

## Underhill Farm

### Response to Planning Board and Consultant Comments

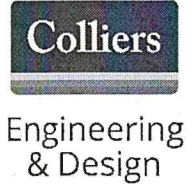
April 12, 2023

#### On-Site Items

1. Internal intersection moved and aligned with stop-sign control, provides an excess of 100 feet of stacking from Underhill Avenue.
2. Parking spaces removed in immediate proximity and reconfigured accordingly.
3. A separate loading area has been provided on the revised site plan. Other areas for loading would be temporary as small deliveries and would be accommodated appropriately.
4. Pedestrian connections between the site and Beaver Ridge, including in the vicinity of the new senior center, provides a continuous sidewalk connection between the developments.
5. The parking on the site is code compliant for the various uses. For the condominium building, within the structure, there is one space per dwelling unit plus 16 of the units would have a second space in this covered area. The site plan also provides other areas for parking for this and other uses.
6. Note that if any of the units are occupied by seniors, published data indicates that the parking requirement tends to be lower for those units.
7. Exterior parking on the site will be available for all uses. There will be no areas specifically designated for specific tenants. These spaces will be available for residents, tenants, and visitors.
8. The new senior center will include 4,000 square feet. Approximately 2,000 square feet will be used by the Parks and Recreation Department with a typical employee count of approximately 5 people. The remaining 2,000 square feet for the senior center use would be available weekdays during daytime hours. Based on this square footage and typical parking requirements, there would be adequate parking available during daytime hours when Underhill Farm residents are either at work or away from the site. It should also be noted that the site plan provides some additional land banked parking, which would not be built at this time; however, if it was determined that additional spaces were needed in the future, a portion or all of these land banked spaces, could be constructed at that time.



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## Off-Site Improvements

1. The traffic study had identified various improvements including the primary pedestrian upgrades and reconstruction of the Underhill Avenue/NYS Route 118 intersection to provide separate left turning lanes to alleviate current queuing and operational difficulties. The plan also provides a fully functional traffic signal controlled right turn lane southbound on NYS Route 118. Due to concerns by residents on Cardinal Court, additional striping and signing including "Do Not Block the Box" striping has been added on the Underhill Avenue approach to assist the ability of these residents to exit. Also, note that the traffic signal control and revised geometry will provide an improved control of the southbound right turn movement from NYS Route 118.
2. The New York State Department of Transportation (NYSDOT) has recently attended a meeting with the Town and Applicant representatives to discuss these improvements with the Town and they indicated their support for the idea of advancing the permits for the improvements as conceptually identified. NYSDOT will review under the normal Highway Work Permit process, the design details for the implementation of these improvements.

## Glenrock Street Traffic

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1. Traffic counts were collected on Glenrock Street at Underhill Avenue. The trips utilizing this road are typical of the residential area. With the improvements at Underhill Avenue and NYS Route 118, there is not expected to be any significant utilization of Glenrock Street and/or Giordano Drive for access to and from the site.
2. The primary access to the Taconic State Parkway is to and from the south via Underhill Avenue and there is no time savings utilizing Glenrock Street, Giordano Drive, to and from Baldwin Road.

## Funding and Implementation

1. Unicorn will be paying directly for the design plans for the intersection improvements and will oversee the construction process working together with the Town to process the permit with NYSDOT.
2. The Applicant also will provide \$450,000.00 towards the construction with the remaining funds to be outlaid by the Applicant and reimbursed through tax rebates coordinated with the County and tied to the commercial portion of the development.