity of the Yorktown Heights overlay district from introducing the Yorktown Heights Overlay District, it is concluded that the proposed action would not have significant adverse impacts on the operations of the transportation system.

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

The overall decrease in trip-making in Yorktown Heights is expected to be reflected as a corresponding lower level of walking, cycling, and demand for public transport, leading to a conclusion of no significant adverse impacts on them.

However, it is important to note that the Overlay Zoning has a stated goal to promote a Complete Streets approach, would be generally supportive of bus usage, 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.

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.

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

*Table T-4: 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>Same as at right (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>Same as at right (300-182-H-4-e), for non-residential uses</b>	The use of conservation parking spaces
	<b>Same as at right (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>Same as at right (300-182-C-2)</b>	Variation in the probable time of maximum use of differing uses on the same site

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 may have lower-than-average car-ownership levels (e.g. smaller-size units, empty nesters, etc.) and that will be located proximate to commercial uses (supporting pedestrian activity in place of car use), 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 the board to reach reasonable determinations about how to implement the guidance/standards 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 significant adverse transportation impacts are anticipated from the incremental development expected from implementing the Yorktown Heights Overlay District.

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



# Yorktown Heights Overlay Zoning District: Water and Sewer Capacity

## Introduction

The Town of Yorktown is proposing a zoning overlay for Yorktown Heights to promote mixed-use development. Parcels in Yorktown Heights are served by public water supply and public sewer. 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

We project that the Yorktown Heights Zoning Overlay could lead to the construction of 405 residential units over the next 10 years. We anticipate that 54 of these units would be townhomes, and the remaining 351 would be 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>. The total projected demand for water and the projected sanitary sewer flow is 74,696 gallons per day (GPD).

*Table 1: Yorktown Heights Water and Sanitary Sewer Flow Projections*

Unit Type	No. of Units	Bedrooms per Unit	Gallons/Bedroom/Day	Flow (GPD)
Townhomes	54	2.5	110	14,850
Multifamily Apartments	351	1.55	110	59,846
<b>Total Projected Water Demand and Sanitary Sewer Flow</b>				<b>74,696</b>

## Water Supply

The proposed Yorktown Heights Zoning Overlay is located in Yorktown Heights hamlet, which receives its drinking water through 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.

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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.

## Sewer Capacity

Yorktown Heights sends its wastewater to the Yorktown Heights Water Pollution Control Plant at 2200 Greenwood Street in Yorktown. The sewage treatment plant was originally constructed in 1963 and was renovated approximately 15 years ago. The sewage treatment plant has permitted capacity for 1.5 million gallons per day (MGD), and currently uses about 1.2 MGD; the plant could treat an additional 300,000 gallons of wastewater per day. We project that the development in Yorktown Heights would produce 74,696 gallons per day, and therefore would not exceed capacity at the treatment plant. Additionally, Mr. Ciarcia stated that the sewage treatment plant was designed and constructed to treat more flow than it is currently permitted for, and the Town could work with the New York State Department of Environmental Conservation to expand their permit if needed in the future.