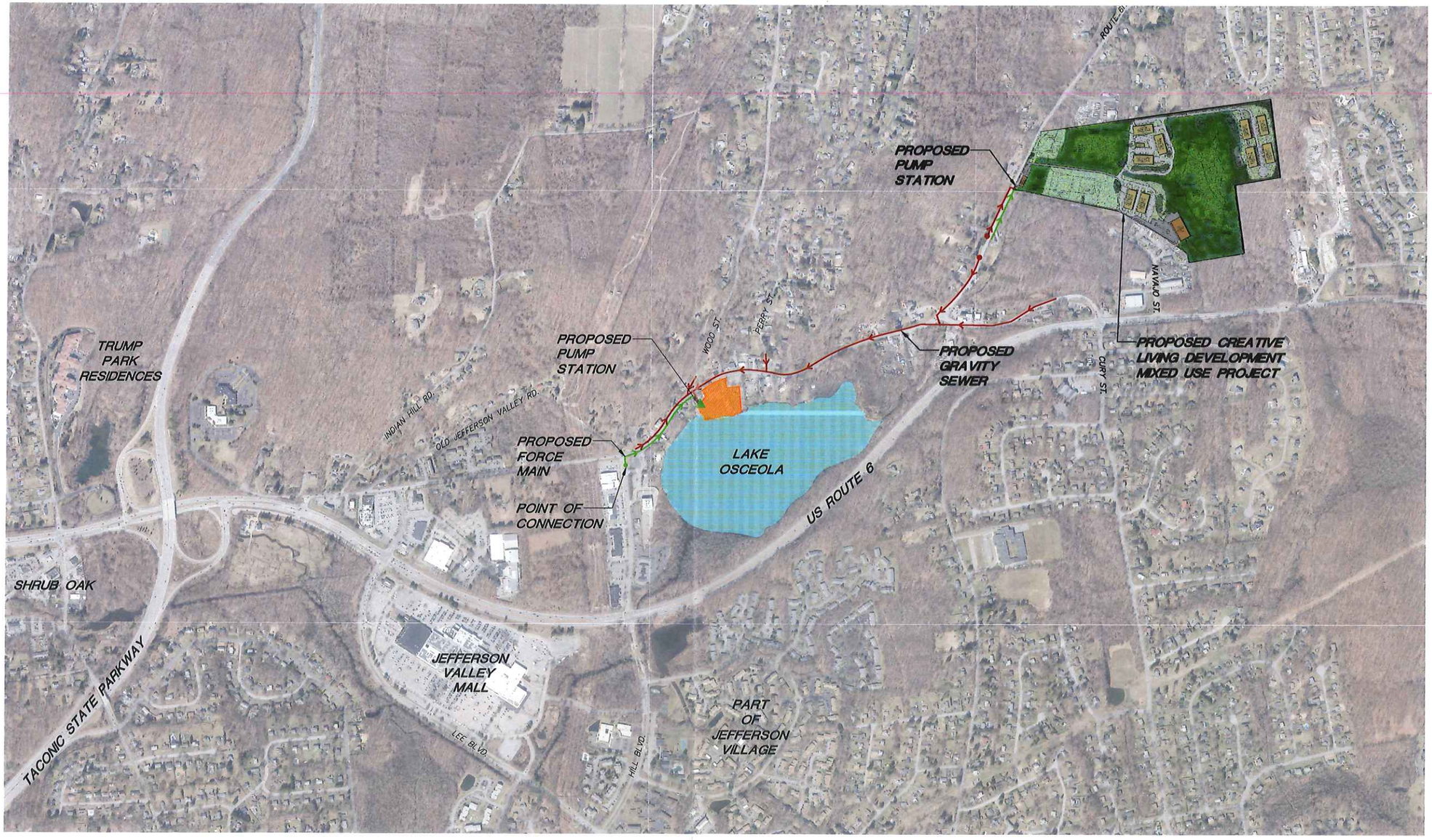


CREATIVE LIVING DEVELOPMENT - VICINITY PLAN

GRAPHIC SCALE

(IN FEET)
1 inch = 300 ft

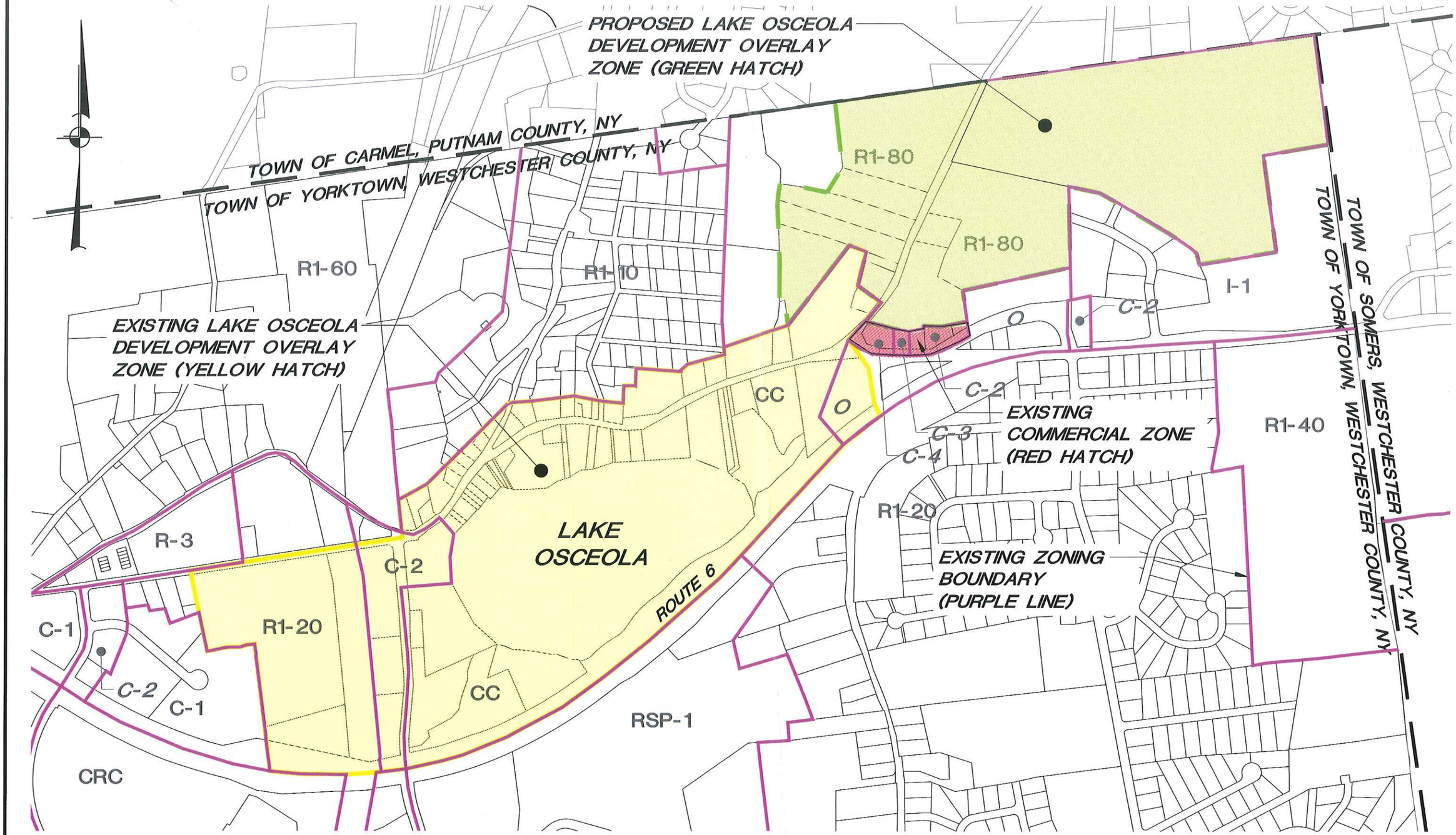
ALTERATION OF THIS EXHIBIT UNLESS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, IS A VIOLATION OF SECTION 7209 OF ARTICLE 145 OF THE EDUCATION LAW

This is a resolution adopted by the Town Board of the Town of Yorktown at its regular meeting held on [ ], May ___, 2024.

RESOLVED, that the Town Clerk is hereby authorized to refer out a proposed Local Law amending Chapter 300 of the Code of the Town of Yorktown entitled "ZONING." by amending the Overlay Zone Designation Map of the Lake Osceola Planned Design District Overlay Zone Map:

This Article regulates the boundaries of the areas known as the "Planned Design District Overlay Zones" (hereinafter "PDDOZ") within the Town of Yorktown. And the boundary of the previously adopted Lake Osceola Planned Design District is hereby amended as depicted in the amended map attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, the Town Board declares its intent to act as Lead Agency,



PROJECT:

HIDDEN VALLEYS

3000 NAVAJO STREET, TOWN OF YORKTOWN, WESTCHESTER COUNTY, NEW YORK

DRAWING:

LAKE OSCEOLA DEVELOPMENT OVERLAY ZONE

PREPARED BY:

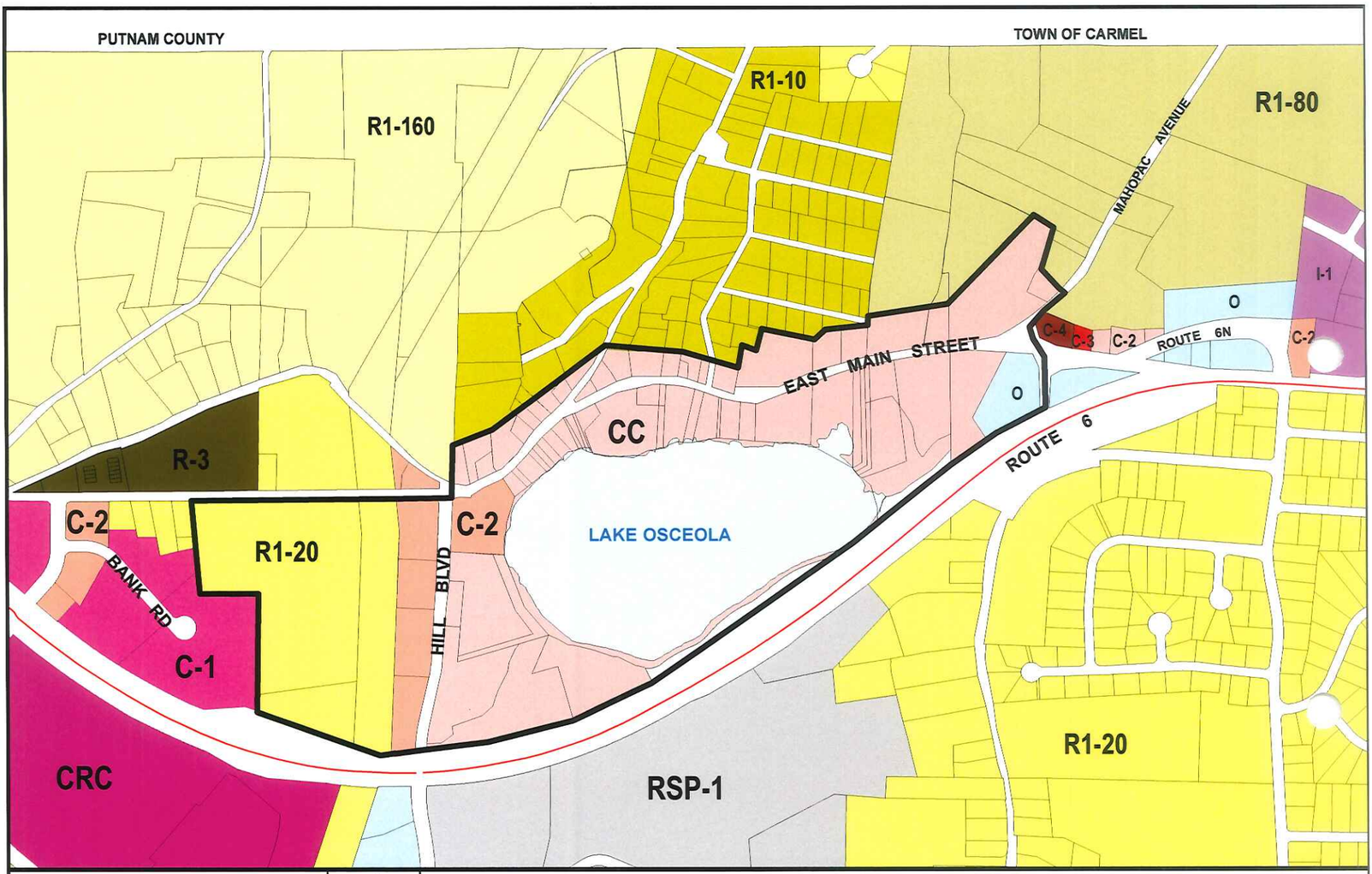
INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garrett Place • Carmel, New York 10512
Phone (845) 225-9690 • Fax (845) 225-9717
www.insite-eng.com

GRAPHIC SCALE

0 300 600 1200

(IN FEET)
1 inch = 600 ft.

DATE:	4-10-24
SCALE:	1" = 600'
PROJECT NO.:	20243.100
FIGURE:	ZF-2



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: Lake Osceola Development Overlay Zone
DATE: March 4, 2021

FILE: F:\ArcGIS\PROJECTS\Overlay Districts\Lake Osceola.mxd
BY: RAS

0 350 700 1,400 Feet

1 inch = 700 feet

Sources: Town of Yorktown GIS.

Diana L. Quast, Town Clerk
dquast@yorktownny.org

Registrar of Vital Statistics
Telephone: (914) 962-5722 x 208
Fax: (914) 962 6591

TOWN OF YORKTOWN
363 Underhill Avenue, P.O. Box 703
Yorktown Heights, NY 10598

This is a resolution adopted by the Town Board of the Town of Yorktown at its regular meeting held on Tuesday, September 15, 2020.

RESOLVED, that the Town Clerk is hereby authorize to refer out a proposed Local Law amending Chapter 300 of the Code of the Town of Yorktown entitled "ZONING." by adding a new Article XXI, entitled "Planned Design District Overlay Zones", as follows:

This Article regulates the location, design, occupancy, and use of structures and the use of land within the areas known as the "Planned Design District Overlay Zones" (hereinafter "PDDOZ") within the Town of Yorktown. The primary purpose of this Article is to institute legally enforceable and unique Planned Design Districts ("PDDs") adopted herein or prospectively, based upon and in furtherance of the goals established Chapter 4 of the Town of Yorktown Comprehensive Plan adopted on July 15, 2010 (hereinafter "the Comprehensive Plan") and as hereinafter amended.

BE IT FURTHER RESOLVED, the Town Board declares its intent to act as Lead Agency.

Diana L. Quast

Diana L. Quast, Town Clerk
Town of Yorktown
Certified Municipal Clerk

Date: September 18, 2020

To: Diana L. Quast, Town Clerk

cc: Matthew J. Slater, Town Supervisor
Patricia Caporale, Town Comptroller
Adam Rodriguez, Town Attorney
John Tegeder, Director of Planning
file

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 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Proposed Planned Design District Overlay Zones		
Project Location (describe, and attach a general location map): Areas as designated by the Town Board in the Town of Yorktown		
Brief Description of Proposed Action (include purpose or need): The Town Board has determined that there is a need throughout the Town of Yorktown to encourage and establish further economic development. To stimulate that growth and provide for revitalization, the Town requires the use of smart-growth techniques capable of creating smarter, less wasteful, and more economically efficient development patterns. Specifically, the Town needs flexibility in land uses which bolster economic development by providing not only a diverse array of commercial businesses, but mixed-use residential and commercial parcels to both provide abundant job opportunities and contribute to the local tax base. The Proposed Action is to create a new Article XXXI in the Town of Yorktown Town Code entitled Planned Design District Overlay Zones giving the Town Board the authority to designate areas within the Town of Yorktown as Planned Design District Overlay Zones. This article would allow the Town Board to adopt subsequent subsections to regulate the location, design, occupancy, and use of the structures and the use of land within each of the designated districts.		
Name of Applicant/Sponsor: Town of Yorktown Town Board	Telephone: 914-962-5722 x200 E-Mail: supervisor@yorktownny.org	
Address: 363 Underhill Avenue		
City/PO: Yorktown Heights	State: NY	Zip Code: 10598
Project Contact (if not same as sponsor; give name and title/role): John Tegeder, Director of Planning	Telephone: 914-962-6565 x326 E-Mail: jtegeder@yorktownny.org	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes☐No	Town Board	
b. City, Town or Village Planning Board or Commission ☐Yes☑No		
c. City, Town or Village Zoning Board of Appeals ☐Yes☑No		
d. Other local agencies ☐Yes☑No		
e. County agencies ☐Yes☑No		
f. Regional agencies ☐Yes☑No		
g. State agencies ☐Yes☑No		
h. Federal agencies ☐Yes☑No		
i. Coastal Resources. *i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No *ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes☑No *iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑No		

C. Planning and Zoning

C.1. Planning and zoning actions.	
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? • **If Yes,** complete sections C, F and G. • **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1	☑Yes☐No
C.2. Adopted land use plans.	
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?	☑Yes☐No
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	☑Yes☐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?) If Yes, identify the plan(s):	☐Yes☑No
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? If Yes, identify the plan(s):	☐Yes☑No

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?
various

b. Is the use permitted or allowed by a special or conditional use permit? ☑ 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? _____

C.4. Existing community services.

a. In what school district is the project site located? Yorktown, Lakeland

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

c. Which fire protection and emergency medical services serve the project site?
Mohegan Lake, Yorktown

d. What parks serve the project site?

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)? Mixed use

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.

	One Family	Two Family	Three Family	Multiple Family (four or more)
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? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐Yes ☐No
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: _____

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)

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_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (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

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: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐Yes ☐No

If yes:

i. Provide details including sources, time of day and duration:

_____

_____

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐Yes ☐No

Describe: _____

_____

n. Will the proposed action have outdoor lighting? ☐Yes ☐No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

_____

_____

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐Yes ☐No

Describe: _____

_____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐Yes ☐No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

_____

_____

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? ☐Yes ☐No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

_____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐No

If Yes:

i. Describe proposed treatment(s):

_____

_____

_____

_____

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____

_____

- Operation: _____

_____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____

_____

- Operation: _____

_____

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

c. Is the project site presently used by members of the community for public recreation? ☐Yes☐No

i. If Yes: explain: _____

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

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐Yes☐No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes☐No

If Yes:

i. Has the facility been formally closed? ☐Yes☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes☐No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes☐No

☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes☐No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

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

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

E.2. Natural Resources On or Near Project Site

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

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

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

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

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

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

g. Are there any unique geologic features on the project site? ☐Yes ☑No
If Yes, describe: _____

h. Surface water features.

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

ii. Do any wetlands or other waterbodies adjoin the project site? ☐Yes ☐No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

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

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

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ 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? ☐Yes ☐No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

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? ☐ Yes ☐No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☐No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☐No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

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? ☐Yes ☐No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☐No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☐No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☐No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐Yes ☐No

If Yes:

i. Nature of historic/archaeological resource: ☐Archaeological Site ☐Historic Building or District

ii. Name: _____

iii. 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? ☐Yes ☐No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐Yes ☐No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐Yes ☐No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. 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? ☐Yes ☐No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐Yes ☐No

F. Additional Information

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

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

G. Verification

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

Applicant/Sponsor Name MATTHEW J. SLATER Date 9/25/2020

Signature _____ Title TOWN SUPERVISOR

PRINT FORM

LAKE OSCEOLA OVERLAY DISTRICT ZONING

ENVIRONMENTAL ASSESSMENT FORM PART 1

Town of Yorktown, New York

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

November 19, 2021

BFJ Planning

LAKE OSCEOLA OVERLAY DISTRICT ZONING

FULL ENVIRONMENTAL ASSESSMENT FORM PART 1

NOVEMBER 19, 2021

Prepared on behalf of:
Town of Yorktown
363 Underhill Avenue
Yorktown Heights, New York, 10598

Prepared by:
BFJ Planning
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
Robyn A. Steinberg, AICP, Town Planner

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Sarah Yackel, AICP, Principal
Taylor Young, AICP, Senior Planner

TABLE OF CONTENTS

FULL ENVIRONMENTAL ASSESSMENT FORM PART 1

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 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

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

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Town Board Adoption	December 2021
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Yorktown Planning Board Recommendation	December 2021
c. City, Town or Village Zoning Board of Appeals ☐Yes ☐No		
d. Other local agencies ☐Yes ☐No		
e. County agencies ☑Yes ☐No	Westchester County Planning Department: Non-binding 239-m Review	December 2021
f. Regional agencies ☐Yes ☐No		
g. State agencies ☐Yes ☐No		
h. Federal agencies ☐Yes ☐No		
i. Coastal Resources. *i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No * *ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No *iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No		

C. Planning and Zoning

C.1. Planning and zoning actions.	
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? • **If Yes,** complete sections C, F and G. • **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1	☑Yes ☐No
C.2. Adopted land use plans.	
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?	☑Yes ☐No
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	☑Yes ☐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?) If Yes, identify the plan(s): Hudson Valley Greenway Compact	☑Yes ☐No
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? If Yes, identify the plan(s):	☐Yes ☑No

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

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Existing Zoning: Residential: R1-20 (One-Family Residential), Commercial: CC (Country Commercial), C-2 (Commercial Hamlet Center), O (Office)

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

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? New Overlay District: Lake Osceola Development Overlay Zone

C.4. Existing community services.

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

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

c. Which fire protection and emergency medical services serve the project site?
Yorktown Fire Department, Yorktown Volunteer Ambulance Corps

d. What parks serve the project site?
Danner Family Preserve, Willow Park

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

D.1. Proposed and Potential Development

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

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

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

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residen ıses? ☐Yes☐No
If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
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? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐Yes☐No
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 will 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: _____

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)

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_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or (methane (including, but not limited to, sewage(ment plants, landfills, composting facilities)? ☐Yes☐No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes☐No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend

☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce nc hat will exceed existing ambient noise levels d , construction, operation, or both? ☐Yes ☐No

If yes:

i. Provide details including sources, time of day and duration:

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐Yes ☐No

Describe:

n. Will the proposed action have outdoor lighting? ☐Yes ☐No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐Yes ☐No

Describe:

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐Yes ☐No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

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? ☐Yes ☐No

If Yes:

i. Product(s) to be stored

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction:
- Operation:

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction:
- Operation:

s. Does the proposed action include con tion or modification of a solid waste managem acility? ☐ 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 Covertype	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 insti[illegible]al control limiting property uses? ☐Yes ☐No

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

E.2. Natural Resources On or Near Project Site

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

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

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

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

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

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

g. Are there any unique geologic features on the project site? ☐Yes ☑No
If Yes, describe: _____

h. Surface water features.
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☑Yes ☐No
ii. Do any wetlands or other waterbodies adjoin the project site? ☑Yes ☐No
If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.
iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑Yes ☐No
iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

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

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

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

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

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

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

m. Identify the predominant wildlife s, s that occupy or use the project site: _____

n. Does the project site contain a designated significant natural community? ☐Yes ☑No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

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? ☐Yes ☑No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☑No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☐No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

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? ☐Yes ☑No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☐No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☑No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☑No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it s antially contiguous to, a building, archaeologic e, or district ☐ Yes ☐ No
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?
If Yes:
i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District
ii. Name: _____
iii. 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? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☐ No
If Yes:
i. Describe possible resource(s): _____
ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☐ No
If Yes:
i. Identify resource: _____
ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____
iii. 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? ☐ Yes ☑ No
If Yes:
i. Identify the name of the river and its designation: _____
ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

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

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

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

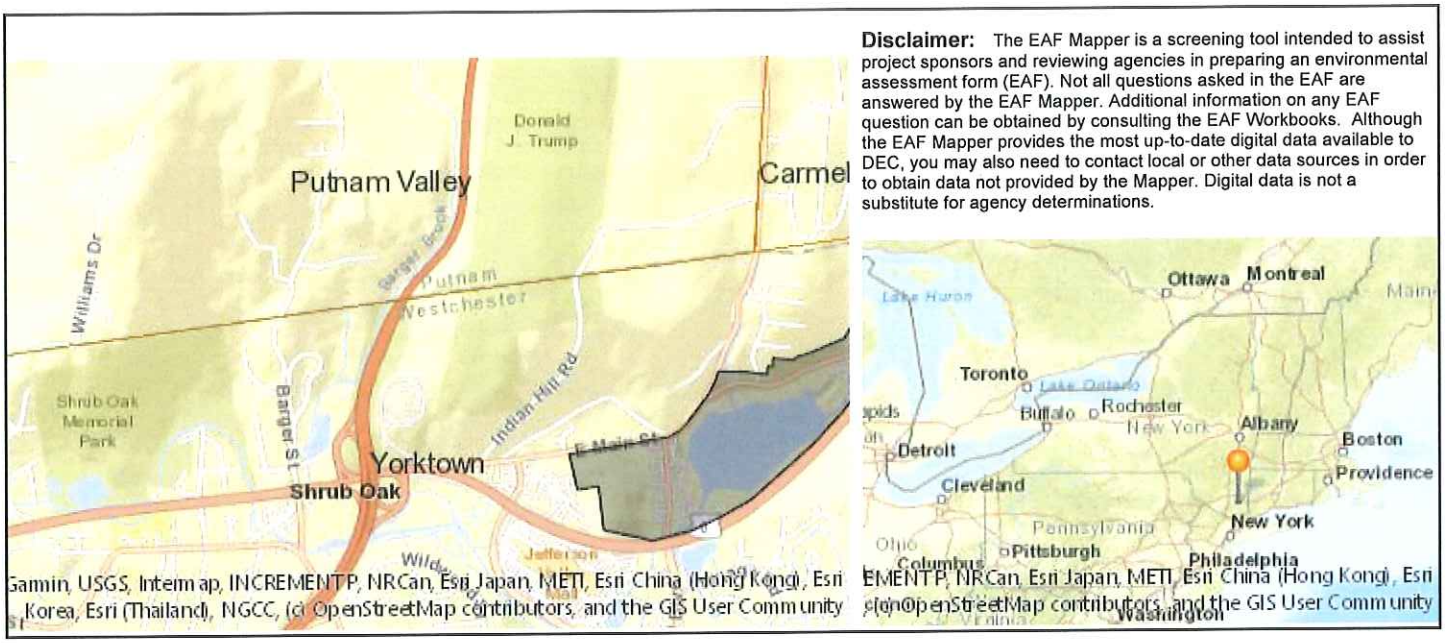
Applicant/Sponsor Name John Tegeder Date _____

Signature _____ Title Director of Planning, Town of Yorktown

PRINT FORM

EAF Mapper Summary Report

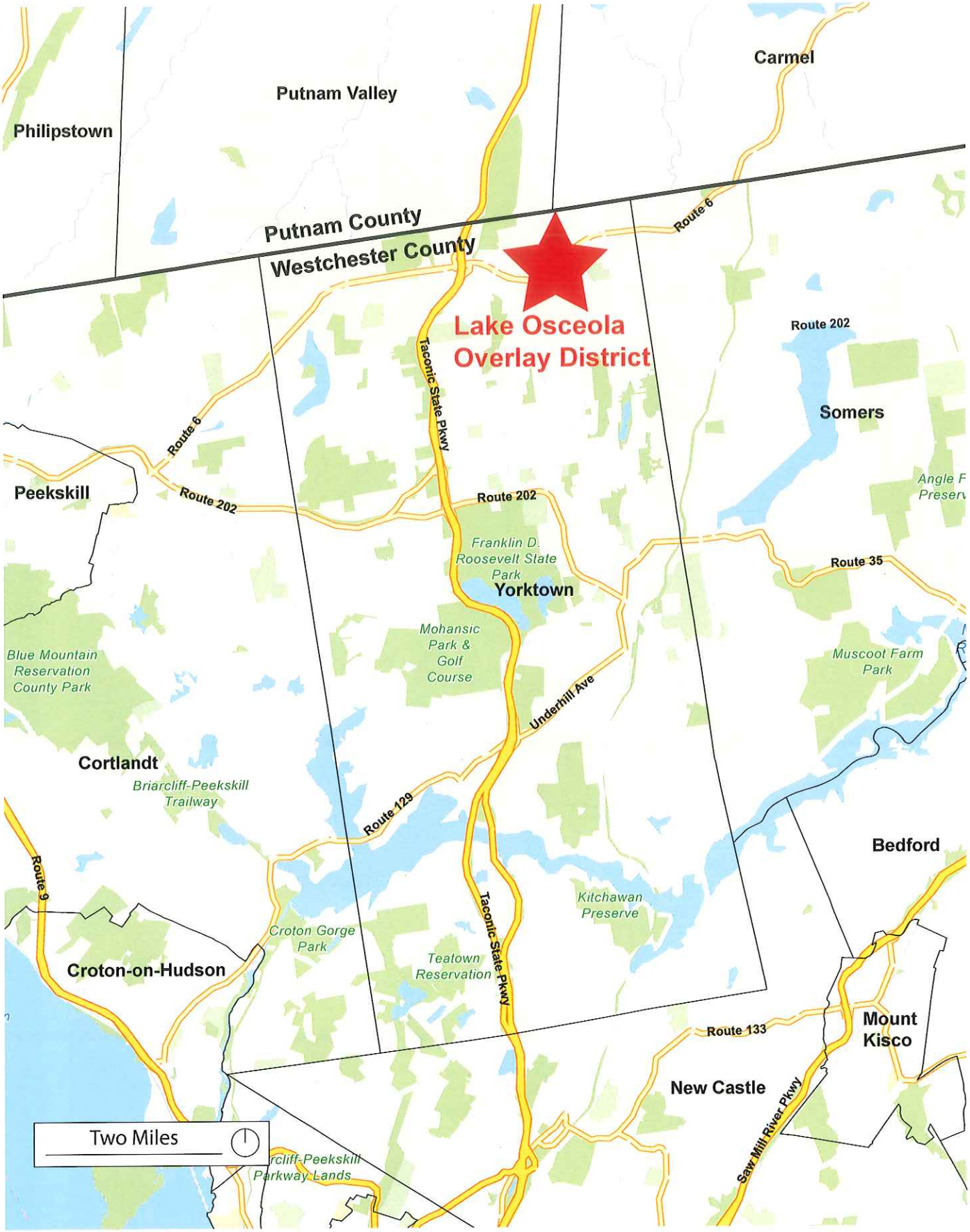
T\ .sday, November 18, 2021 10:46 AM



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

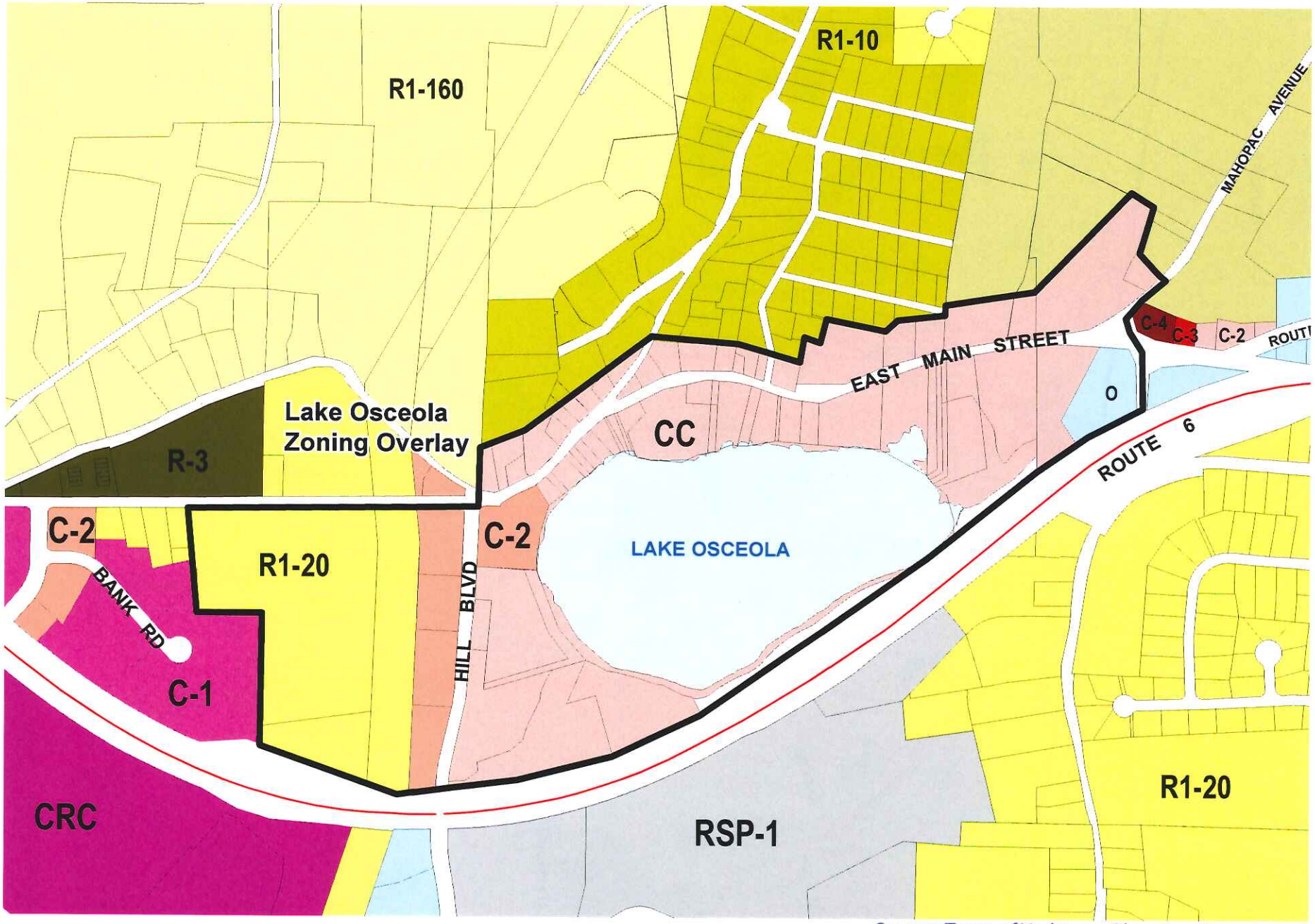
B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are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

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



Source: Town of Yorktown, ArcGIS

Lake Osceola Overlay District Zoning | Figure 1: Location Map | BFJ Planning



Source: Town of Yorktown Planning Department

Lake Osceola Overlay District Zoning

Figure 2: Overlay Detail

BFJ Planning

ATTACHMENT A: DEVELOPMENT PROJECTION

BFJ Planning

MEMORANDUM

Via email

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

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

Subject: Lake Osceola Overlay District Reasonable Estimate of Future Development

Date: November 19, 2021

Executive Summary

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

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

1. Soft Sites

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

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

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

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

Identification of Soft Sites

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

Development Potential

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

Table 1: Soft Sites Development Potential

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

Incremental Change in Development

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

Table 2: Incremental Development Potential

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

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

2. Reasonable Estimate of Future Development

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

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

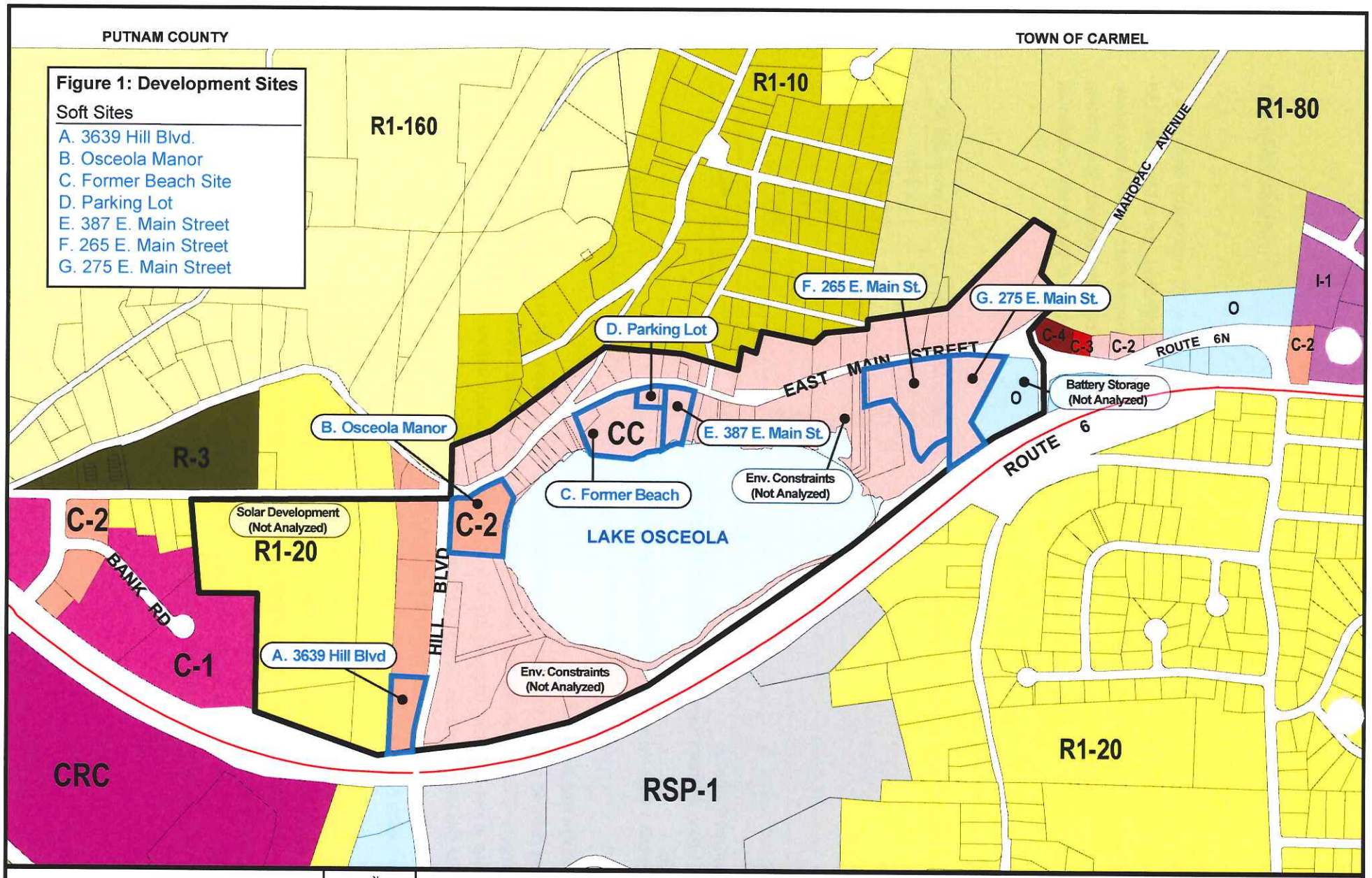
Table 3: Soft Sites Reasonable Development Projection

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

3. Sites That Are Not Analyzed

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

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



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

0 350 700 1,400 Feet

1 inch = 700 feet

TITLE: Lake Osceola Development Overlay Zone
DATE: March 4, 2021

FILE: F:\ArcGIS\PROJECTS\Overlay Districts\Lake Osceola.mxd
BY: RAS

Sources: Town of Yorktown GIS.

ATTACHMENT B: SCHOOL AGE CHILDREN PROJECTION

Lake Osceola Overlay Zoning District School Age Children Generation

Date: November 19, 2021

Introduction

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

School Enrollment Trends

Lakeland Central School District

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

Table 1: Lakeland Central School District Enrollment Trends

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

Town of Yorktown Population Trends

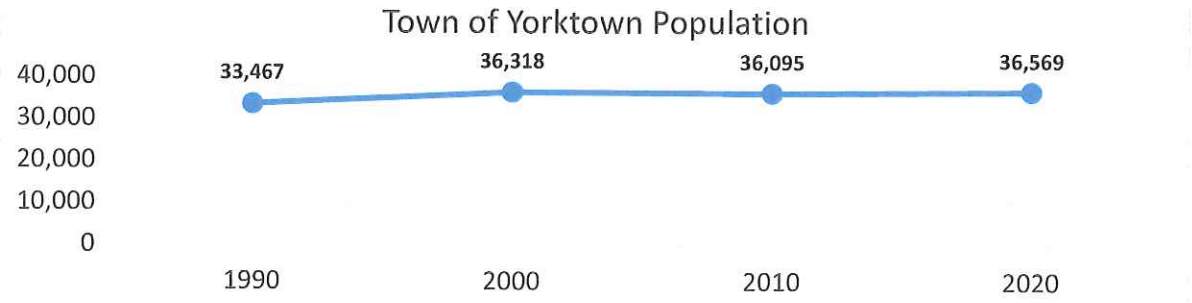
The Town of Yorktown's population has grown over the past four decades. The population grew by roughly 1,000 people between 1990 and 2000 before declining between 2000 and 2010. Between 2010 and 2022, the population grew by 474 people, which represents a 1.3 percent growth rate.

Table 2: Town of Yorktown Population Trends

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

Source: United States Census Bureau, Decennial Census

Figure 1: Town of Yorktown Population Trends



Village Population and School Enrollment Comparison

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

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

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

Lake Osceola Overlay District Development Projection

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

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

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

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

Lake Osceola Residential Demographic Multipliers - Rutgers Multipliers

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

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

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

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

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.

[1] The Rutgers study groups townhomes and low-rise multifamily buildings together as low-rise buildings.

Lake Osceola Residential Demographic Multipliers - BFJ Multipliers

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

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

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

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

Fiscal Benefits

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

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

Development Scenario	Units	Local Income	Local Taxes (Inc. Fees, Etc.)	Local Jobs Supported
Septic System	70	$8,185,100	$1,547,840	113
Sewer System	139	$16,253,270	$3,073,568	224
Source: NAHB, 2015				

[2] 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.

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

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

Development Scenario	Units	Local Income	Local Taxes (Inc. Fees, Etc.)	Local Jobs Supported
Septic System	70	$1,848,420	$352,450	31
Sewer System	139	$3,670,434	$699,865	61
Source: NAHB, 2015				

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

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

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

Summary and Conclusion

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

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

Lake Osceola Overlay District – Lakeland Central School District

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

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

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

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

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

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

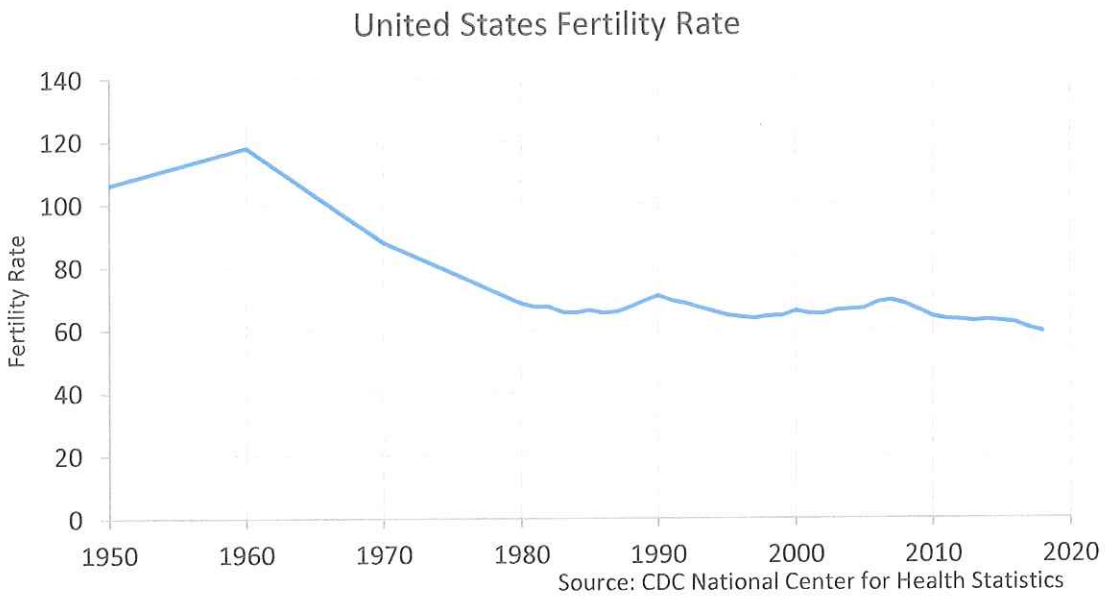
Declining Birthrates

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

The Covid-19 pandemic has only increased the decline in birth rates nationally; the number of births in 2020 was four percent lower than the number in 2019[5]. 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.

[5] Tavernise, Sabrina. "Pandemic Led to Faster Drop in U.S. Births." *The New York Times*, May 5, 2021.

Figure 2: Fertility Rate in the United States



ATTACHMENT C: TRAFFIC

Lake Osceola Overlay District

TRAFFIC ELEMENT OF EXPANDED ENVIRONMENTAL ASSESSMENT FORM (EAF)

DRAFT

Prepared for:
Town of Yorktown

November 2021

Prepared by:

transpogroup
WHAT TRANSPORTATION CAN BE.

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New City, NY 10956
Phone: 845.207.0785
www.transpogroup.com

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Table of Contents

1. Introduction

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

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

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

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

2. Existing Conditions

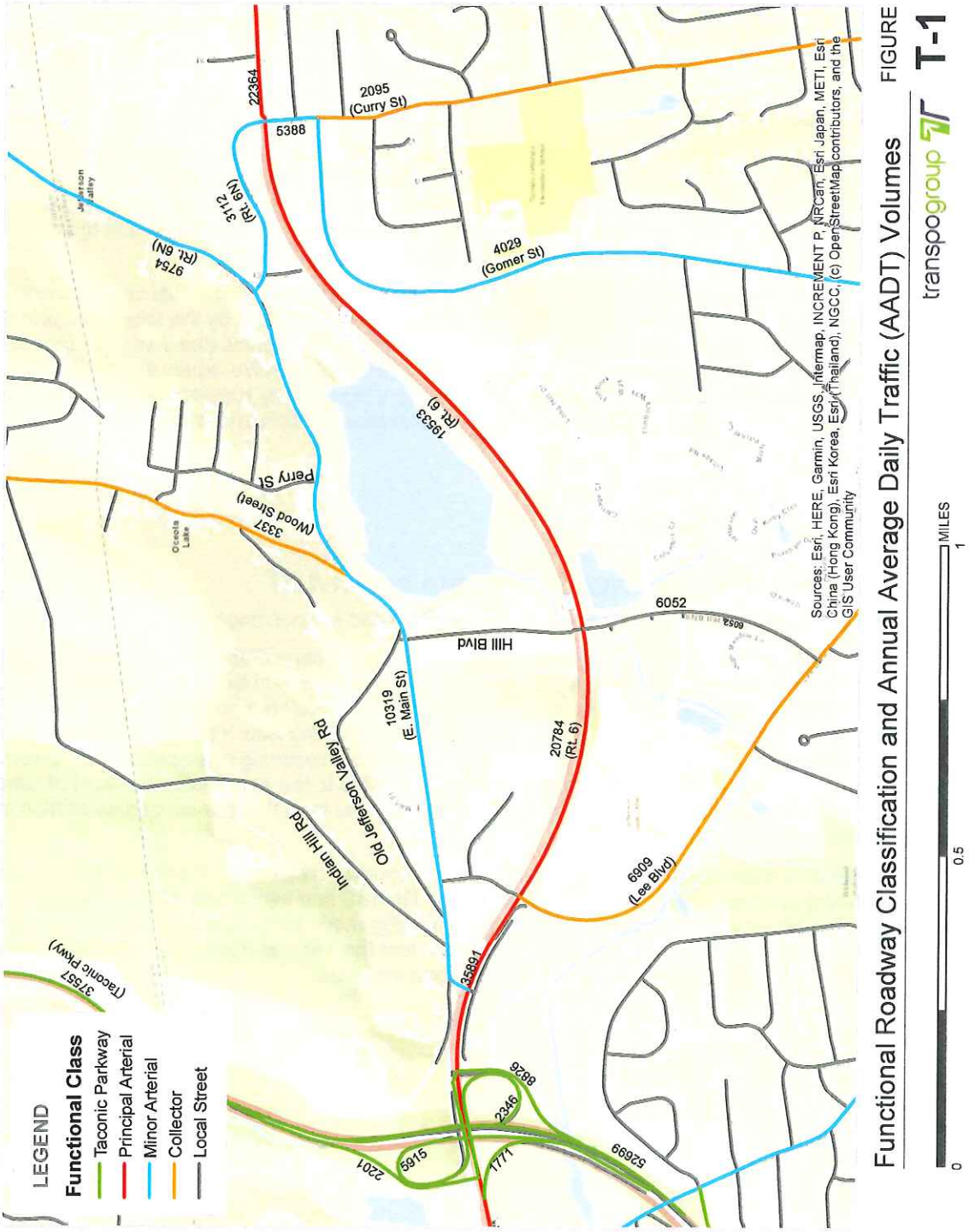
2.1 Roadway Functional Class and AADT

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

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

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

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


LEGEND
Functional Class
Taconic Parkway
Principal Arterial
Minor Arterial
Collector
Local Street
22364
2095 (Curry St)
5388
4029 (Gomer St)
9754 (Rt. 6N)
3212 (Rt. 6N)
19533 (Rt. 6)
Perry St
3337 (Wood Street)
Osceola Lake
6052
Hill Blvd
10319 (E. Main St)
20784 (Rt. 6)
Old Jefferson Valley Rd
Indian Hill Rd
6909 (Lee Blvd)
35891
9288
2346
5915
2201
1771
5269
37537 (Taconic Pkwy)
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
Functional Roadway Classification and Annual Average Daily Traffic (AADT) Volumes
FIGURE T-1
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MILES

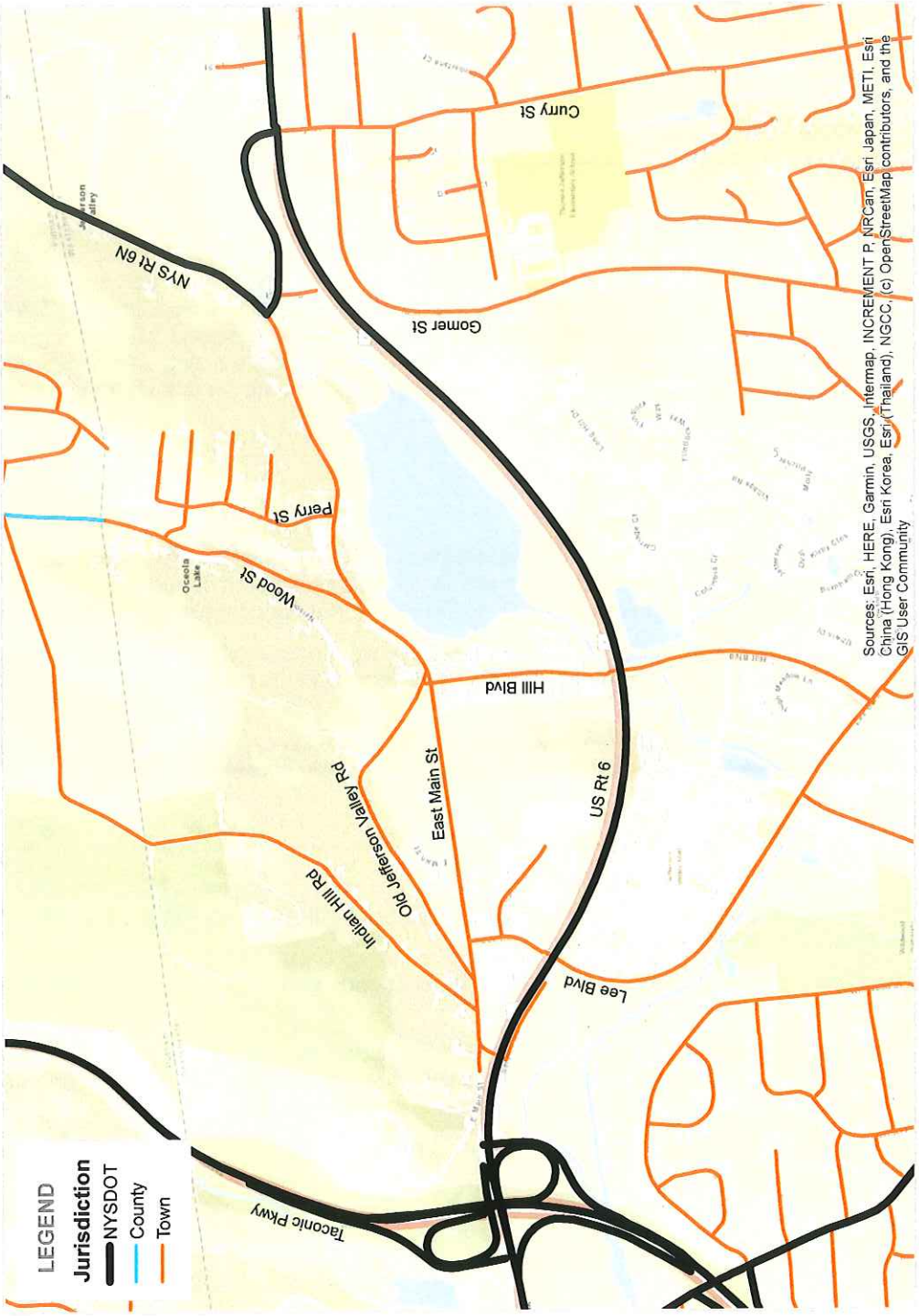

FIGURE T-2

transpogroup

Roadway Jurisdiction

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

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

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

2.2 Peak hour volumes

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

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

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

2.3 Vehicular crashes

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

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

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

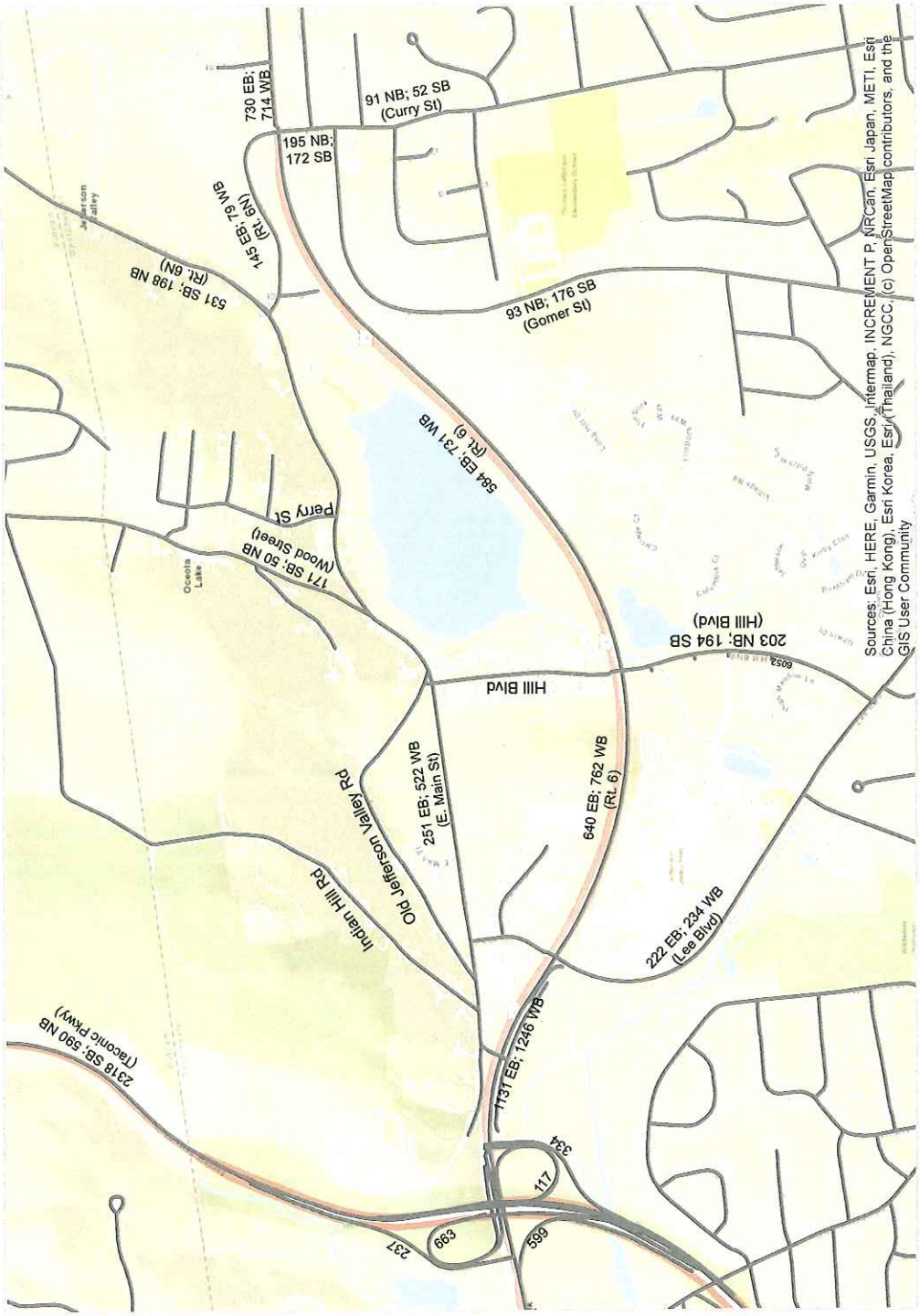

FIGURE T-3

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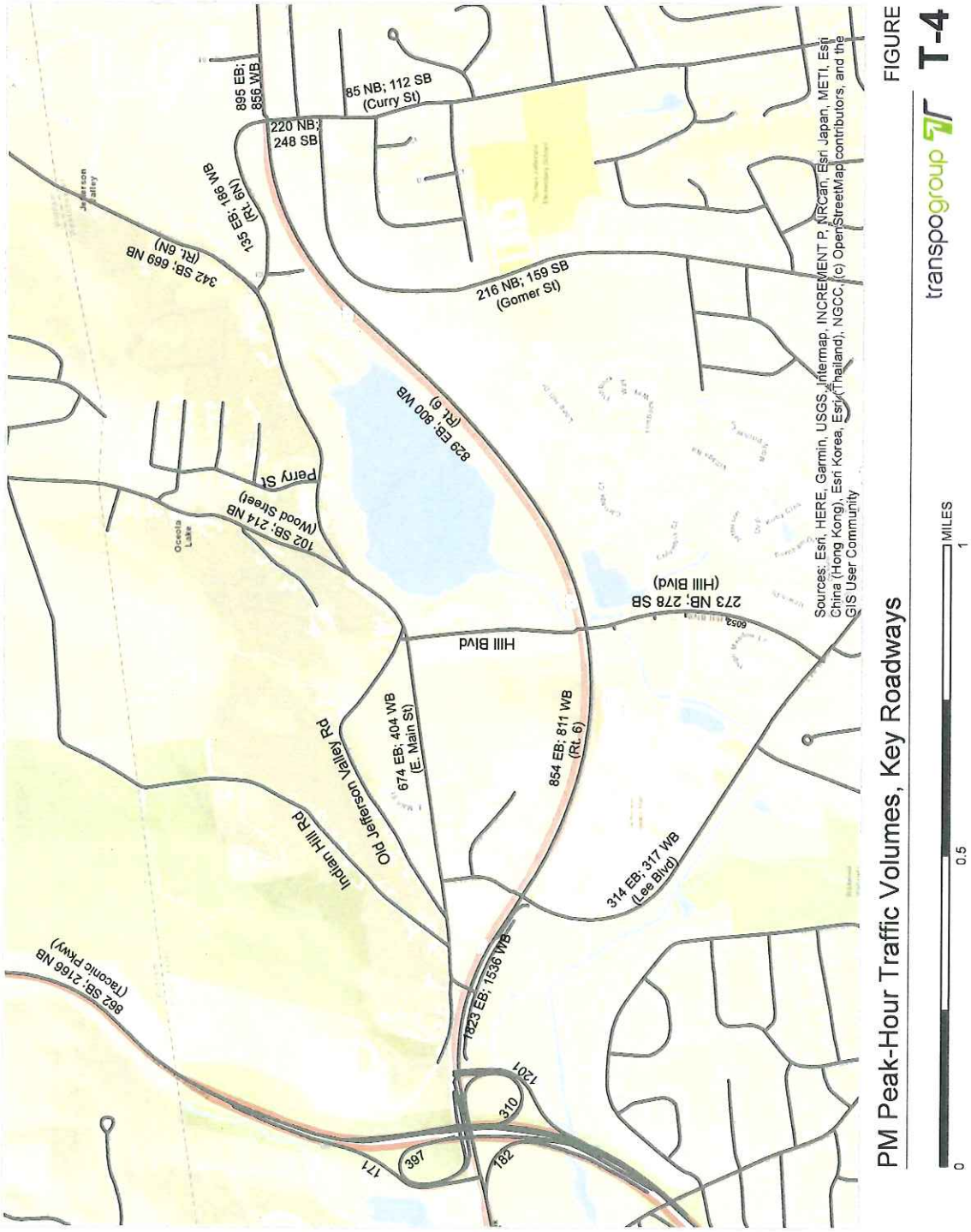
AM Peak-Hour Traffic Volumes, Key Roadways



PM Peak-Hour Traffic Volumes, Key Roadways

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FIGURE T-4

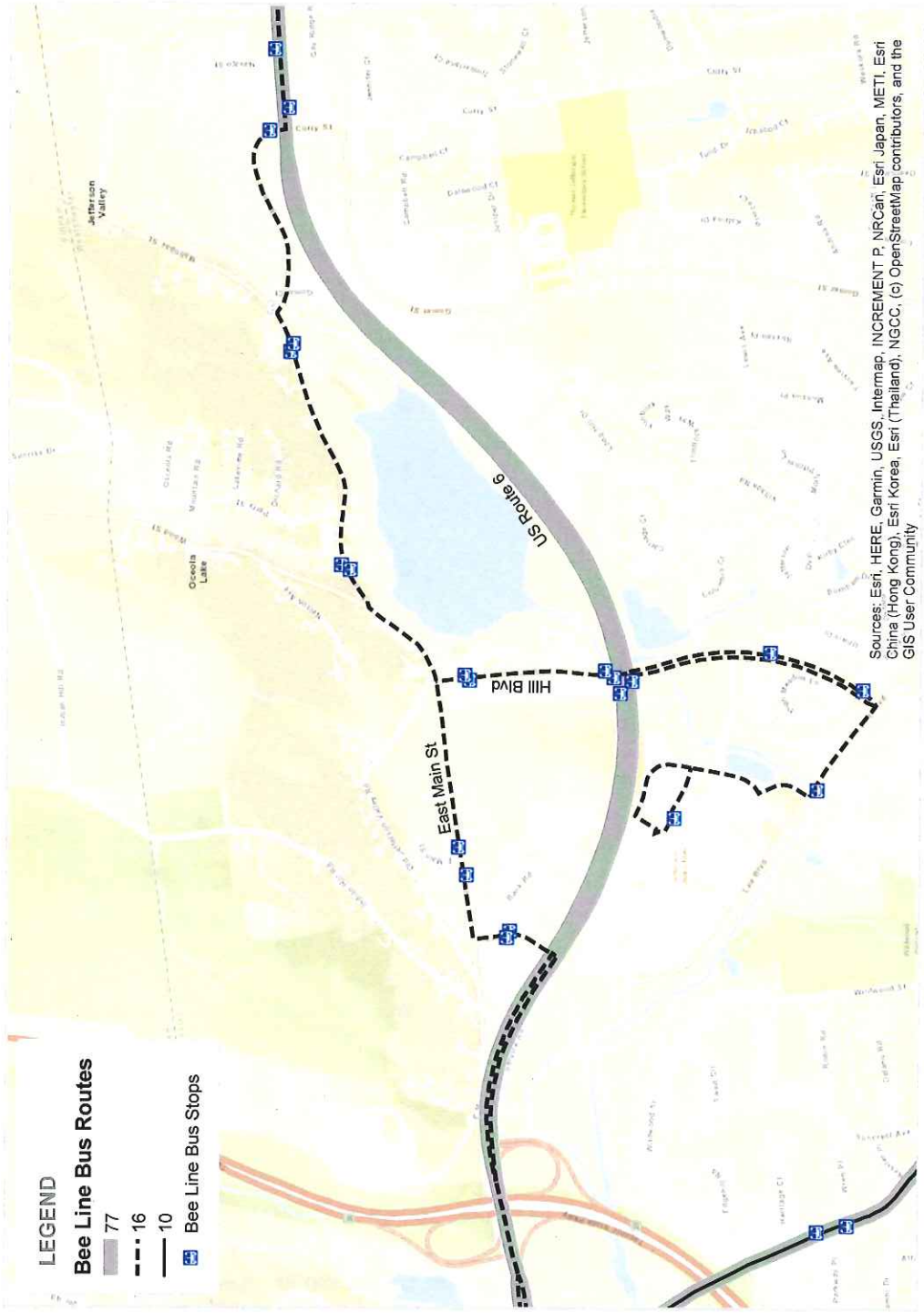
Intersection	Total number of crashes	Crashes with an injury	Crashes with a fatality
East Main Street and Route 6 (just east of the Taconic Pkwy northbound on/off-ramps)	7	2	0
East Main Street and Indian Hill Rd	16	3	0
East Main Street and Old Jefferson Valley Rd (*west* end of Old Jefferson Valley Rd)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

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

2.4 Public transportation

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

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



Westchester County Bee-Line Bus Services

FIGURE T-5

transpogroup

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

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

2.5 Walking and cycling

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

There are currently no dedicated bicycling facilities around Lake Osceola.

2.6 Use of alternative forms of travel

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

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

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

3. Potential Impacts

3.1 Traffic

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.1 Public transportation, walking and cycling

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

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

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

1.2 Parking

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

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

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

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

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

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

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

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

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

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

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

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

4. Conclusions

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

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

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

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

ATTACHMENT D: WATER AND SEWER

Lake Osceola Overlay Zoning District: Water and Sewer Capacity

Introduction

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

Development Projection, Water Consumption, and Sanitary Sewer Flow

Most of the parcels within the Lake Osceola Zoning Overlay treat their wastewater with on-site septic systems, which limits their development potential. However, the Town of Yorktown would like to see sanitary sewer service extended to this area. We, therefore, projected development for the overlay if it remains served by septic systems, and if a sewer system is extended to the area. We project 70 residential units would be constructed in the septic system scenario (14 townhomes, 56 multifamily apartment units) and 139 units would be developed under the sewer system scenario (28 townhomes, 111 multifamily apartment units. To estimate the demand for water consumption and sanitary sewer flow, we used the New York State Department of Environmental Conservation's estimate of 110 gallons per bedroom per day[1]. 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[2]. Under the septic system scenario we project 13,398 gallons per day, and under the sewer system scenario we project 26,626 gallons per day.

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[1] NYSDEC Design Standards for Intermediate-Sized Wastewater Treatment Systems, 2014.

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

Table 1: Lake Osceola Water and Sanitary Sewer Flow Projections

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

Water Supply

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

Sewer Capacity

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

This is a resolution adopted by the Town Board of the Town of Yorktown at its regular meeting held on [ ], May ___, 2024.

RESOLVED, that the Town Clerk is hereby authorized to refer out a proposed Local Law amending Chapter 300 of the Code of the Town of Yorktown entitled "ZONING." by amending Article XXI, entitled "Planned Design District Overlay Zones", as follows:

This Article regulates the location, design, occupancy, and use of structures and the use of land within the areas known as the "Planned Design District Overlay Zones" (hereinafter "PDDOZ") within the Town of Yorktown. The primary purpose of this Article is to institute legally enforceable and unique Planned Design Districts ("PDDs") adopted herein or prospectively, based upon and in furtherance of the goals established Chapter 4 of the Town of Yorktown Comprehensive Plan adopted on July 15, 2010 (hereinafter "the Comprehensive Plan") and as hereinafter amended.

BE IT FURTHER RESOLVED, the Town Board declares its intent to act as Lead Agency,

ARTICLE XXXI
Planned Design District Overlay Zones
[Added 11-5-2020 by L.L. No. 13-2020; amended 12-28-2021 by L.L. No. 1-2022]

§ 300-248. Purpose and intent.

A. It is found and determined that there is a need throughout the Town of Yorktown to encourage and establish further economic development. To stimulate that growth and provide for revitalization, the Town requires the use of smart-growth techniques capable of creating smarter, less wasteful, and more economically efficient development patterns. Specifically, the Town needs flexibility in land uses which bolster economic development by providing not only a diverse array of commercial businesses, but mixed-use residential and commercial parcels to both provide abundant job opportunities and contribute to the local tax base.

B. This article regulates the location, design, occupancy, and use of structures and the use of land within the areas known as the "Planned Design District Overlay Zones" (hereinafter "PDDOZ") within the Town of Yorktown. The primary purpose of this article is to institute a legally enforceable zoning code for each unique Planned Design District ("PDD") adopted herein or prospectively, based upon and in furtherance of the goals established by Chapter 4 of the Town of Yorktown Comprehensive Plan adopted on July 15, 2010 (hereinafter "the Comprehensive Plan") and as hereinafter amended. The applicability of the provisions of this article shall only apply to the specific overlay zones duly adopted and set forth herein and to those properties within said zones that the Town Board has determined granting the flexibility allowed by the Planned Design District will result in a significantly better site plan that still protects the health, safety, and welfare of Yorktown's businesses and residents.

C. This article is intended to promote the health, safety and general welfare of the Town by creating a holistic and comprehensive economic development strategy that utilizes the principles of social, economic, and environmental responsibility to encourage the economic development within a mixed-use setting. This article is intended to create an opportunity for a more economically successful and environmentally responsible Town by enabling a hamlet with a more harmonious and pedestrian-oriented public realm than can be achieved under the regulations in the underlying zoning in effect at the time of adoption of this article. Specifically, this article will promote complete streets approach and practices as one of many mechanisms to fulfill the purpose and intention herein.

D. It is also the intent of this article to further the economic development goals of the Town's Comprehensive Plan to invigorate the hamlet business centers as hubs of civic life and community identity, and promote a mix of retail, professional office, park/civic uses, and compatible residential uses that create a special sense of place. The intent of the overlay zones is to promote flexibility in design, allowed uses, and bulk requirements to make infill and redevelopment of the hamlets both desirable for residents and economically feasible for investors. It is also the intent of this article to provide for suitable mixed-use developments within the PDDs, blending the surrounding commercial and residential zones.

E. This article will assist in achieving preservation and retention of the remaining historic and architecturally significant buildings and encourage the renovation and construction of other buildings consistent with architectural designs of buildings constructed during the early history of the Town.

§ 300-249. Definitions.

As used in this article, the following terms shall have the meanings indicated:

FAR (FLOOR AREA RATIO) — As defined in § 300-3, Definitions; word usage.

INCENTIVE — A zoning benefit that is granted, pursuant to § 261-b of the Town Law, to adjust provisions of Chapter 300, Zoning, of the Town Code of the Town of Yorktown for the purpose of bringing about revitalization in a Planned Design District.

LIVE-WORK UNIT/SPACE (LIVE-WORK UNIT or LIVE-WORK SPACE) — A building or space within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work. The residential space must be occupied by the owner of the commercial business to which it is accessory.

MIXED-USE BUILDING — A building that houses varied uses normally segregated from one another by zoning classification within the Yorktown Zoning Code such as residential uses and retail uses, but not limited thereto.

PLANNED DESIGN DISTRICT — For the purposes of this chapter, an independent zoning district identified by the Town Board as ideal to promote development in accordance with the Comprehensive Plan, wherein the zoning regulations need not be uniform for each class or type of land use, but where the use of land shall be in accordance with a set of criteria and smart-growth techniques as established by the Town Board herein.

UNIQUE BUILDINGS — Existing buildings that should be retained because of their distinctive cultural, architectural, or historical references to the Town's history as decided by the Town Board and listed herein.

§ 300-250. Applicability.

A. The provisions of this article XXXI shall apply to all parcels, lots or properties lying within each Planned Design District and may be applied to new development, redevelopment, exterior alterations, changes of use, site plan alteration, commercial signs and exterior lighting within the Planned Design District Overlay Zones.

B. When the provisions of this chapter are applied by the Planning Board, in any Planned Design District, no buildings or premises shall be used, and no buildings or part of a building or structure shall be erected, constructed, enlarged, altered, arranged or designed to be used, in whole or in part, except for one or more of the uses herein cited in §§ 300-255 through 300-259, or the underlying zoning, provided that a site plan of development in accordance with Chapter 195 of the Yorktown Town Code is approved by the Planning Board, after public notice and hearing, as being in conformity with this chapter.

§ 300-251. Authorization to approve plans; procedures.

A. Authorization is hereby granted to the Planning Board of the Town of Yorktown, as herein set forth, to simultaneously, with the approval of a site plan or subdivision map, pursuant with this article, modify applicable provisions of Chapter 300 subject to the conditions set forth in this article and such other reasonable conditions as the Town Board of the Town of Yorktown may, in its discretion, add thereto.

B. An applicant desiring to use the standards set forth in this article shall file with the Town Board a written request for authorization for consideration and review under the overlay district, which shall

include a detailed statement setting forth the nature of modifications, changes or supplementation of existing underlying zoning provisions and the reasons in support of those changes or modifications. Said statement shall include the manner in which such modifications, changes or supplementations of existing zoning provisions will benefit the Town and will further the economic development, public health, safety, or welfare of the community. The applicant shall also file plans and other drawings, sketches, or renderings necessary to understand and consider the proposed project. The Town Board shall consider the request and evaluate the project for such authorization. The Town Board, at its discretion, may refer the request, plans, and other documentation to other boards, departments or agencies for comment and recommendation. The Town Board may hold a public hearing in accordance with Chapter 205 of the Town Code.

(1) The Town Board may authorize the project via resolution for review under the overlay district after considering the following factors:

(a) Whether the project is consistent with the general goals of the Comprehensive Plan;

(b) Whether the project will likely be detrimental to the character of its immediate neighboring properties, or the district and Town at large;

(c) Whether the scope of the project will likely cause operational difficulties on the site that have potential to negatively affect the health, safety, and welfare of the public;

(d) Whether the Town's infrastructure is capable of servicing the project or that the impacts or deficiencies of the infrastructure can be appropriately mitigated;

(e) Whether the project will eliminate a blight or potential blight within the district;

(f) Whether the project is consistent with the goals and intent of the overlay district;

(g) Whether the project is consistent with the requirements of the overlay district and does not exceed the limitations or requirements set forth therein;

(h) Whether the project is likely to contribute to the economic development of the district and the Town at large.

(2) Any such resolution shall contain a reasoned elaboration of the potential application of the overlay district to the proposed site based on the above considerations, including whether some of the considerations are relevant to the project. The Town Board may attach thereto any conditions that may be desirable to maintain the highest standards that are represented by the intent and goals of the overlay district regulations. Projects that are authorized by the Town Board shall be referred, together with the authorizing resolution, to the Planning Board for site plan review and approval.

C. Once a project has been authorized for review and approval under this article by the Town Board, the applicant shall file with the Planning Board the application and plans required for site plan or subdivision review and approval as set forth in Chapter 195, Land Development. The Town of Yorktown signage ordinance manual shall govern all matters relating to signs within each overlay zone. Such application and plans shall have clearly marked upon their face that said plan is for development in accordance with the standards of this article. The applicant may be required, at various stages of the planning process, to further justify his request to use the standards and procedures set forth herein.

D. The recreation requirements as set forth within this chapter and the Town of Yorktown Town Code

§ 300-251
shall remain applicable to the provisions of this article.

§ 300-252. Conflicting provisions.

In the event that any provisions of this article shall be inconsistent or in conflict with the other provisions of this chapter, then the provisions of this article shall prevail and be complied with.

§ 300-253. Development incentives.

The following list of development incentives may be applied by the Planning Board to any project filed under this article. In the event the Applicant includes green-building standards as recognized by the United States Green Building Council ("USGBC") and the recognized Leadership in Energy and Environmental Design ("LEED") standards, the Applicant will be granted priority in approval and shall not be limited in its requests for any and all of the incentives set forth below. In addition, an Applicant bringing forth a proposal that would qualify for LEED certification (though no certification is required) shall be entitled to propose additional incentives, not listed below, to be considered as part of the site plan approval process under this article. The incentives adopted herein are as follows:

A. Priority of application review and agenda placement.

B. Enhanced staff guidance, including additional staff meetings, throughout the approval process.

C. Relief from area and bulk requirements, parking requirements upon demonstration of proximity to downtown pedestrian access and public transportation, or a social, cultural or economic need or benefit.

D. In the event an Applicant agrees to make infrastructure improvements that benefit the Town to an extent greater than what is required by the conditions of this article, the Planning Board may grant incentives in relation to density, area and bulk requirements and including parking relief.

E. In the event an Applicant provides real-property or rentable square footage to the Town, the Planning Board may grant incentives in relation to density, area and bulk requirements and including parking relief.

§ 300-254. Flexibility standards; area and bulk requirements.

A. The Planning Board, in considering an application for site plan or subdivision approval within any Planned Design District Overlay Zone, shall be guided by but shall not be strictly bound by the considerations and standards within the underlying zone in which a proposed project exists, as amended, and as applicable to each Planned Design District, upon which the Planning Board shall be the approval authority as set forth herein. In general, these standards shall be deemed to be the minimum requirements for the convenience, economic benefit, health, safety and welfare of the Town and in compliance with the Comprehensive Plan.

B. In the course of project site plan review, as required by this article and SEQRA, the Planning Board may, pursuant to its stated purposes, vary the zoning requirements as to open space requirements, lot area, lot frontage, side yard requirements, front and rear yard requirements, maximum allowable coverage, parking regulations, building heights, floor area ratios, unit density per acre, off-street parking and loading spaces, and all bulk regulations in connection with a specific plan of development on a specific parcel of land in any Planned Design District, and other matters related to the siting and construction of improvements listed in the Schedule of Regulations, provided that the Planning Board shall determine that such variations are in the public interest and necessary in order

to foster high-quality development and redevelopment, are in compliance with the general purpose and intent of this chapter, and will ensure compatibility with uses on adjoining properties. In no case shall the variation of any requirement be greater than 60% of said requirement, unless otherwise stated in §§ 300-255 through 300-259. Such variations shall apply only to the particular site plan and proposals thereon which are under review and shall not apply to the maximum FAR.

C. The Planning Board may adjust the regulations and reduce the procedural requirements in accordance with this section to implement the intent and purpose of this article so that the public interest is secured, provided that any such adjustment or procedural modification will not have the effect of nullifying the spirit and intent of this article.

§ 300-255. Yorktown Heights Planned Design District Overlay Zone.

A. Purpose and intent. The Yorktown Heights Planned Design District consists of the parcels and rights-of-way within the boundary as shown on the zoning map of the Town of Yorktown.[1] This area was once the center of commerce in the Town, was redeveloped during urban renewal to accommodate automobile-centered life with many large commercial buildings and large paved parking areas. Many of these buildings are now vacant as lifestyles and buying habits transition to digital consumerism making this area ripe for other types of redevelopment. The intent of this overlay zone is to encourage a walkable hamlet-style development that is both a commercial and community center that better serves the needs of its residents and surrounding neighborhoods. Further, the Town Board notes that the Yorktown Heights hamlet supports several developments such as the Underhill Apartments, the Kear Street Apartments and the Beaver Ridge Apartments, which were built with densities exceeding the multifamily R-3 zoning district regulations, and these developments do not exhibit adverse impacts related to their density. The Yorktown Heights hamlet business center is able to support appropriate density above that shown in the R-3 zone. It is the intent of this article to promote development of appropriate densities that will support the downtown, promote economic development, and increase housing types within the Town, while also improving the walkability and quality of open spaces. Specifically, the following objectives are encouraged:

(1) Phase out of incompatible, nonconforming uses and signs.

(2) Construction of attractive building facades along Commerce Street, Downing Drive, Veterans Road, Kear Street, and Underhill Avenue with off-street rear parking lots.

(3) Transportation design that emphasizes Complete Street design methods and practices and that includes the pedestrian and bicycle experience to encourage users of the North County Trailway, connected Town trailways, and the disabled to be able to move through the overlay zone safely.

(4) Creation of off-street parking lots for shared parking between adjoining and neighboring principal uses.

(5) Application of enhanced street access, building design, off-street parking, landscaping and buffering controls by the Planning Board to enhance the physical appearance of properties in the Yorktown Heights Planned Design District Overlay Zone.

(6) Development of multifamily residential uses not to exceed three stories, unless otherwise stated herein.

1. **Editor's Note: Said map is included as an attachment to this chapter.**

(7) Creation of mixed-use space that includes live-work space or professional office use in a residence pursuant to § 300-76.

B. Permitted main uses.

(1) The same main uses permitted in the underlying zone in which the subject property lies.

(2) Mixed-use development.

(3) Multifamily and townhouse-style residential development.

(4) Live-work unit developments.

(5) Stores or shops for the conduct of retail business, bank, post office, restaurant and other places serving food and beverages, professional and business offices, and personal service establishments, including the grooming of house pets, except that no use shall be permitted where any part of the service is conducted outside the premises unless a special use permit has been issued by the Planning Board after due notice and public hearing.

(6) Government buildings and uses.

(7) Community-based uses for senior citizens.

C. Permitted uses by special permit.

(1) The same special uses permitted by the underlying zone in which the subject property lies.

(2) Boutique hotels in accordance with the regulations set forth in § 300-52.

D. Permitted accessory uses.

(1) The same permitted accessory uses allowed in the underlying zone in which the subject property lies.

(2) Signs as approved on the site plan.

(3) Outdoor public gathering places.

E. Permitted accessory uses by special permit.

(1) The same permitted accessory uses by special permit allowed in the underlying zone in which the subject property lies.

(2) Outdoor dining and sidewalk cafes pursuant to § 300-80.

F. Area and bulk requirements. The area and bulk regulations for the Yorktown Heights Planned Design District Overlay Zone shall comply as follows:

(1) Any project within a planned design district overlay zone and authorized by the Town Board to be considered under the regulations set forth herein shall remain subject to the discretion of the Planning Board set forth in §§ 300-253 and 300-254 to modify the requirements due to the special circumstances of a particular project. The discretion granted in § 300-253 and § 300-254 is subject to the following requirements:

(a) Area and bulk requirements shall be as set forth in the underlying zone and subject to variations and limitations as set forth herein. For residential or mixed-use residential

projects, the Planning Board may be guided by the area and bulk requirements of the R-3 multifamily zone and may apply variations to those requirements within the limitations set forth herein.

(b) FAR shall be allowed up to, but may not exceed, 0.55;

(c) Maximum height of building shall be as set forth in the underlying zone subject to variation of up to 25% and may not exceed three stories. Enclosed space may be allowed at roof level which may not exceed 50% of the area of the roof.

(d) Maximum height may be increased to 52 feet and a maximum of four stories, provided that the lot on which a project is proposed is a single contiguous lot that is a minimum of 10 acres in size.

(2) (Reserved)

(3) (Reserved)

G. Design requirements. In addition to any other design regulations provided in this Code, the following design guidelines shall apply to mixed-use buildings in the Yorktown Heights Planned Design District Overlay Zone:

(1) Architectural designs. All applicants shall adhere to the following guidelines for design standards of any renovation or new construction on a property within the Yorktown Heights Planned Design District:

(a) Exterior renovations or additions to historic buildings shall make every effort to restore the original appearance to the exterior of the building, with modifications only as approved.

(b) Acceptable architectural forms will include Colonial, Federal, Georgian, and Victorian styles. Exact duplicates of historic buildings are not required; however, designs should reflect a sense of historical styles at an appropriate scale.

(c) Appropriate use of sheathing (exterior covering) and decorative details. All new construction will be in brick or wood, unless it is demonstrated to the Advisory Board on Architecture and Community Appearance that some other material may be more appropriate given extenuating circumstances of the project, such as an addition on an existing building. Modern sheathing techniques may be used as long as the overall appearance conveys use of traditional building materials.

(d) The following materials are not preferred for use in the Yorktown Heights Planned Design District:

[1] Prefabricated metal siding, typical of manufactured commercial buildings.

[2] Dryvit-faced buildings or similar stucco-type surfaces.

[3] Prefabricated-rock-aggregate-faced buildings.

[4] Concrete-block-faced buildings.

[5] Tilt-up concrete panels.

[6] Ribbon glass, tinted glass panels as sheathing, or tinted glass windows, windows that

appear to be frameless.

(e) Unique buildings. All applicants for renovation of a unique building or new construction on a property on which exists a unique building within the Yorktown Heights Planned Design District shall be required to submit plans that respect the precedents and styles that relate to the early history of the Town. All plans must be in keeping with these guidelines for:

[1] Existing unique buildings. For any proposal that includes an existing unique building, whether to be modified or not, the applicant shall provide information concerning the original design of the building and the modifications that have taken place to the building. Every effort shall be made to restore the original appearance of the exterior of the building, with modifications only as considered appropriate by the Advisory Board on Architecture and Community Appearance and the Heritage Preservation Commission, should the unique building be a designated landmark.

[2] Design elements. All proposed improvements to buildings shall be evaluated by the Advisory Board on Architecture and Community Appearance for the appropriateness of the improvement in terms of the following design elements:

[a] Overall design and cohesiveness;

[b] Appropriate use of exterior sheathing and decorative details;

[c] Window and door configuration; and

[d] Setbacks and parking areas and site plan considerations.

(2) Signage. The following types of signs shall be preferred in the Yorktown Heights Planned Design District Overlay Zone as outlined in the Town of Yorktown signage ordinance manual.

(a) Sign designs should utilize historically referenced styles, colors, and materials to create attractive, functional, legible signs that can further enhance the Town's character.

(b) Freestanding signs should be monument signs. Using brick piers or bases with uplighting is encouraged.

(c) Building sign designs should enhance and accent the architecture and character of the building. Signs should not block or dominate the building facade.

(d) Building signs, painted wood signs or awning signs that are coordinated with the style, shape, color, and scale of the building are preferable to internally lit box signs.

(3) Site planning and design. Every effort shall be made to maintain and encourage designs and layouts that enhance the pedestrian experience of the Town within the Yorktown Heights Planned Design District Overlay Zone:

(a) Loading docks, overhead doors, and other service entries shall be screened and not be located facing primary street facades.

(b) Applicants shall be encouraged to contribute to the public spaces. Lighting fixtures and street furniture installed along public rights-of-way shall match the Yorktown Heights streetscape design plan to visually link the overlay zone.

(c) Landscaping. Landscaping shall be provided to create attractive facades and screen views

of parking, loading, and refuse areas from the property frontage and from residential uses.

(d) Parking shall not be located in the front yard unless this requirement is waived by the Planning Board due to the special circumstances of a particular site.

(e) Shared parking and conservation parking spaces shall be encouraged wherever possible to reduce unnecessary underutilized parking areas.

(f) Sidewalks. All sidewalks shall be properly maintained in accordance with Town regulations. All new property developments and redevelopments must provide sidewalks along any property lines that front on public streets, unless this requirement is waived by the Planning Board due to the special circumstances of a particular site. Internal sidewalks will be provided as deemed appropriate by the Planning Board.

H. Access to site; off-street parking.

(1) The required parking for residential units is 1.5 parking spaces per dwelling unless modified by the Planning Board.

(2) The required parking for commercial uses shall be as required by § 300-182 unless modified by the Planning Board due to special circumstances of a particular site, including, but not limited to:

(a) The use of shared parking between different uses on the same site and/or shared parking between adjacent properties.

(b) The use of conservation parking spaces.

(c) The availability of on-street parking or public parking within close proximity to the site.

(d) Variation in the probable time of maximum use of differing uses on the same site.

I. Recreation. The required recreation for multifamily units built within mixed-use development projects shall be as required in the R-3 zone except that the Planning Board may modify this requirement due to special circumstances of a particular site and the proximity of the site to nearby public recreation.

J. Plan of development. No building permit or certificate of occupancy for any building designed for multifamily mixed-use residential developments, townhouse-style residential developments, stores or shops for the conduct of retail business, or professional and business office developments within the Yorktown Heights Planned Design District Overlay Zone shall be issued, except in accordance with a plan of development or amendment thereof approved by the Planning Board, and after said approved plan of development, signed and certified by the Chairperson of the Planning Board, is issued and filed in the records of the Town.

K. Official submission and review of plan. The Planning Board shall take action within 62 days of the submission to it of the plan of development. The site plan shall be considered officially submitted only when all the required surveys, plans and data in accordance with the requirements of Chapter 195, Land Development, described in the above sections have been checked for completeness by the Town Engineer and Director of Planning and filed with the Planning Board.

L. Unique buildings. The Town Board acknowledges that there are unique buildings holding historical value within the Town, and the Board may, in its discretion, designate a building as a unique building upon under its own incentive or referral by the Advisory Board on Architecture and Community

Appearance. Modifications necessary to accommodate a new use will be permitted; however, it is the intention to require that all project plans retain original features of the buildings, including window type and configuration, front entries, storefronts (if applicable), and identifying decorative details, including those that provide a historical reference to the original use of the building. This provision shall be in addition to the requirements of Chapter 198, Heritage Preservation, should a unique building be a designated landmark.

The Town Board hereby designates the following buildings in this Yorktown Heights Planned Design District as unique buildings:

(1) 322 Underhill Avenue (Spadaccia Insurance building, now Westchester Health).

c. 1890. Wood shingle residence converted to offices. Large center chimney (parged); projecting pedimented gable over second floor bay window; rear one-story ell; three front gable dormers.

(2) 360 Underhill Avenue: Former home of Edward Kear, aka The Grace Building.

c. 1890. This onetime home of Edward Kear, who served as Town Supervisor for 13 years, is one of the last of the grand Victorian homes that were built around the Town center that the railroad established in the late 19th century, and in January of 2017 was named a Home of Historic Distinction by the Yorktown Landmarks Preservation Commission.

(3) 363 Underhill Avenue: Town Hall.

Yorktown's Town Hall was built in 1935 at the corner of Underhill Avenue and Saw Mill River Road (Route 118) during the administration of Supervisor Theodore Hill. The Police Department and the Town Court, once housed here, were moved at different times to other facilities. Additional wings were built on either side of the original building in the mid- to late-1950s. The building is Colonial Revival style with brick-faced concrete walls and a slate roof.

(4) 366 Underhill Avenue: Coldwell Banker building.

c. 1890. Gothic Revival. Brick center chimney; gabled side ell; Doric columns on front porch;

bay window on first-floor front facade; one-story hipped extension front on left rear corner.

(5) 370 Underhill Avenue: Captain Underhill House.

Completed in 1881, the Captain Underhill Manor and Estate. The estate was most recently used by the Soundview Preparatory private school. Prior to the school, the farmhouse was used by the Gilbert Beaver conference center.

(6) 1803 Commerce Street (Dubovsky).

c. 1870. two-bay storefront (four bays deep) addition with two sets of triple windows, flat roof

(now vacant); house re-sided with metal.

(7) 1807 Commerce Street (Trailside Cafe).

c. 1870. Colonial Revival storefront addition c. 1950; stucco; parapet wall has been covered with vinyl; upper windows on storefront replaced.

(8) 1811 Commerce Street (Wishes).

c. 1930. Tudor Revival. One-half timbering with half circle design on front attic level; wood shingle pent over storefront windows; side ell for stairway to second floor apartments; fully exposed brick side wall chimney; one-story rear ell; sunburst pattern in side gable peak and on front of side ell stairwell.

(9) 1826 Commerce Street: Yorktown Heights Railroad Station.

The Yorktown Heights Railroad Station was built around 1878 as part of the Old Putnam Line of the New York & Northern Railroad. By 1914, the New York Central Railroad and its Putnam Division operated the line from High Bridge to Brewster. The last passenger train ran on the Old Put line on Thursday, May 29, 1958, and the last freight movement picked up an empty box car at Creed Brothers lumber yard in Yorktown Heights on September 17, 1962. By spring of 1963, the rails were removed. Since that time, the abandoned railroad bed was sold to New York State, and the station building was acquired by the Town's urban renewal agency. The station building has been designated a local (1976), state (1981), and federal (1981) landmark. The station became the center of Railroad Park and has gone through several refurbishment attempts. A complete restoration of the building was finally completed in July of 2020. The station building is the last remaining building of its unique design on the Old Putnam Line.

(10) 1932 Commerce Street: Conciatori Building/Emilio's Castle aka Starbucks Coffee.

c. 1920. Small side ell, left c. 2000. False brick endwall chimneys; granite block door and window surrounds; rear extension that once housed service station stalls.

(11) 1952 Commerce Street (former Mulvey Realty, corner of Commerce and Veterans).

c. 1920. Last remaining wood Victorian-era home along Commerce Street.

(12) 1974 Commerce Street: Albert A. Capellini Community and Cultural Center.

Although not within the planned design district boundaries, the former Central School District No. 2 building is a Town designated landmark that is a significant part of the fabric of Yorktown Heights. Originally built in 1923, the school district added a north wing in 1927, and a south wing and gymnasium was added in 1935. The auditorium/theater was completed in the rear of the school between 1954 and 1955. In 1975 the school was closed due to declining enrollments and new schools built in other parts of the community. In July of 1980, the Town acquired the old school building to use for several Town offices and a community center. In 2019, the Town designated the building as a local landmark. The structure has exterior walls of masonry, terracotta block and brick facing, with plaster interior finish.

§ 300-256. Lake Osceola Planned Design District Overlay Zone.

A. Purpose and intent. The Lake Osceola Development Design District shall consist of the parcels and rights-of-way within the boundary shown on the map set forth here as Attachment 6[2] as amended. The purpose of this section shall be to implement the goals of this article and to promote and ensure that the Jefferson Valley Mall remains a viable economic engine and center of retail and restaurant activity while enhancing the multi-family housing, recreational and tourism activities and ancillary economic development activities, opportunities provided by the lakefront and surrounding district. The Jefferson Valley Mall has been a major regional shopping destination, and this article and specifically this overlay zone will facilitate the region's continued success. Additionally, while providing for the continued health of the Mall, this section shall also offer incentives for the transformation of Hill Boulevard into a walkable main-street attraction by expanding public transportation

2. Editor's Note: Said map is included as an attachment to this chapter.

options and opening increased access to the recreational and tourism opportunities offered by the lakefront. Finally, this section shall incentive the tools for all environmental benefits relating to the reliance upon septic systems to the conversion to a municipal sanitary sewer collection system. The consistent goals of this article are to strengthen the economic health of the hamlets within the Town..

B. Permitted main uses.

(1) The same main uses permitted in the underlying zone in which the subject property lies.

(2) The same main uses permitted in the CR (Commercial Recreation) zone.

(3) Mixed-use development.

(4) Multifamily residential development.

(5) Live-work unit developments.

(6) Stores or shops for the conduct of retail business, bank, post office, restaurant and other places serving food and beverages, professional and business offices, and personal service establishments, including the grooming of house pets, except that no use shall be permitted where any part of the service is conducted outside the premises unless a special use permit has been issued by the Planning Board after due notice and public hearing.

C. Permitted main uses by special permit.

(1) The same special uses permitted by the underlying zone in which the subject property lies.

D. Permitted accessory uses.

(1) The same permitted accessory uses allowed in the underlying zone in which the subject property lies.

(2) Signs as approved on the site plan.

(3) Outdoor public gathering places.

E. Permitted accessory uses by special permit.

(1) The same permitted accessory uses by special permit allowed in the underlying zone in which the subject property lies.

F. Area and bulk requirements. The area and bulk regulations for the Lake Osceola Planned Design District Overlay Zone shall comply as follows:

(1) Any project within a planned design district overlay zone and authorized by the Town Board to be considered under the regulations set forth herein shall remain subject to the discretion of the Planning Board set forth in §§ 300-253 and 300-254 to modify the requirements due to the special circumstances of a particular project. The discretion granted in §§ 300-253 and 300-254 is subject to the following requirements:

(a) Area and bulk requirements shall be as set forth in the underlying zone and subject to variations and limitations as set forth herein. For multifamily residential or mixed-use residential projects, the Planning Board may be guided by the area and bulk requirements of the R-3 multifamily zone and may apply variations to those requirements within the limitations set forth herein.

(b) FAR shall be allowed up to, but may not exceed, 0.55;

(c) Maximum height of building shall be as set forth in the underlying zone subject to variation of up to 25% and may not exceed three stories.

G. Design requirements. In addition to any other design regulations provided in this Code, the following design guidelines shall apply to mixed-use buildings in the Lake Osceola Planned Design District Overlay Zone:

(1) Architectural designs. All applicants shall adhere to the following guidelines for design standards of any renovation or new construction on a property within the Lake Osceola Planned Design District:

(a) Exterior renovations or additions to historic buildings shall make every effort to restore the original appearance to the exterior of the building, with modifications only as approved.

(b) Acceptable architectural forms will include Colonial, Federal, Georgian, and Victorian styles. Exact duplicates of historic buildings are not required; however, designs should reflect a sense of historical styles at an appropriate scale.

(c) Appropriate use of sheathing (exterior covering) and decorative details. All new construction will be in brick or wood, unless it is demonstrated to the Advisory Board on Architecture and Community Appearance that some other material may be more appropriate given extenuating circumstances of the project, such as an addition on an existing building. Modern sheathing techniques may be used as long as the overall appearance conveys use of traditional building materials.

(d) The following materials are not preferred for use in the Lake Osceola Planned Design District:

[1] Prefabricated metal siding, typical of manufactured commercial buildings.

[2] Dryvit-faced buildings or similar stucco-type surfaces.

[3] Prefabricated-rock-aggregate-faced buildings.

[4] Concrete-block-faced buildings.

[5] Tilt-up concrete panels.

[6] Ribbon glass, tinted glass panels as sheathing, or tinted glass windows, windows that appear to be frameless.

(e) Unique buildings. All applicants for renovation of a unique building or new construction on a property on which exists a unique building within the Jefferson Valley Planned Design District shall be required to submit plans that respect the precedents and styles that relate to the early history of the Town. All plans must be in keeping with these guidelines for:

[1] Existing unique buildings. For any proposal that includes an existing unique building, whether to be modified or not, the applicant shall provide information concerning the original design of the building and the modifications that have taken place to the building. Every effort shall be made to restore the original appearance of the exterior

of the building, with modifications only as considered appropriate by the Advisory Board on Architecture and Community Appearance and the Heritage Preservation Commission, should the unique building be a designated landmark.

[2] Design elements. All proposed improvements to buildings shall be evaluated by the Advisory Board on Architecture and Community Appearance for the appropriateness of the improvement in terms of the following design elements:

[a] Overall design and cohesiveness;

[b] Appropriate use of exterior sheathing and decorative details;

[c] Window and door configuration; and

[d] Setbacks and parking areas and site plan considerations.

(2) Signage. Sign requirements shall be as required by the underlying zone. The following types of signs shall be preferred in the Lake Osceola Planned Design District Overlay Zone as outlined in the Town of Yorktown signage ordinance manual.

(a) Sign designs should utilize historically referenced styles, colors, and materials to create attractive, functional, legible signs that can further enhance the Town's character.

(b) Freestanding signs should be monument signs. Using brick piers or bases with uplighting is encouraged.

(c) Building sign designs should enhance and accent the architecture and character of the building. Signs should not block or dominate the building facade.

(d) Building signs, painted wood signs or awning signs that are coordinated with the style, shape, color, and scale of the building are preferable to internally lit box signs.

(3) Site planning and design. Every effort shall be made to maintain and encourage designs and layouts that enhance the pedestrian experience and experience of Lake Osceola, including enhancing views, providing public gathering spaces, and public use of the lake:

(a) Development shall attempt to offer amenities that include use of or enhanced views of the lake. Lakefront properties should be encouraged to participate in a boardwalk or pedestrian walkway system when feasible.

(b) Loading docks, overhead doors, and other service entries shall be screened and not be located facing primary street facades.

(c) Applicants shall be encouraged to contribute to the public spaces. Lighting fixtures and street furniture installed along public rights-of-way shall match to visually link the overlay zone.

(d) Landscaping. Landscaping shall be provided to create attractive facades and screen views of parking, loading, and refuse areas from the property frontage and from residential uses.

(e) Parking shall not be located in the front yard unless this requirement is waived by the Planning Board due to the special circumstances of a particular site.

(f) Shared parking and conservation parking spaces shall be encouraged wherever possible to reduce unnecessary underutilized parking areas.

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(g) Sidewalks. All sidewalks shall be properly maintained in accordance with Town regulations. All new property developments and redevelopments must provide sidewalks along any property lines that front on public streets, unless this requirement is waived by the Planning Board due to the special circumstances of a particular site. Internal sidewalks will be provided as deemed appropriate by the Planning Board.

H. Access to site; off-street parking.

(1) The required parking for residential units is 1.5 parking spaces per dwelling unless modified by the Planning Board.

(2) The required parking for commercial uses shall be as required by § 300-182 unless modified by the Planning Board due to special circumstances of a particular site, including, but not limited to:

(a) The use of shared parking between different uses on the same site and/or shared parking between adjacent properties.

(b) The use of conservation parking spaces.

(c) The availability of on-street parking or public parking within close proximity to the site.

(d) Variation in the probable time of maximum use of differing uses on the same site.

I. Recreation. The required recreation for multifamily units built within mixed-use development projects shall be as required in the R-3 zone except that the Planning Board may modify this requirement due to special circumstances of a particular site and the proximity of the site to nearby public recreation.

J. Plan of development. No building permit or certificate of occupancy for any building designed for multifamily mixed-use residential developments, townhouse-style residential developments, stores or shops for the conduct of retail business, or professional and business office developments within the Jefferson Valley Planned Design District Overlay Zone shall be issued, except in accordance with a plan of development or amendment thereof approved by the Planning Board, and after said approved plan of development, signed and certified by the Chairperson of the Planning Board is issued and filed with the Town Clerk in the records of the Town.

K. Official submission and review of plan. The Planning Board shall take action within 62 days of the submission to it of the plan of development. The site plan shall be considered officially submitted only when all the required surveys, plans and data in accordance with the requirements of Chapter 195, Land Development, described in the above sections have been checked for completeness by the Town Engineer and Director of Planning and filed with the Planning Board.

L. Unique buildings. The Town Board acknowledges that there are unique buildings holding historical value within the Town and the Town Board may, in its discretion, designate a building as a unique building under its own incentive or upon referral by the Advisory Board on Architecture and Community Appearance. Modifications necessary to accommodate a new use will be permitted; however, it is the intention to require that all project plans retain original features of the buildings, including window type and configuration, front entries, storefronts (if applicable), and identifying decorative details, including those that provide a historical reference to the original use of the building. This provision shall be in addition to the requirements of Chapter 198, Heritage Preservation, should a unique building be a designated landmark.

The Town Board hereby designates the following buildings in this Jefferson Valley Planned Design District as unique buildings:

(1) 466 East Main Street.

A gothic-revival-style, wood-frame structure built in 1861 and once known as "Bailey's Lodge."

(2) 3642 Hill Boulevard, Lourdes Building.

Built in 1975, the shopping center with large mansard roof is part of the unique character of the Jefferson Valley hamlet.

§ 300-257. through § 300-261. (Reserved)

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 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Lake Osceola Overlay District Extension - EAF Annex		
Project Location (describe, and attach a general location map): 3000 Navajo Street and 3775, 3787, 3799, 3807, 3819,3833, 3869, 3790, 3824 and 3850 Route 6N		
Brief Description of Proposed Action (include purpose or need): It is proposed to extend the the Lake Osceola Overlay District (LOOD) to include the two parcels above. As noted in the original EAF the LOOD was created for only a "portion" of the hamlet to "promote revitalization, economic development and provide housing opportunities." The creation of the district allowed for multifamily residential developments, mixed-use residential and commercial developments, and live/work units in an area mostly zoned for commercial development. The zone also allowed for developments to have a floor-area ratio (FAR) of 0.55 and would permit building heights of three stories. It is also noted that Section 300-256 indicates one goal of the zone is to ensure that the Jefferson Valley Mall remains a viable economic engine and center of retail and restaurant activity. During the establishment of this district and emphasis was placed on the lack of existing sewers, and desires of sewers to be brought to Lake Osceola. This extension is proposing to include eleven parcels just outside of the current LOOD but in close proximity to the Jefferson Valley Mall. The parcel at 3000 Navajo Street represents the largest tract available for development and can be the catalyst for the desired revitalization. It is noted that based on high groundwater these properties offer limited availability for development without sewer and as such any development of these properties under the LOOD would include sewers necessary for the LOOD. The development of this parcel is contemplated herein.		
Name of Applicant/Sponsor: Yorktown Town Board	Telephone: (914) -962 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. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Town of Yorktown Town Board	April 2024
b. City, Town or Village Planning Board or Commission ☐Yes ☐No		
c. City, Town or Village Zoning Board of Appeals ☐Yes ☐No		
d. Other local agencies ☐Yes ☐No		
e. County agencies ☐Yes ☐No		
f. Regional agencies ☐Yes ☐No		
g. State agencies ☐Yes ☐No		
h. Federal agencies ☐Yes ☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

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? ☑Yes ☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

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? ☐Yes ☑No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☑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?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

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? ☐Yes ☑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?
The site is located in the R1-80 zoning district.

b. Is the use permitted or allowed by a special or conditional use permit? ☐ 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? Lake Osceola Overlay District Extension.

C.4. Existing community services.

a. In what school district is the project site located? Lakeland 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?
Mohegan Fire Department and Mohegan EMS

d. What parks serve the project site?
Site itself will remain commercial field space. Donald J. Trump State Park, Shrub Oak Memorial 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.

	One Family	Two Family	Three Family	Multiple Family (four or more)
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? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐Yes ☐No
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: _____

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)

_____

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_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (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

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: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐Yes ☐No

If yes:

i. Provide details including sources, time of day and duration:

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐Yes ☐No

Describe:

n. Will the proposed action have outdoor lighting? ☐Yes ☐No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐Yes ☐No

Describe:

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐Yes ☐No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

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? ☐Yes ☐No

If Yes:

i. Product(s) to be stored

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction:
- Operation:

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction:
- Operation:

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

c. Is the project site presently used by members of the community for public recreation? ☐Yes ☐No

i. If Yes: explain: _____

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

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐Yes ☐No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes ☐No

If Yes:

i. Has the facility been formally closed? ☐Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes ☐No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes ☐No

☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes ☑No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

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

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

E.2. Natural Resources On or Near Project Site

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

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

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

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

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

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

g. Are there any unique geologic features on the project site? ☐Yes ☑No
If Yes, describe: _____

h. Surface water features.
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☑Yes ☐No
ii. Do any wetlands or other waterbodies adjoin the project site? ☑Yes ☐No
If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.
iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑Yes ☐No
iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

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

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

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

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

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

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

m. Identify the predominant wildlife species that occupy or use the project site: _____ _____ _____ _____ _____ _____

n. Does the project site contain a designated significant natural community? ☐Yes ☑No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

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? ☐ Yes ☑No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☑No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☐No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

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? ☐Yes ☑No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☐No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☑No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☑No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. 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? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☐ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☐ No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. 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? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

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

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

G. Verification

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

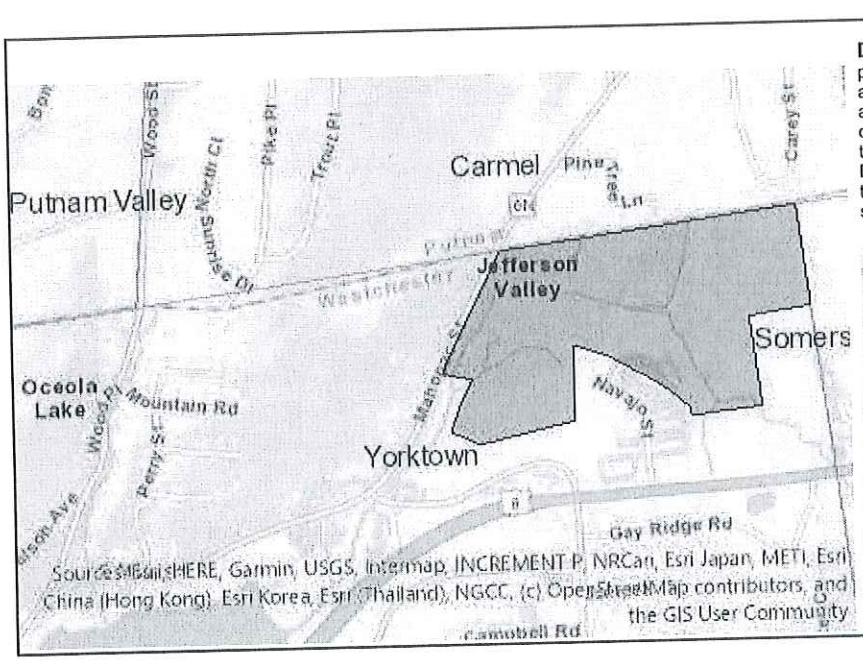
Applicant/Sponsor Name _____ Date _____

Signature _____ Title _____

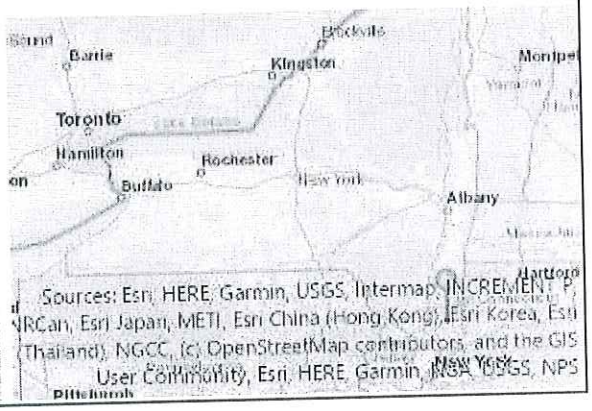
PRINT FORM

EAF Mapper Summary Report

Monday, April 8, 2024 10:01 AM



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



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

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

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Lake Osceola Overlay District Reasonable Estimate of Future Development at 3000 Navajo Street, Town of Yorktown, Westchester County, New York

Executive Summary

The proposed action is to extend the recently established Lake Osceola Overlay District (LOOD) to several sites along the New York State (NYS) Route 6 corridor in the Town of Yorktown, Westchester County, New York. The following analysis is site specific and is focused on the 49.6-acre parcel located at 3000 Navajo Street, Town of Yorktown, Westchester County, New York (project site). The project site is northeast of the recently established LOOD and is included in the proposed extension of the LOOD. The project site is currently zoned R1-80 and consists of vacant land and land utilized as playing fields.

The school age children projection and fiscal analyses were conducted using the methods set forth in the Lake Osceola Overlay District Reasonable Estimate for Future Development Memorandum prepared by BFJ Planning dated November 19, 2021 (2021 BFJ Memorandum) with the following revisions: 1) Revised original use of 900 square feet (sqft) average unit size by BFJ Planning to 1100 sqft per unit as an average unit size in analyses; 2) Conducted analyses using Net Site Area instead of Gross Site area which was used in BFJ analyses.

Development Potential of Project Site

Table 1	
Gross Site Area	49.6 ac = 2,160,576 sqft
FAR	0.55
Max Mixed USE GSF	1,188,317 sq ft
Building Height	3 stories
Residential GSF (2.75 stories)	1,089,695 sq ft
Commercial GSF (0.25 story)	98,621 sq ft
Residential Units (900 sqft per unit)[1]	**990**

[1] Revised original use of 900 sqft average unit size by BFJ Planning to 1100 sqft per unit as an average unit size. The amount of residential gross square footage (GSF) was divided by 1100 sqft as an average unit size.

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Table 2	
New Site Area	785,037 sqft
FAR	0.55
Max Mixed USE GSF	431,770 sq ft
Building Height	3 stories
Residential GSF (2.75 stories)	395,789 sq ft
Commercial GSF (0.25 story)	335,981 sq ft
Residential Units (1100 sqft per unit)[2]	**360**

Source and Assumptions: 2021 BFJ Memorandum: Assumed site built out the full development potential of 0.55 FAR and three stories height; single mixed use to occupy site; development mostly residential, therefore, one quarter of ground floor would be commercial use and remaining floor area (two and three quarters) would be residential; assumptions include any mechanical and circulation space in the building.

New School Age Children Projections

Table 3 – School Age Children Projection	
Unit Type	Townhome
Number of Units	360
School Age Multiplier	0.282
Projected School Age Children	**102**

Source and Notes: 2021 BFJ Memorandum; 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. Multiplier Used: Two-bedroom market rate units in low-rise developments that have an average household income of over $100,000. Note: Rutgers combines townhomes and low-rise multifamily buildings as a single category.

[2] Revised original use of 900 sqft average unit size by BFJ Planning to 1100 sqft per unit as an average unit size. The amount of residential gross square footage (GSF) was divided by 1100 sqft as an average unit size.

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Fiscal Benefits

Table 4 – One Year Impacts of Project Site Development in LOOD	
Unit Count	360
Local Income	$42,094,800
Local Taxes (inc. fees, etc.)	$7,960,320
Local Jobs Supported	580

Table 5 – Ongoing, Annual Effect of Project Site Development in LOOD	
Unit Count	360
Local Income	$9,506,160
Local Taxes (inc. fees, etc.)	$1,812,600
Local Jobs Supported	159

Source and Assumptions: 2021 BFJ Memorandum; National Association of Home Builders (NAHB), 2015, "The Economic Impact of Home Building in a Typical Local Area: Income, Jobs and Taxes Generated. Notes: This is a generic model of economic impacts. NAHB includes models for single family homes and multifamily homes only. Analyses associated with the project site were prepared using a model developed for multifamily apartment rental units. This model type is assumed to have a lower fiscal benefit than the single-family home model and the estimates are assumed conservative. Model accounts for the natural vacancy rate typical for multifamily properties.

Town of Yorktown and Lakeland School District Tax Benefits

The estimated total local taxes of the developed project site within the LOOD would be $9,772,920.[3] According to the 2024 Town of Yorktown Tentative Budget, the Town of Yorktown would receive 10.87 percent (or $1,062,316) of the estimated total local taxes of the developed project site under LOOD and the Lakeland School District would receive 69.18 percent (or $6,760,906). Similar to the conclusions set forth in the 2021 BFJ Memorandum, it is expected that the development of the project site under the LOOD would have a tax positive impact on both the Town of Yorktown and the Lakeland Central School District.

[3] Note: Table 4 - Year-One Impacts Local Taxes added to Table 5 – Ongoing, Annual Effect Local Taxes.

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Colliers
Engineering
& Design

April 26, 2024

Mr. Richard Williams, Jr. P.E.
Senior Principal Engineer
Insite Engineering, Surveying & Landscape Architecture, P.C.
3 Garret Place
Carmel, NY 10512

Traffic Evaluation - 3000 Navajo Street and Various Parcels on NYS Route 6N
Town of Yorktown, Westchester County, New York
Colliers Engineering & Design Project No. 23006609A

Dear Mr. Williams,

As requested, we have compiled traffic volume data and prepared a summary of preliminary trip estimates and analysis for the proposed extension of the Lake Osceola Overlay District ((LOOD) to include 3000 Navajo Street and various other parcels on NYS Route 6N in the Town of Yorktown, New York. The creation of the (LOOD) district allowed for multifamily residential developments, mixed-use residential and commercial developments, and live/work units in an area mostly zoned for commercial development. This extension is proposing to include eleven (11) parcels just outside the current LOOD but in close proximity to the Jefferson Valley Mall. The parcel at 3000 Navajo Street represents the largest tract available for development and can be the catalyst for the desired revitalization.

In order to evaluate this, we have considered a potential for development of some 254 multi-family dwelling units, a 5,500 square foot Club House, a 23,000 square foot indoor athletic facility, a 4,000 square foot commercial space, and a modification and expansion of the existing athletic fields at the 3000 Navajo Street property. Access will be provided via driveway connections to Navajo Street, which in turn connects with US Route 6. Also, as discussed in more detail below, a second access connection to NYS Route 6N was also considered to accommodate the full development of the properties. For analysis purposes, we have considered this potential development area as shown on Figure No. 1.

Existing Traffic Conditions Data (Figures No. 2 and 3)

All existing conditions traffic data for both US Route 6 and NYS Route 6N and Navajo Street were obtained from previous traffic studies and data published the New York State Department of Transportation (NYSDOT). Data from the Lake Osceola Overlay District Zoning Environmental Assessment Form Part 1 – Draft Traffic Element of Expanded Environmental Assessment Form was also referenced. These data were summarized for the peak hours for Weekday AM and PM Peak Hours. Figures No. 2 and 3 show the Existing Traffic Volumes for each of the peak hours. Note that additional Saturday data will have to be collected and analyzed in future more detailed site specific studies.

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US Route 6 is a generally four-lane roadway with turning lanes to the west of this area and is classified as Principal Arterial and under the jurisdiction of NYSDOT. The roadway transitions from five to three lanes at Navajo Street and further to the east the roadway consists of two lanes. During peak hours, the roadway experiences delays.

East Main Street/NYS Route 6N is a two-lane roadway classified as Minor Arterial under the jurisdiction of NYSDOT serving many properties. Driveway and roadway alignment cause issues for exiting vehicles at some of the properties. It transitions to Mahopac Street as NYS Route 6N in the vicinity of the subject property.

Preliminary Trip Estimates (Table No. 1)

Estimates of the expected trip generation for each of the peak hours were identified utilizing data published by the Institute of Transportation Engineers (ITE). Table No. 1 summarizes the expected trip generation for each of the Weekday and Saturday peak hours. Note that for the purposes of these estimates, no credit was taken for any internal trips or pass-by trips associated with any of the proposed facilities.

Projected Traffic Volumes and Preliminary Analysis (Figures No. 4 through 16; Table No. 2)

1. Traffic Volumes

   Figures No. 4 and 5 show the Projected Traffic Volumes for a 2026 Design Year, which were developed by applying a background growth factor of 1% per year applied to the existing traffic volumes. Figures No. 6 and 7 show the Anticipated Residential Arrival and Departure Distributions for the site and Figures No. 8 and 9 Anticipated Other Uses Arrival and Departure Distributions for the site.

   Utilizing the trip generation estimates described above and projecting the existing traffic volumes to a future design year, the traffic volumes at the intersection of US Route 6 and Navajo Street and NYS Route 6N and the site access, were each developed.

   Figures No. 10 and 11 show the Residential Site Generated Traffic Volumes and Figures No. 12 and 13 show the Other Uses Site Generated Traffic Volumes. These Site Generated Traffic Volumes were combined with the Projected 2026 No-Build Traffic Volumes to obtain the 2026 Build Traffic Volumes. The 2026 No-Build and Build Traffic Volumes are shown on Figures No. 14 and 15 and Figures No. 16 and 17, respectively.

2. Preliminary Traffic Capacity Analysis

   It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized:

   Signalized Intersection Capacity Analysis

   The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by

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the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Using these procedures, a capacity analysis was conducted for each intersection for the Existing, No-Build, and Build conditions.

Based on the preliminary results as shown in Table No. 2, the following should be noted:

- The access at Navajo Street and US Route 6 contains an existing left turn lane on US Route 6, which may have to be modified/restriped to increase the left turn stacking for entering vehicles. This location will also have to be monitored for potential signalization to accommodate the full Build volumes.

- An access connection from NYS Route 6N to the various parcels is recommended for the full build-out of the site and will have to be phased in accordingly as part of the development of the parcels. The intersection of NYS Route 6N and the proposed site access was analyzed. This intersection would have to be reviewed in more detail as part of the actual site plans; however, the l widening to provide separate right and left turn lanes on NYS Route 6N would have to be included as part of the NYSDOT Highway Work Permit review.

Other Anticipated Offsite Improvements

Based on our knowledge of the area and the expected amount of peak hour trip generation from this type of roadway, it is also anticipated that some additional traffic improvements may be required at other area intersections. These improvements would likely include:

- Upgrading Navajo Street at the intersection of the access to the multi-family development and related sight distance, pavement marking improvements, and some widening of the existing roadway to provide an increased roadway width to allow separate turn lanes and to accommodate emergency vehicles.

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- Traffic signal upgrades at the intersection of US Route 6 and Curry Street/NYS Route 6N and US Route 6 and Mahopac Avenue (video detection, etc.).

- At the intersection of NYS Route 6N and East Main Street/Mahopac Street, this intersection would have to be reviewed for potential signalization.

- Coordination with the public transportation facilities, i.e., Bee Line Bus, to improve service to and from this area will be required.

The above represents our initial recommendations based on historical data and our knowledge of the area. As individual projects advance through site plan approvals, more detailed data collection and analyses will have to be undertaken to provide a more complete evaluation of each of the intersections and any other individual site access drives.

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.

Philip Grealy, Ph.D. P.E.
Geographic Discipline Leader

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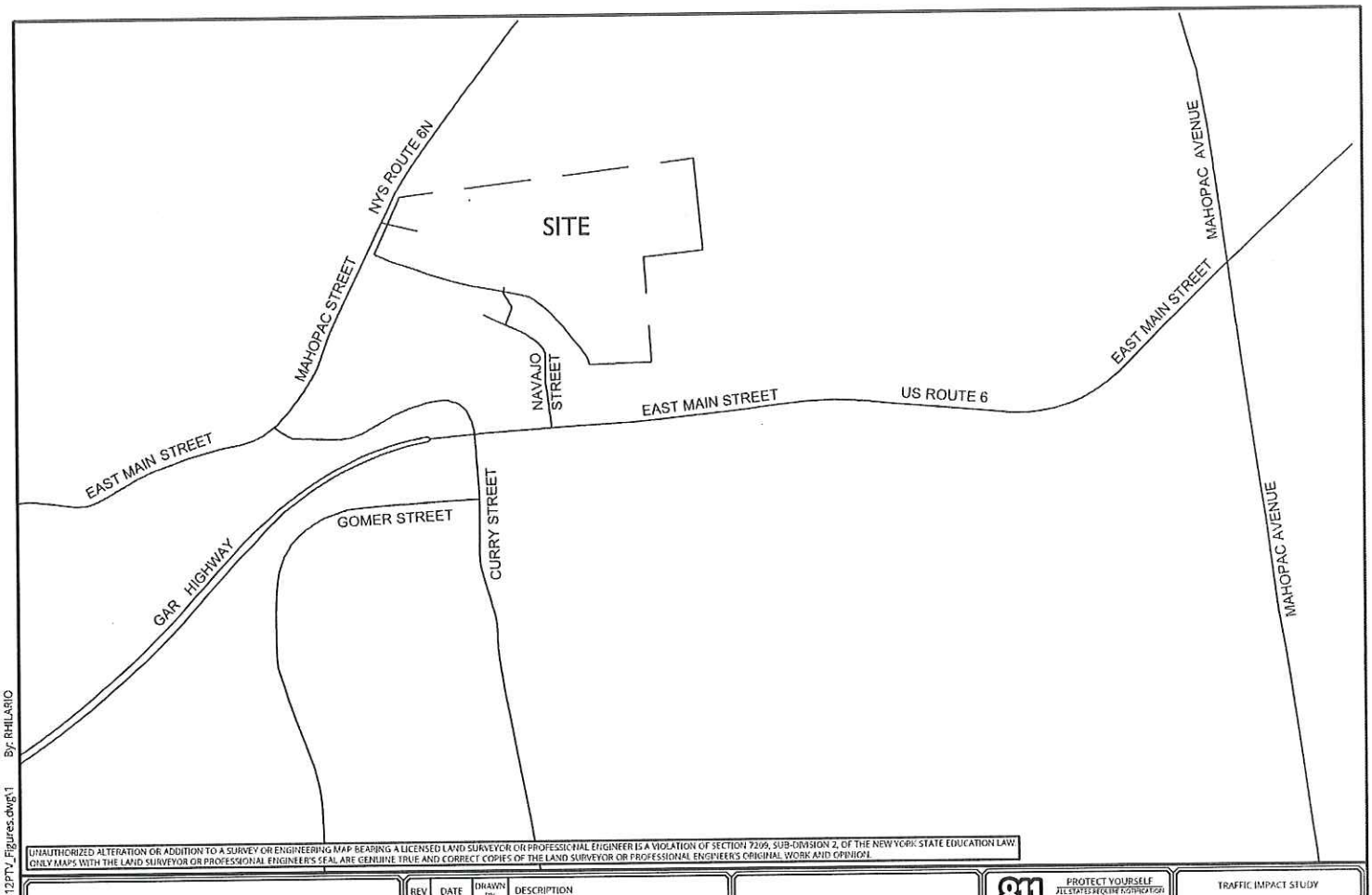
3000 Navajo Street

Appendix A | Traffic Figures



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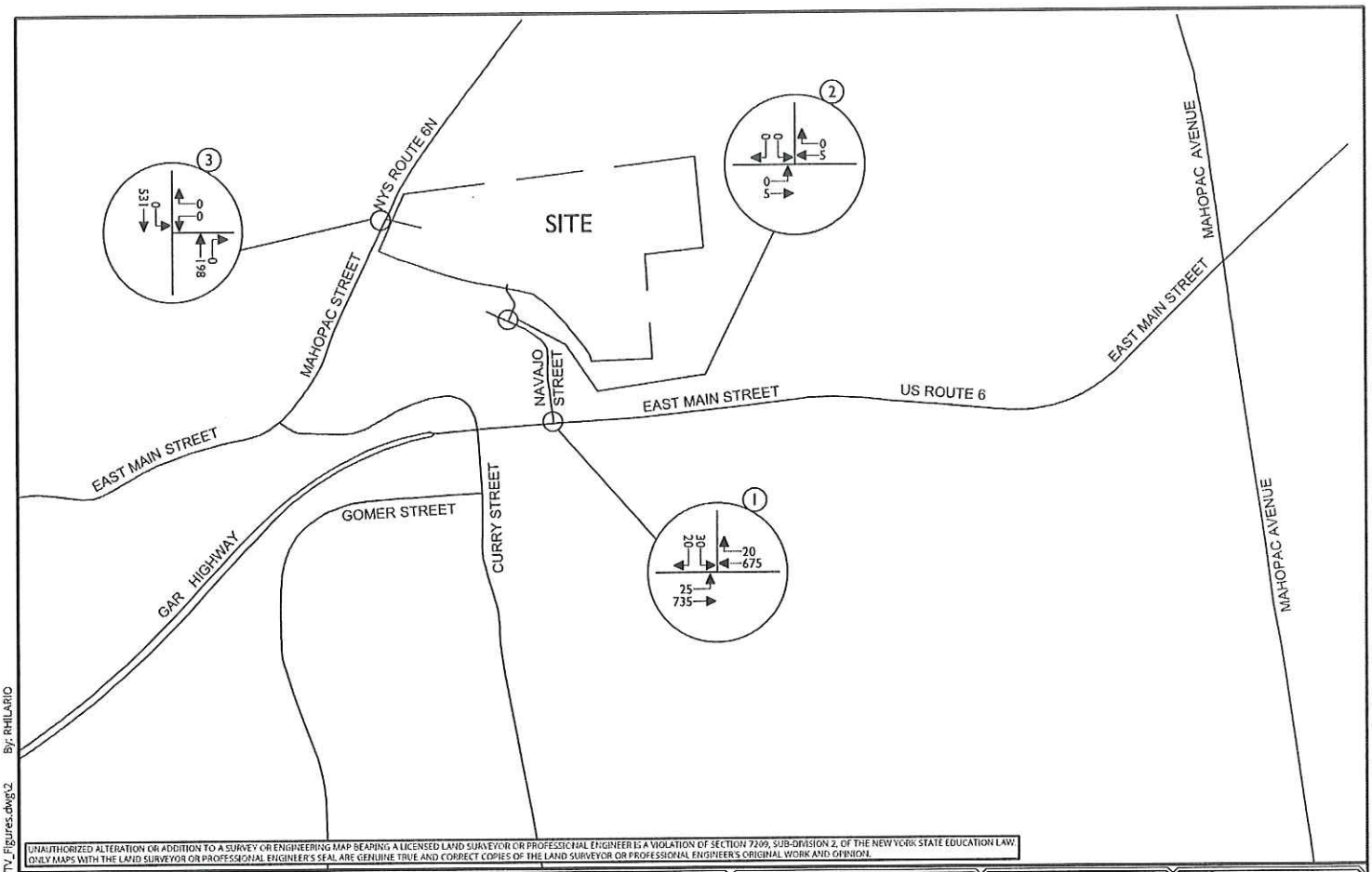

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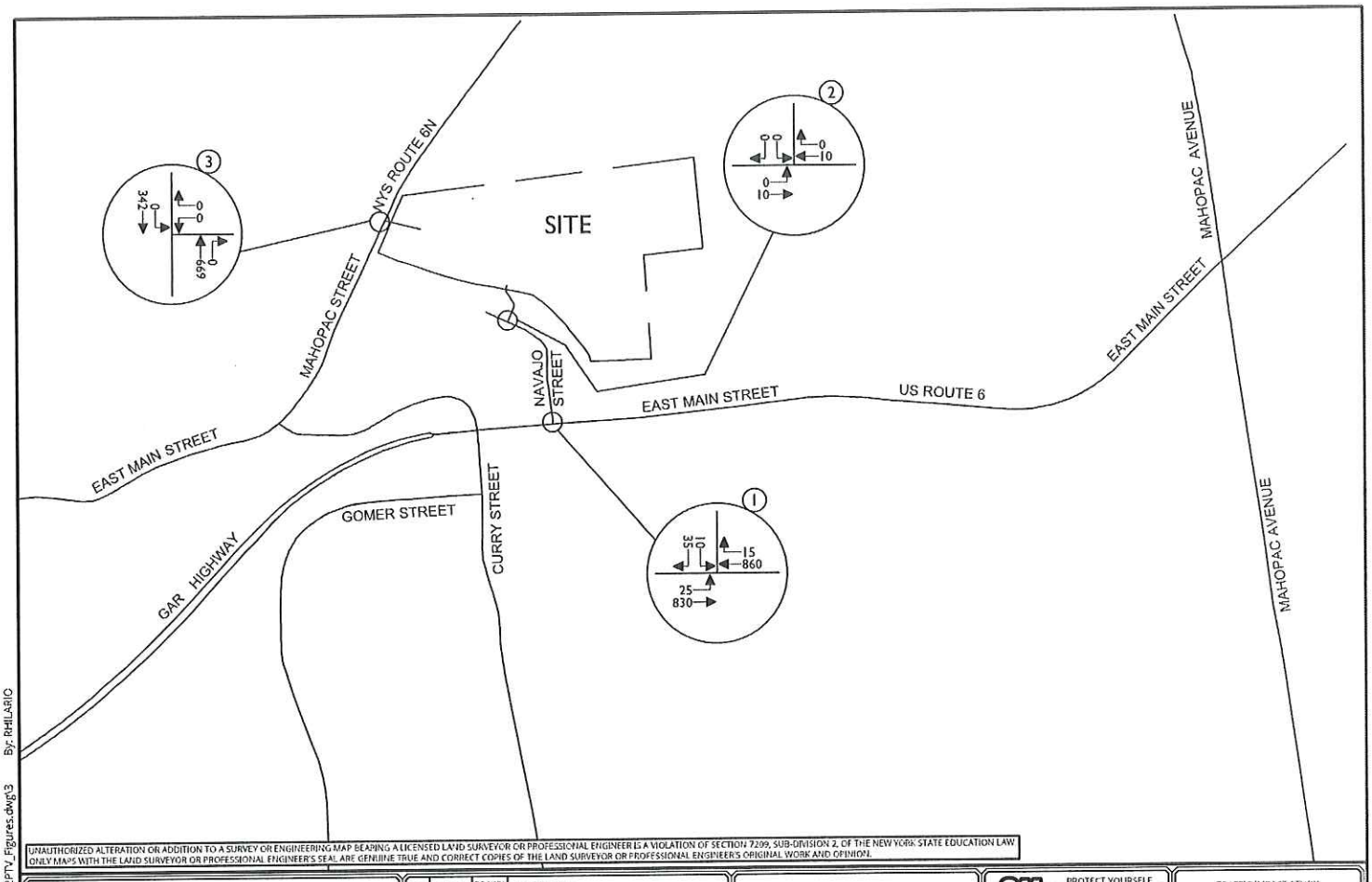

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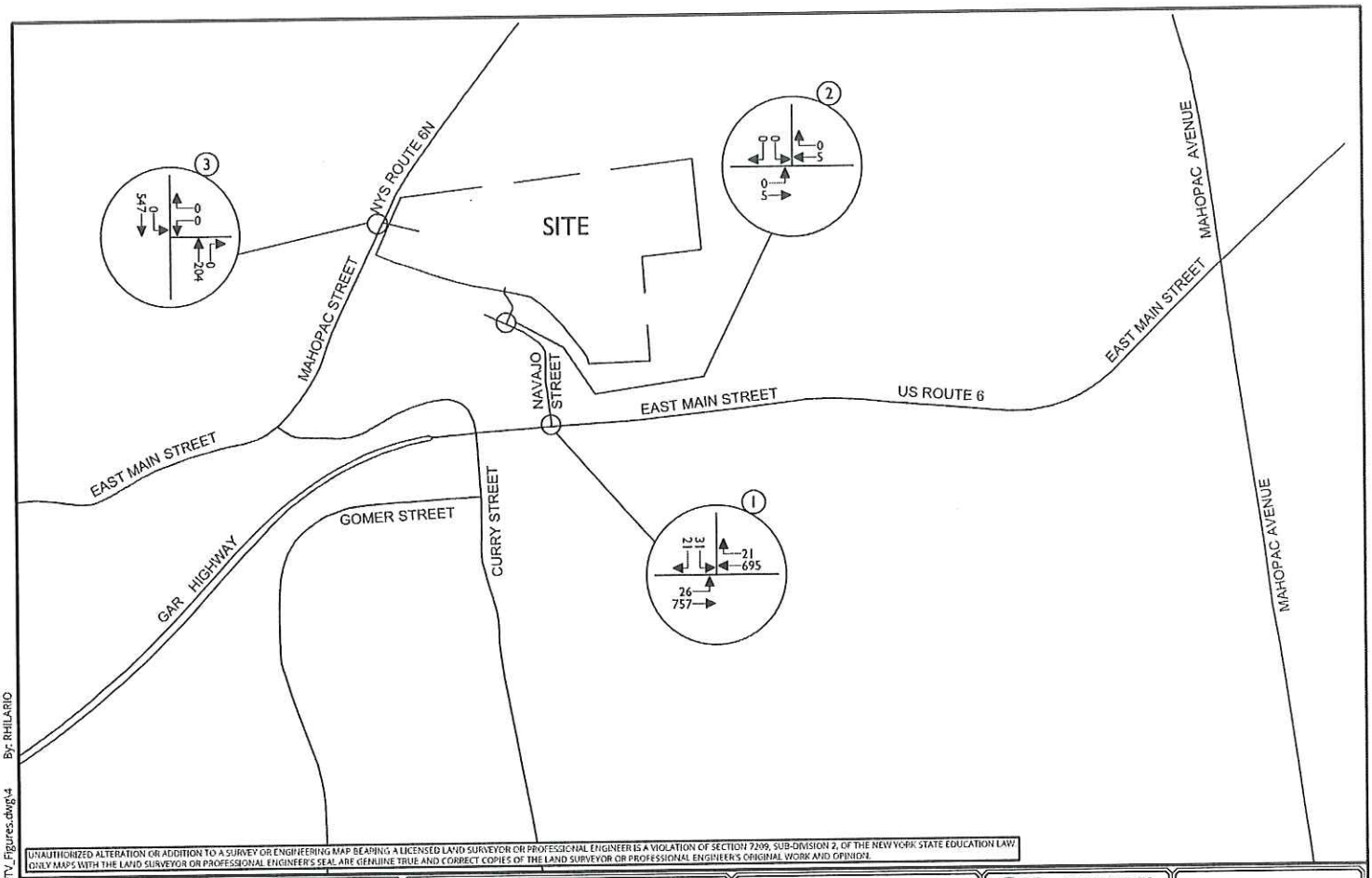

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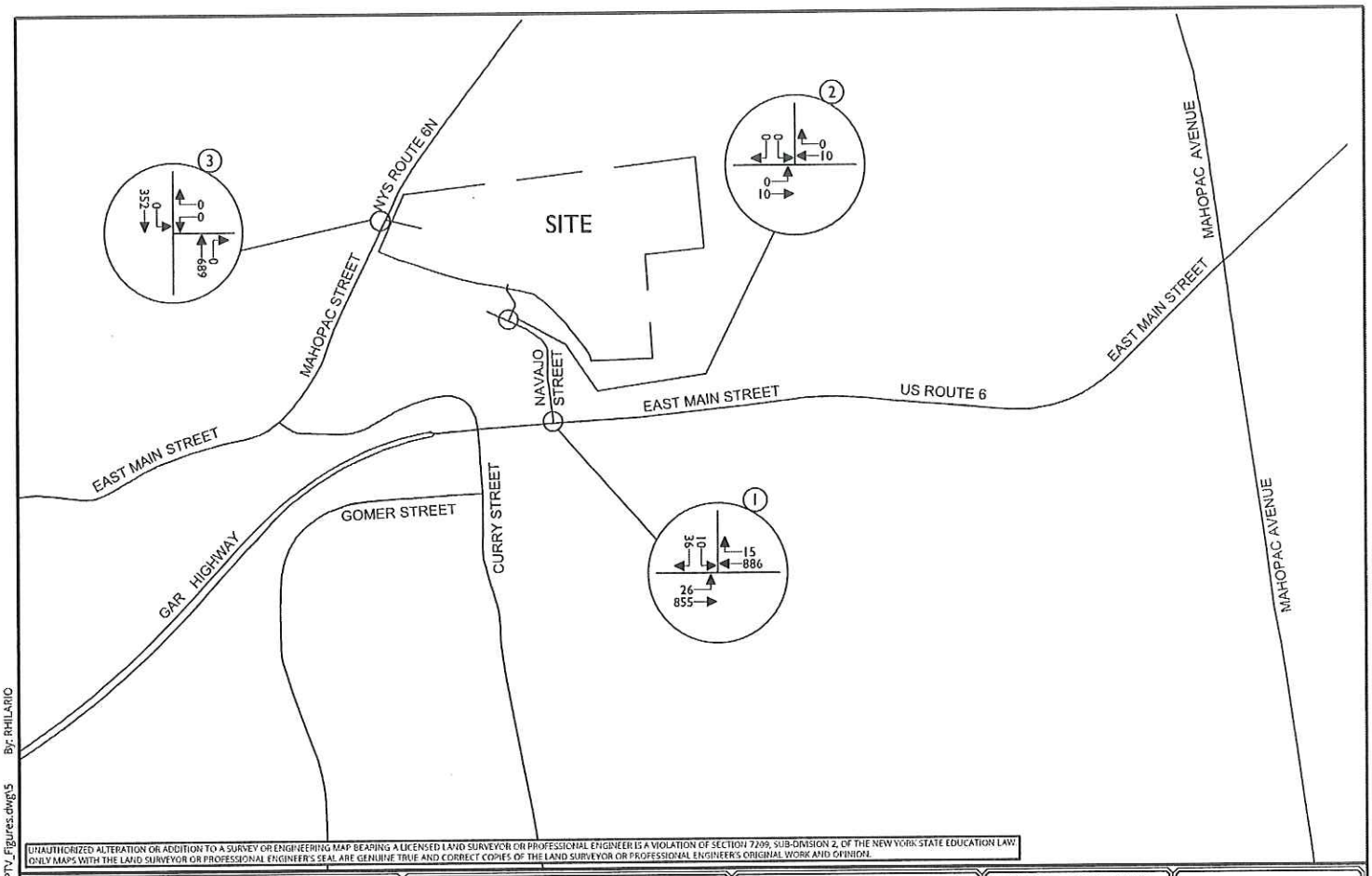

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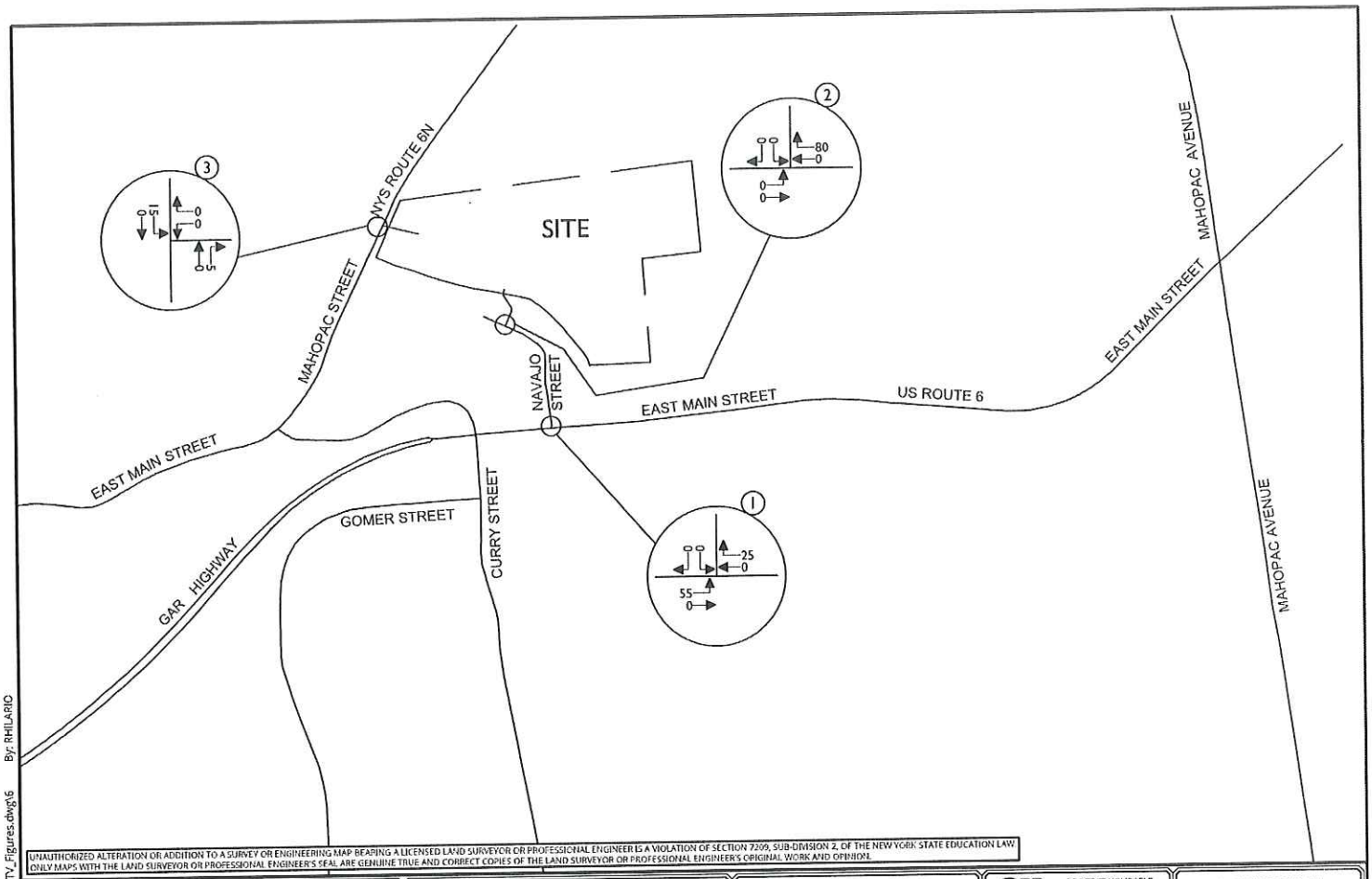

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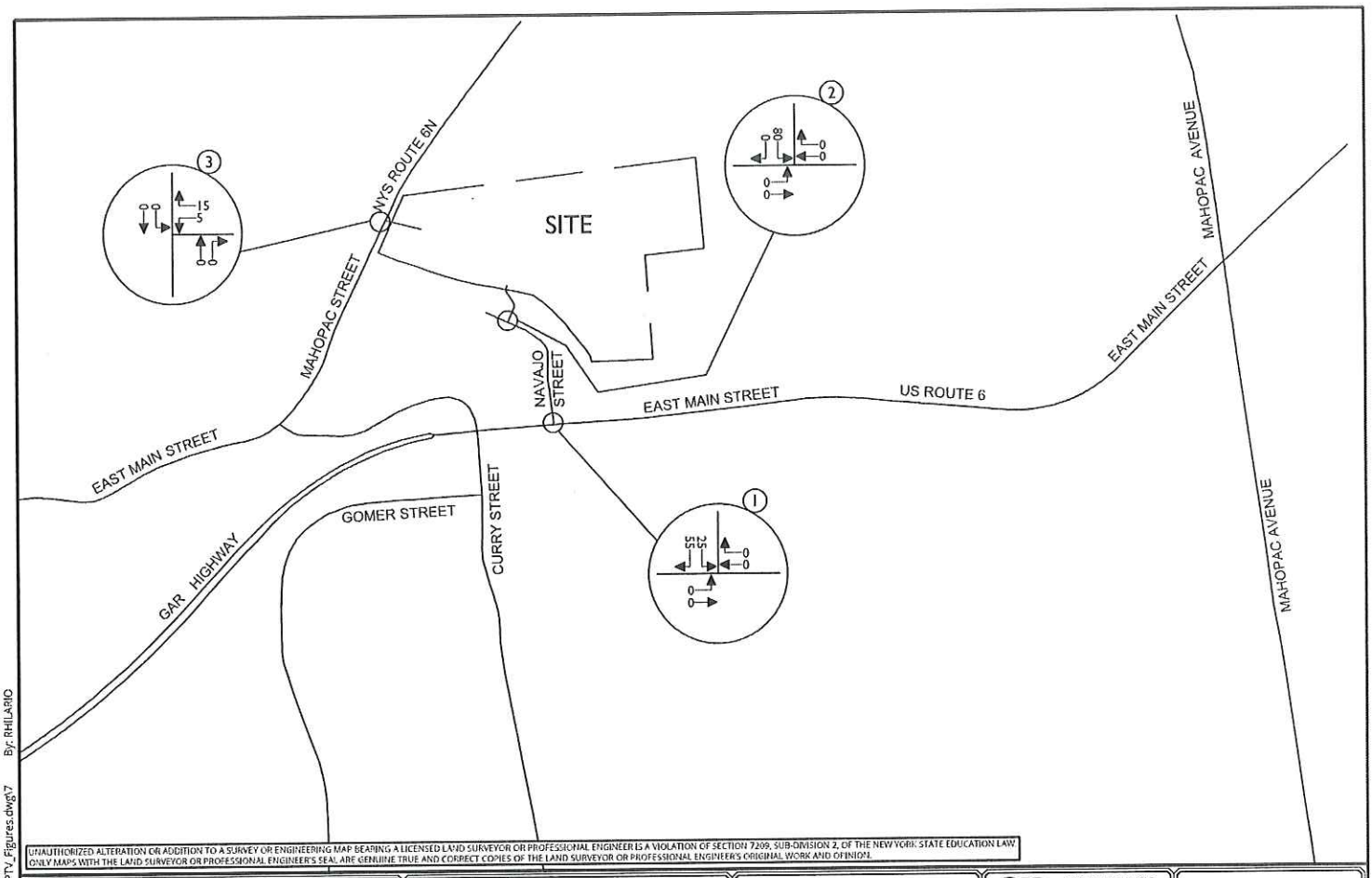

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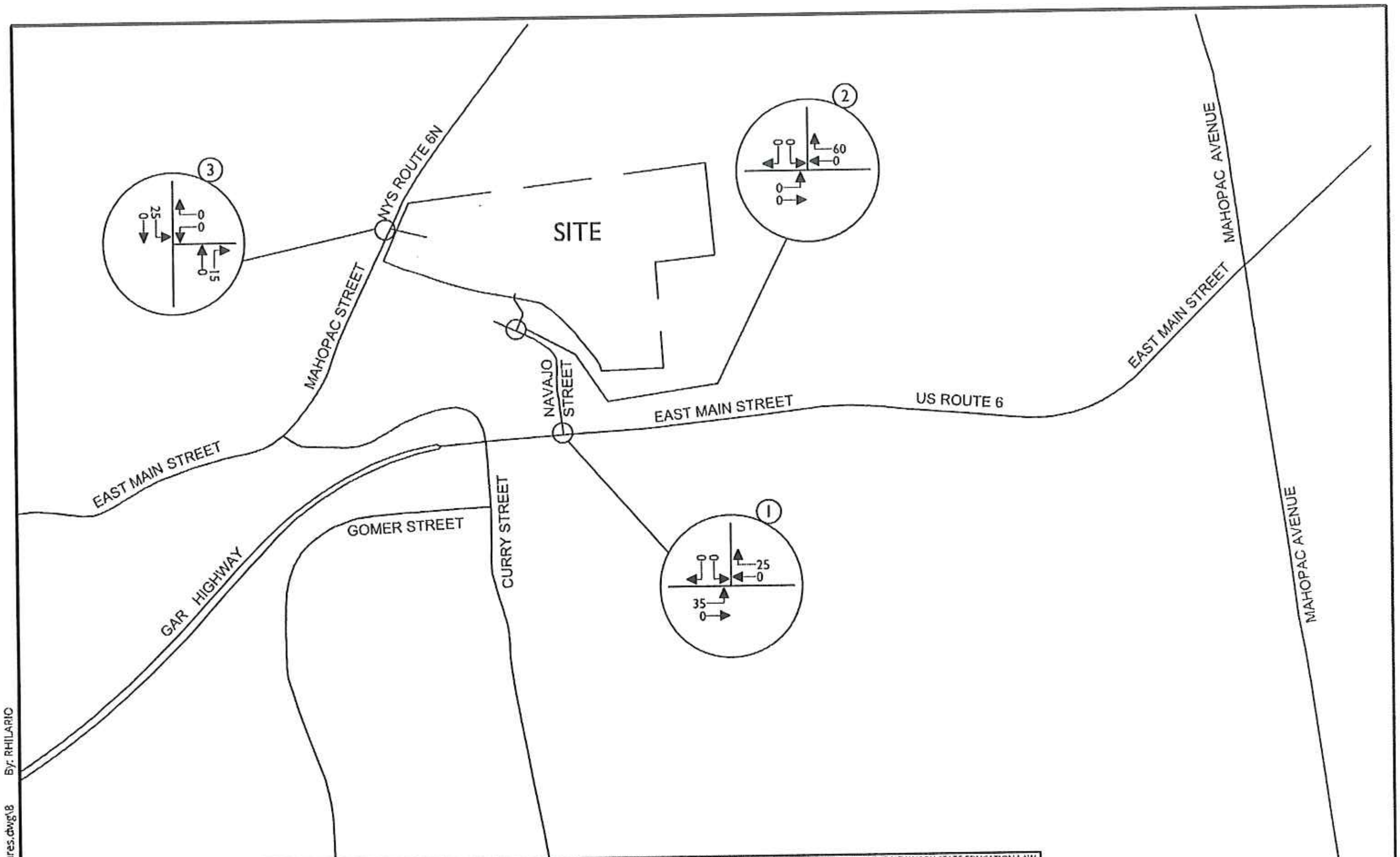

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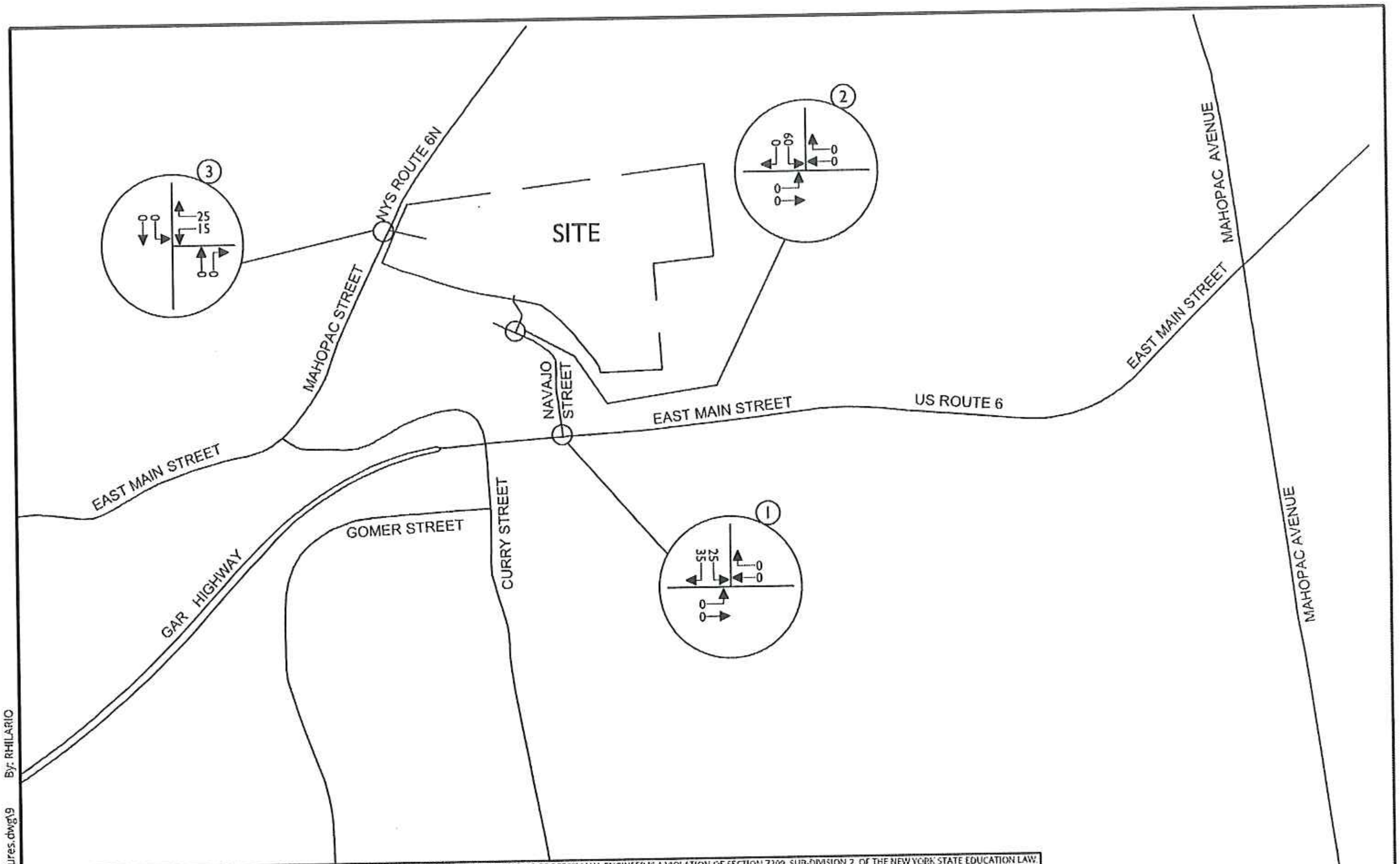

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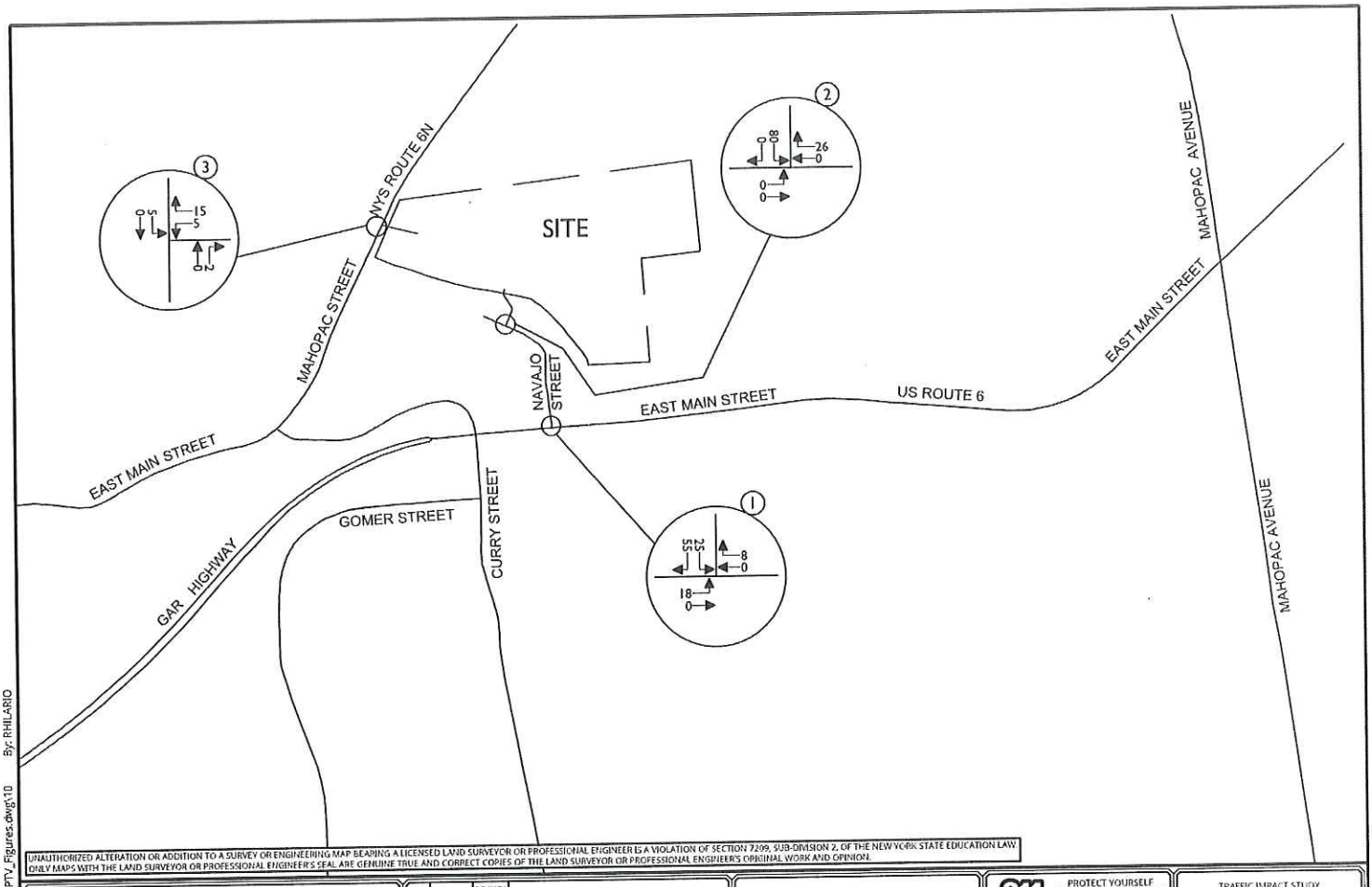

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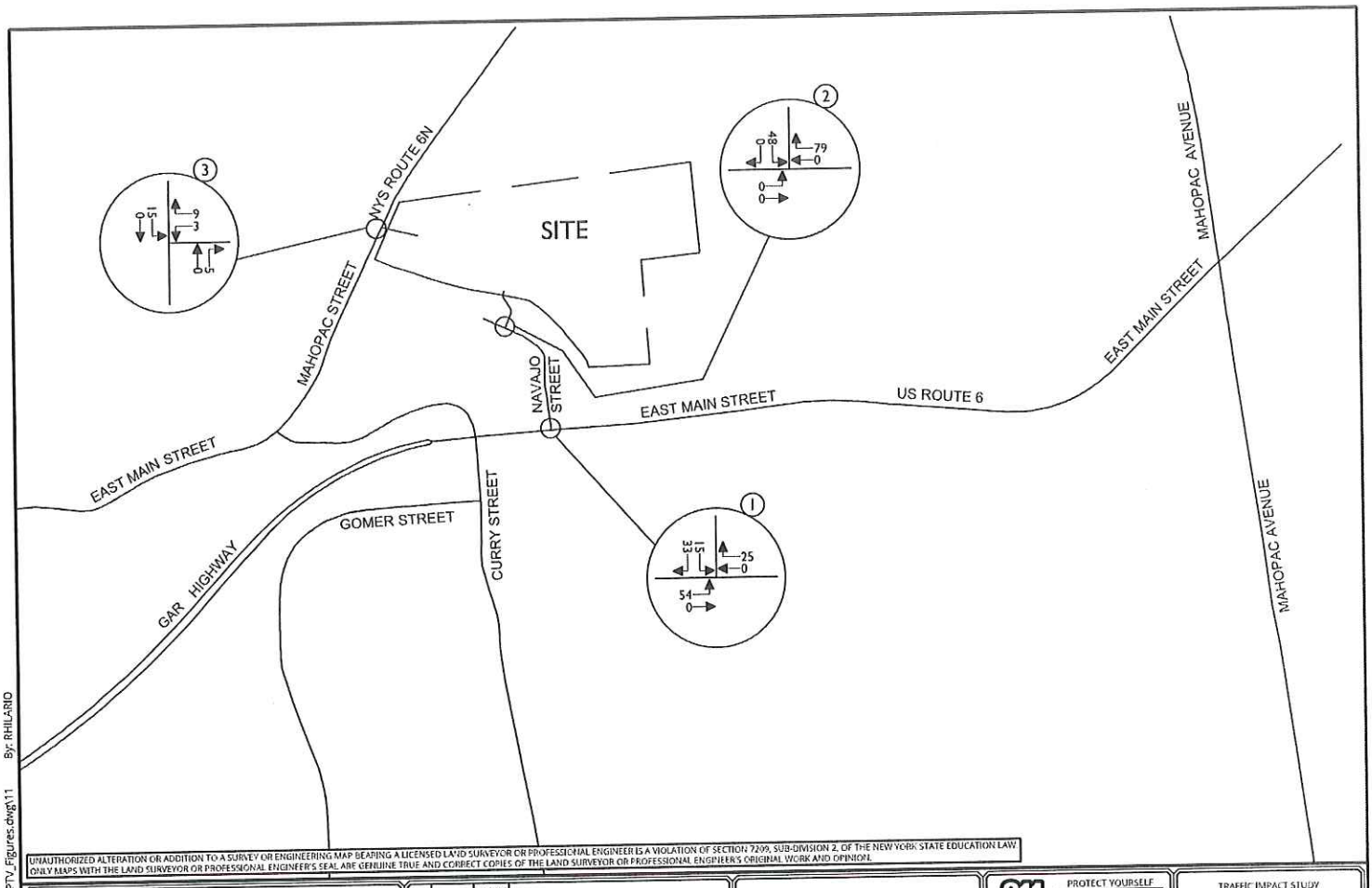

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PROJECT NUMBER: 23006609A
DRAWING NAME: 230612PTV_FIGURES

SHEET TITLE: RESIDENTIAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER: 11

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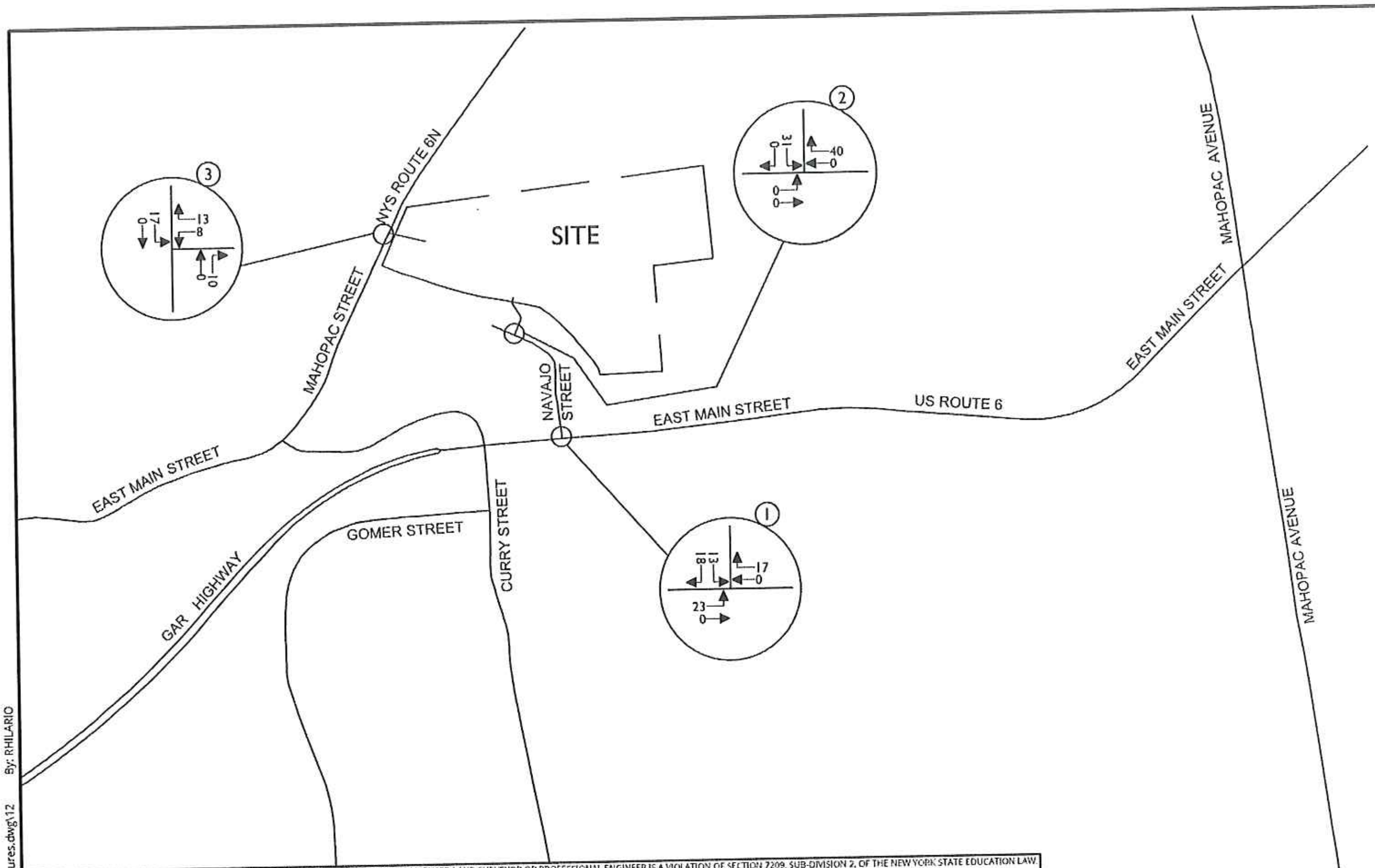

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SHEET TITLE

OTHER USES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER

12

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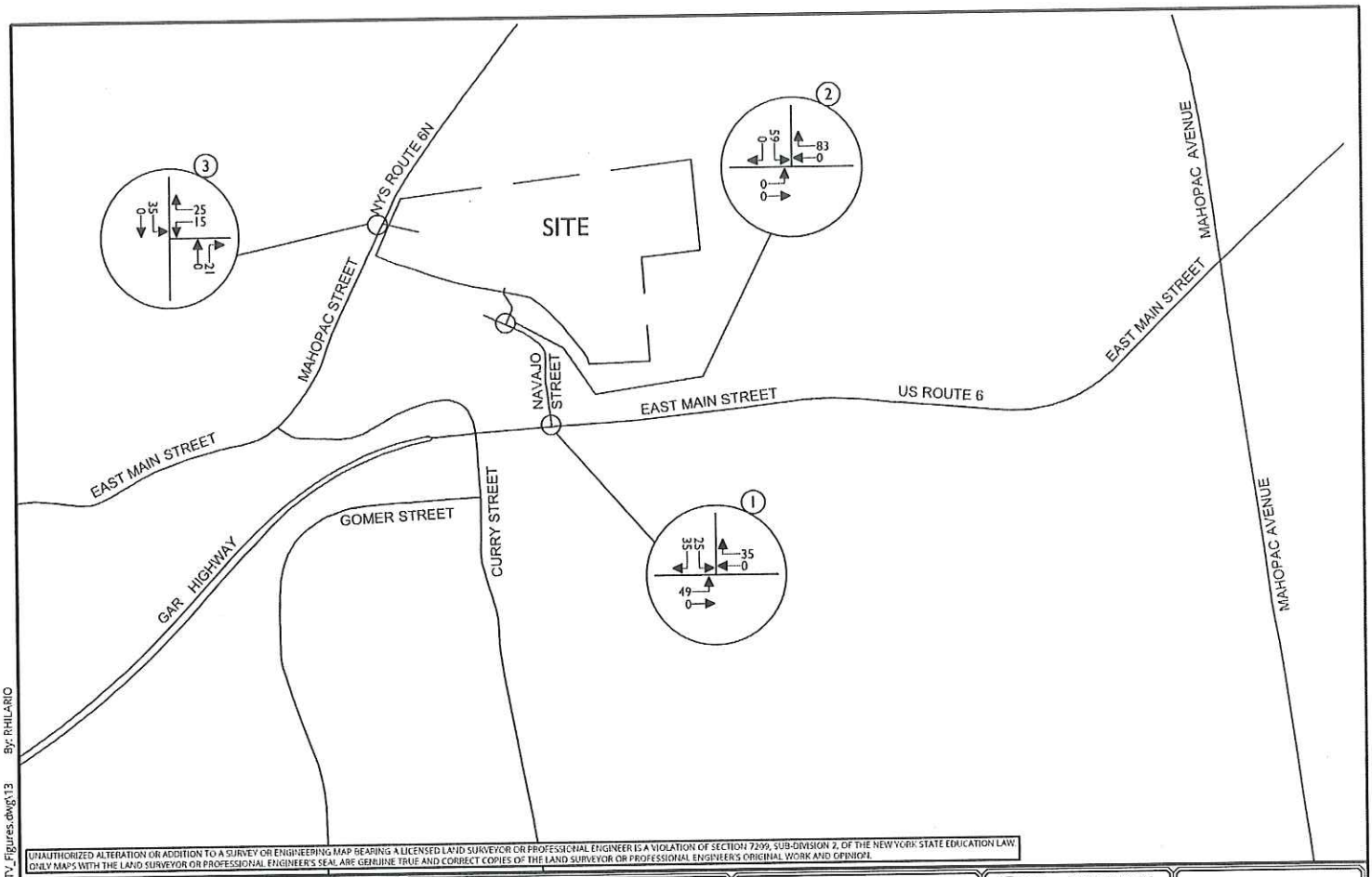

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PROJECT NUMBER	DRAWING NAME
23006403A	230612PTV_FIGURES

SHEET TITLE
OTHER USES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER
13

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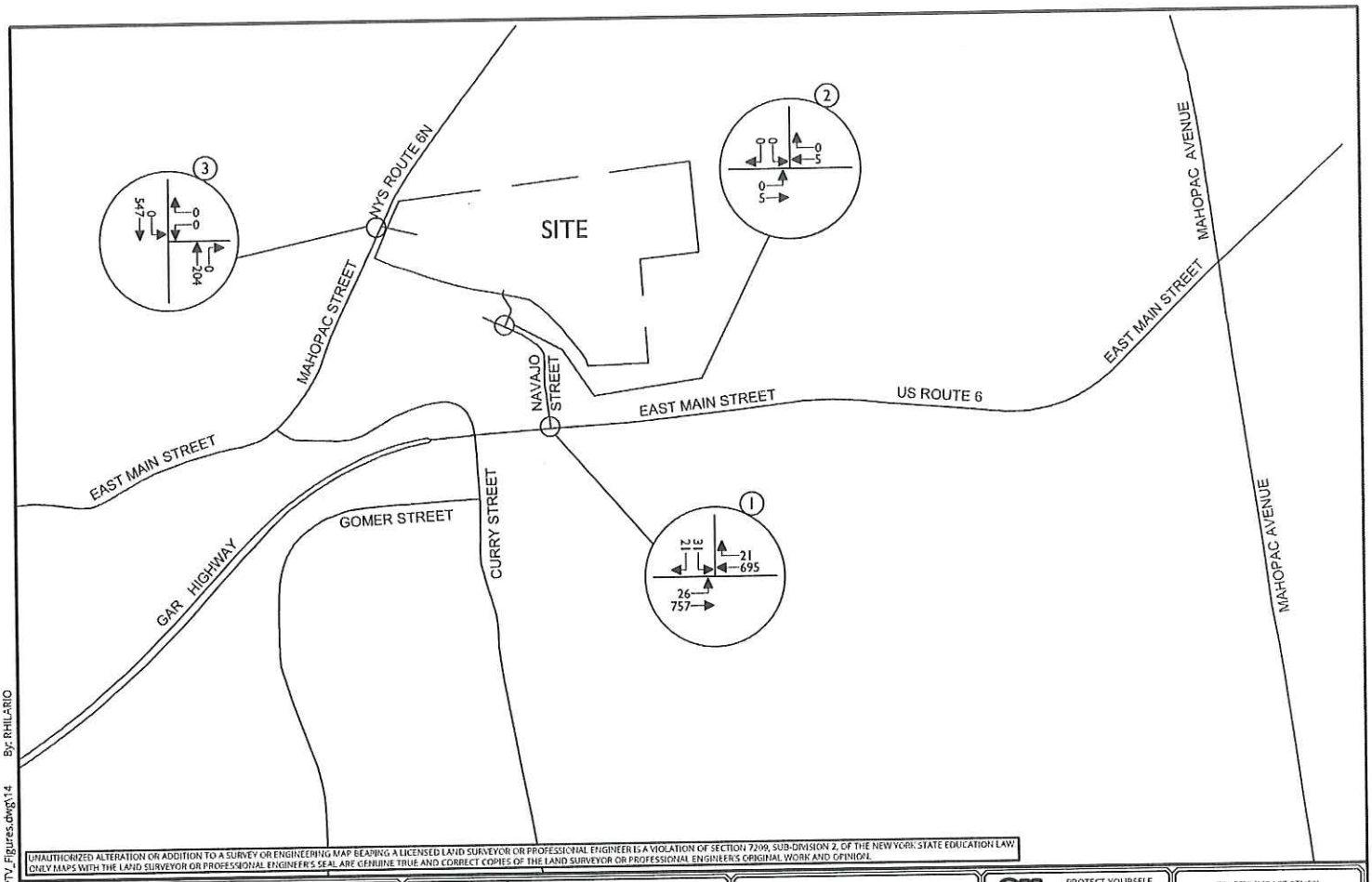

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PROJECT NUMBER: 230044.09A
DRAWING NAME: 230512PTV_FIGURES
SHEET TITLE: 2026 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
SHEET NUMBER: 14

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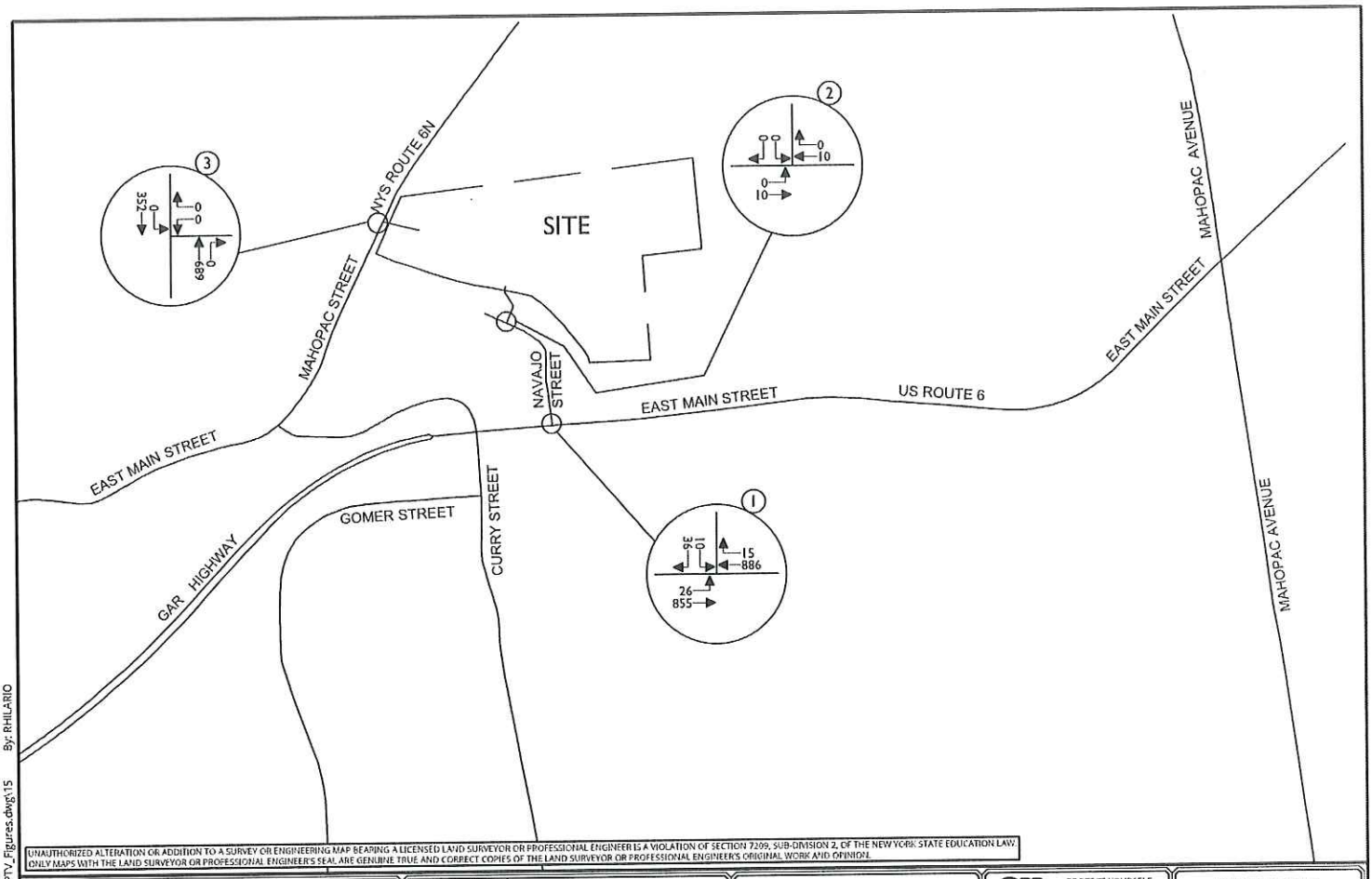

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PROJECT NUMBER	DRAWING NAME		
24006609A	230612PTV_FIGURES		

SHEET TITLE: 2026 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER: 15

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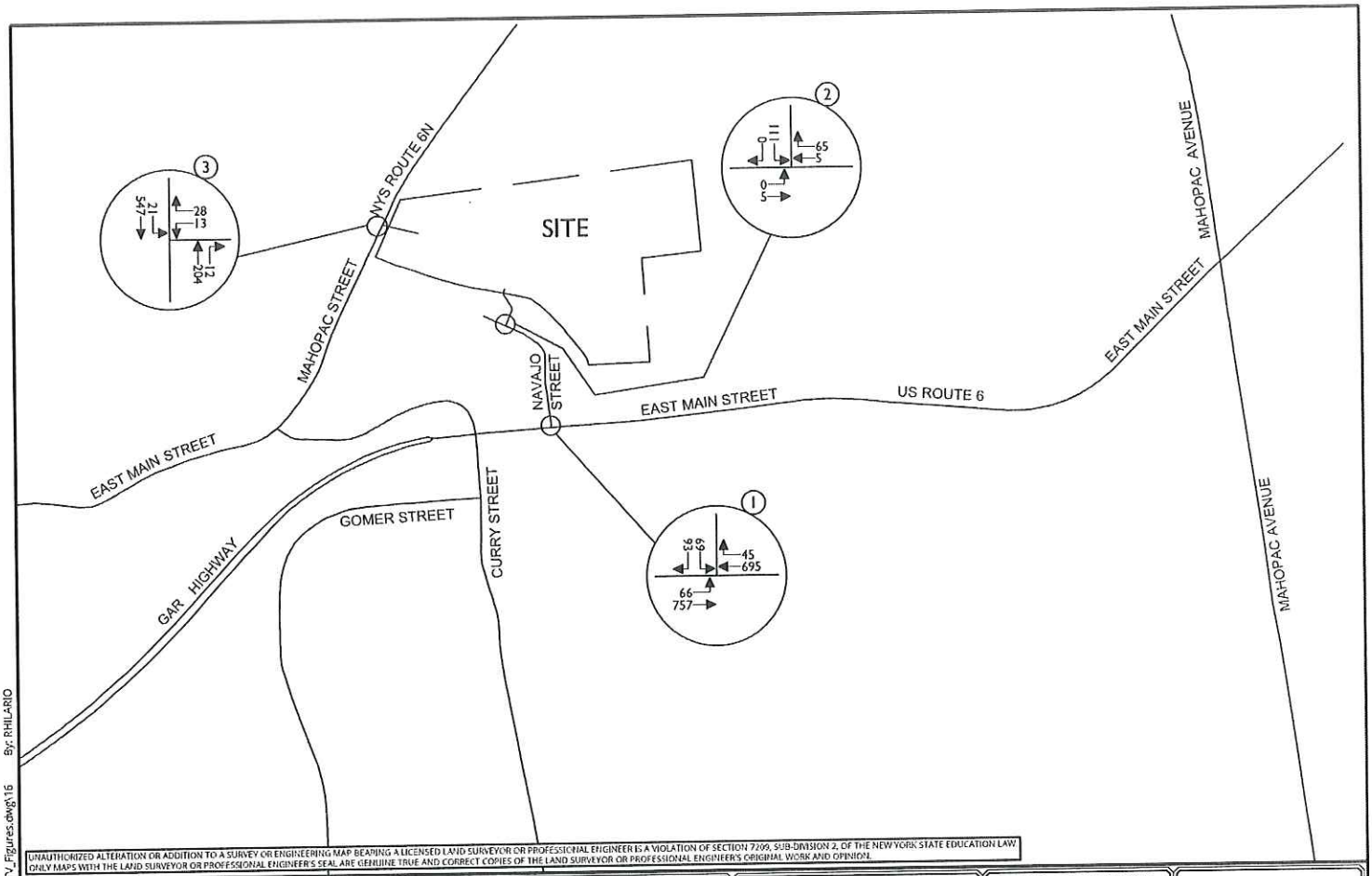

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AS SHOWN	05/12/23	PTV	RGD

PROJECT NUMBER: 230066.03A
DRAWING NAME: 230612PTV_FIGURES
SHEET TITLE: 2026 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
SHEET NUMBER: 16

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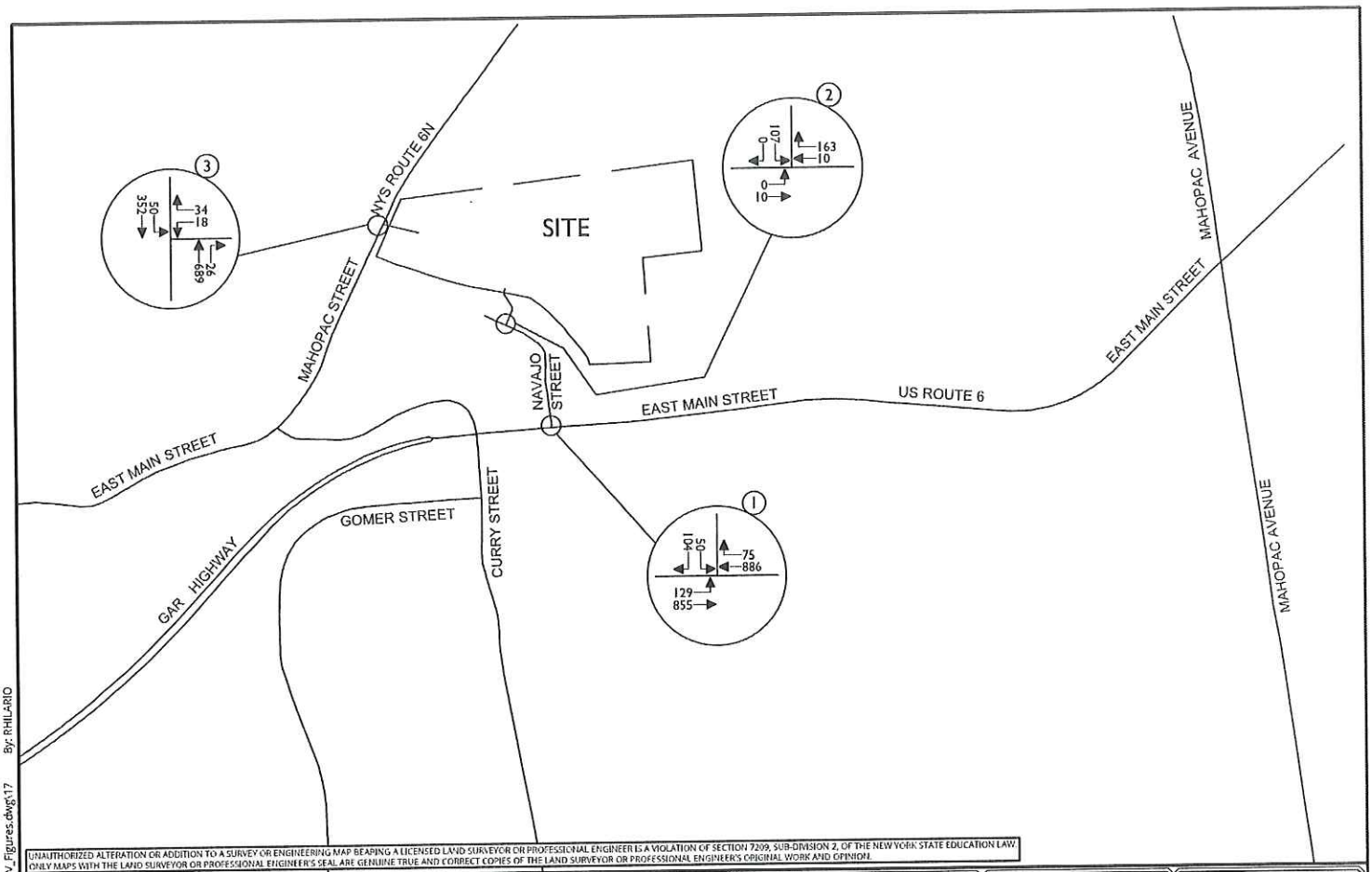

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PROJECT NUMBER	DRAWING NAME
230066003A	230612PTV_FIGURES

SHEET TITLE: FIELD BOOK XX PAGE XX
2026 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER: 17

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Appendix B | Tables

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Table No. 1
Preliminary Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

3000 Navajo Street Yorktown, NY	Entry		Exit		Total Trips
	HTGR[1]	Volume	HTGR[1]	Volume	
Multi-Family **(254 Units)**					
Weekday Peak AM Hour	0.11	32	0.34	100	132
Weekday Peak PM Hour	0.33	99	0.20	60	159
Saturday Peak Hour	0.21	61	0.21	61	122
Athletic Club **(23,000 Sq. Ft.)**					
Weekday Peak AM Hour	1.91	44	1.26	29	73
Weekday Peak PM Hour	3.91	90	2.39	55	145
Saturday Peak Hour	4.22	97	4.39	101	198
Multi-Purpose Recreational Fields Facility **(7 Acres)**					
Weekday Peak AM Hour	0.96	7	0.96	7	14
Weekday Peak PM Hour	2.89	20	2.89	20	40
Saturday Peak Hour	6.13	42	6.13	42	84
Strip Retail Plaza **(4,000 Sq. Ft.)**					
Weekday Peak AM Hour	3.80	15	3.80	15	30
Weekday Peak PM Hour	7.15	29	6.09	24	53
Saturday Peak Hour	3.35	13	3.22	13	26
Total					
Weekday Peak AM Hour	-	98	-	151	249
Weekday Peak PM Hour	-	238	-	159	397
Saturday Peak Hour	-	213	-	217	430

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 - MULTIFAMILY HOUSING, ITE LAND USE CODE - 493 - ATHLETIC CLUB, ITE LAND USE CODE - 435 - MULTIPURPOSE RECREATIONAL FIELDS FACILITY, ITE LAND USE CODE - 822 - STRIP RETAIL PLAZA.

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Table No. 2
Preliminary Level of Service Summary Table
Weekday Peak AM Hour

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	East Main Street/US Route 6 & Navajo Street	Unsignalized											
	East Main Street	EB	L	0.032	A	9.4	0.034	A	9.5	0.088	A	9.8	0.3
	Navajo Street	SB	LR	0.165	C	18	0.177	C	18.7	0.561	D	30.2	11.5
	With Turning Lane and Signalization												
	East Main Street	EB	L	-	-	-	0.08	A	6.8	0.2	A	9.5	2.7
			TT	-	-	-	0.36	A	3.1	0.36	A	3.9	0.8
		EB Approach		-	-	-	-	A	3.2	-	A	4.4	1.2
	US Route 6	WB	TR	-	-	-	0.82	A	9.7	0.91	B	14.2	4.5
	Navajo Street	SB	LR	-	-	-	0.32	B	17.8	0.66	C	21.5	3.7
		Overall		-	-	-	-	A	6.7	-	B	10.2	3.5
2	Navajo Street & Site Access Dtiveway	Unsignalized											
	Site Access Driveway	SB	LR	-	-	-	-	-	-	0.125	A	9.3	-
3	Mahopac Street/NYS Route 6N & Site Access Driveway	Unsignalized											
	Site Access Driveway	WB	LR	-	-	-	-	-	-	0.083	B	12.3	-
	NYS Route 6N	SB	LT	-	-	-	-	-	-	0.017	A	7.8	-
	With Turning Lane												
	Site Access Driveway	WB	LR	-	-	-	-	-	-	0.082	B	12.2	-
	NYS Route 6N	SB	LT	-	-	-	-	-	-	0.017	A	7.8	-

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

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Table No. 2
Preliminary Level of Service Summary Table
Weekday Peak PM Hour

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	East Main Street/US Route 6 & Navajo Street	Unsignalized											
	East Main Street	EB	L	0.038	B	10.2	0.04	B	10.3	0.211	B	11.9	1.6
	Navajo Street	SB	LR	0.155	C	18.5	0.164	C	19.1	0.775	F	62.6	43.5
	With Turning Lane and Signalization												
	East Main Street	EB	L	-	-	-	0.09	A	8.9	0.45	B	16	7.1
			TT	-	-	-	0.37	A	2.7	0.36	A	3.2	0.5
		EB Approach		-	-	-	-	A	2.9	-	A	4.9	2
	US Route 6	WB	TR	-	-	-	0.88	B	11.7	0.96	C	29.7	18
	Navajo Street	SB	LR	-	-	-	0.35	C	22.8	0.79	C	33.1	10.3
		Overall		-	-	-	-	A	7.7	-	B	18.3	10.6
2	Navajo Street & Site Access Dtiveway	Unsignalized											
	Site Access Driveway	SB	LR	-	-	-	-	-	-	0.131	A	9.7	-
3	Mahopac Street/NYS Route 6N & Site Access Driveway	Unsignalized											
	Site Access Driveway	WB	LR	-	-	-	-	-	-	0.204	C	21.3	-
	NYS Route 6N	SB	LT	-	-	-	-	-	-	0.065	A	9.6	-
	With Turning Lane												
	Site Access Driveway	WB	LR	-	-	-	-	-	-	0.201	C	21	-
	NYS Route 6N	SB	LT	-	-	-	-	-	-	0.065	A	9.6	-

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

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Appendix C | Levels of Service Standards

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Level of Service Standards

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

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Level of Service Criteria
For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

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Level of Service Criteria
For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway* Capacity *Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

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Appendix D | Capacity Analysis

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	735	675	20	30	20
Future Volume (vph)	25	735	675	20	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.996		0.946	
Flt Protected	0.950				0.971	
Satd. Flow (prot)	1627	3254	1874	0	1762	0
Flt Permitted	0.950				0.971	
Satd. Flow (perm)	1627	3254	1874	0	1762	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	799	734	22	33	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	799	756	0	55	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	735	675	20	30	20
Future Vol, veh/h	25	735	675	20	30	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-2	-	-6	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	799	734	22	33	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	756	0	-	0	1199	745
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	454	-
Critical Hdwy	4.13	-	-	-	5.43	5.63
Critical Hdwy Stg 1	-	-	-	-	4.23	-
Critical Hdwy Stg 2	-	-	-	-	4.63	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	853	-	-	-	285	468
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	853	-	-	-	276	468
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	853	-	-	-	330
HCM Lane V/C Ratio	0.032	-	-	-	0.165
HCM Control Delay (s)	9.4	-	-	-	18
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	830	860	15	10	35
Future Volume (vph)	25	830	860	15	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.998		0.895	
Flt Protected	0.950				0.989	
Satd. Flow (prot)	1627	3254	1878	0	1698	0
Flt Permitted	0.950				0.989	
Satd. Flow (perm)	1627	3254	1878	0	1698	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	902	935	16	11	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	902	951	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	830	860	15	10	35
Future Vol, veh/h	25	830	860	15	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-2	-	-6	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	902	935	16	11	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	951	0	-	0	1448	943
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	505	-
Critical Hdwy	4.13	-	-	-	5.43	5.63
Critical Hdwy Stg 1	-	-	-	-	4.23	-
Critical Hdwy Stg 2	-	-	-	-	4.63	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	720	-	-	-	215	372
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	720	-	-	-	207	372
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	677	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	316
HCM Lane V/C Ratio	0.038	-	-	-	0.155
HCM Control Delay (s)	10.2	-	-	-	18.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	757	695	21	31	21
Future Volume (vph)	26	757	695	21	31	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.996		0.946	
Flt Protected	0.950				0.971	
Satd. Flow (prot)	1627	3254	1874	0	1762	0
Flt Permitted	0.950				0.971	
Satd. Flow (perm)	1627	3254	1874	0	1762	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	823	755	23	34	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	823	778	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	757	695	21	31	21
Future Vol, veh/h	26	757	695	21	31	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-2	-	-6	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	823	755	23	34	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	778	0	-	0	1235	767
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	4.13	-	-	-	5.43	5.63
Critical Hdwy Stg 1	-	-	-	-	4.23	-
Critical Hdwy Stg 2	-	-	-	-	4.63	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	837	-	-	-	274	456
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	837	-	-	-	265	456
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	837	-	-	-	319
HCM Lane V/C Ratio	0.034	-	-	-	0.177
HCM Control Delay (s)	9.5	-	-	-	18.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	855	886	15	10	36
Future Volume (vph)	26	855	886	15	10	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.998		0.895	
Flt Protected	0.950				0.989	
Satd. Flow (prot)	1627	3254	1878	0	1698	0
Flt Permitted	0.950				0.989	
Satd. Flow (perm)	1627	3254	1878	0	1698	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	929	963	16	11	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	929	979	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	855	886	15	10	36
Future Vol, veh/h	26	855	886	15	10	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-2	-	-6	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	929	963	16	11	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	979	0	-	0	1492	971
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.13	-	-	-	5.43	5.63
Critical Hdwy Stg 1	-	-	-	-	4.23	-
Critical Hdwy Stg 2	-	-	-	-	4.63	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	703	-	-	-	205	360
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	703	-	-	-	197	360
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	19.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	703	-	-	-	305
HCM Lane V/C Ratio	0.04	-	-	-	0.164
HCM Control Delay (s)	10.3	-	-	-	19.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	757	695	45	69	93
Future Volume (vph)	66	757	695	45	69	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.992		0.923	
Flt Protected	0.950				0.979	
Satd. Flow (prot)	1627	3254	1866	0	1734	0
Flt Permitted	0.950				0.979	
Satd. Flow (perm)	1627	3254	1866	0	1734	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	823	755	49	75	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	823	804	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	757	695	45	69	93
Future Vol, veh/h	66	757	695	45	69	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-2	-	-6	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	823	755	49	75	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	804	0	-	0	1336	780
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	556	-
Critical Hdwy	4.13	-	-	-	5.43	5.63
Critical Hdwy Stg 1	-	-	-	-	4.23	-
Critical Hdwy Stg 2	-	-	-	-	4.63	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	818	-	-	-	244	449
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	818	-	-	-	223	449
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	30.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	818	-	-	-	314
HCM Lane V/C Ratio	0.088	-	-	-	0.561
HCM Control Delay (s)	9.8	-	-	-	30.2
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	3.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	5	65	111	0
Future Volume (vph)	0	5	5	65	111	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-9%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.874			
Flt Protected					0.950	
Satd. Flow (prot)	0	1872	1701	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1872	1701	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		145	892		188	
Travel Time (s)		3.3	20.3		4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	5	71	121	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	76	0	121	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.94	0.94	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	5	65	111	0
Future Vol, veh/h	0	5	5	65	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-9	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	5	71	121	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	46	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	964	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	964	1030
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	964
HCM Lane V/C Ratio	-	-	-	-	0.125
HCM Control Delay (s)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	28	204	12	21	547
Future Volume (vph)	13	28	204	12	21	547
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.993			
Flt Protected	0.984					0.998
Satd. Flow (prot)	1664	0	1726	0	0	1735
Flt Permitted	0.984					0.998
Satd. Flow (perm)	1664	0	1726	0	0	1735
Link Speed (mph)	30		30			30
Link Distance (ft)	258		1487			920
Travel Time (s)	5.9		33.8			20.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	30	222	13	23	595
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	235	0	0	618
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.09	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	28	204	12	21	547
Future Vol, veh/h	13	28	204	12	21	547
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	30	222	13	23	595

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	870	229	0	0	235	0
Stage 1	229	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	322	810	-	-	1332	-
Stage 1	809	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	810	-	-	1332	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	540	1332	-
HCM Lane V/C Ratio	-	-	0.083	0.017	-
HCM Control Delay (s)	-	-	12.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	129	855	886	75	50	104
Future Volume (vph)	129	855	886	75	50	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.989		0.909	
Flt Protected	0.950				0.984	
Satd. Flow (prot)	1627	3254	1861	0	1716	0
Flt Permitted	0.950				0.984	
Satd. Flow (perm)	1627	3254	1861	0	1716	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	140	929	963	82	54	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	929	1045	0	167	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	129	855	886	75	50	104
Future Vol, veh/h	129	855	886	75	50	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	-2	-	-6	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	929	963	82	54	113

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1045	0	-	0	1749	1004
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	745	-
Critical Hdwy	4.13	-	-	-	5.43	5.63
Critical Hdwy Stg 1	-	-	-	-	4.23	-
Critical Hdwy Stg 2	-	-	-	-	4.63	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	664	-	-	-	153	346
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	664	-	-	-	121	346
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	62.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	664	-	-	-	216
HCM Lane V/C Ratio	0.211	-	-	-	0.775
HCM Control Delay (s)	11.9	-	-	-	62.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	-	5.4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	10	163	107	0
Future Volume (vph)	0	10	10	163	107	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-9%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.873			
Flt Protected					0.950	
Satd. Flow (prot)	0	1872	1699	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1872	1699	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		145	892		188	
Travel Time (s)		3.3	20.3		4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	11	11	177	116	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	188	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.94	0.94	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑		↰	
Traffic Vol, veh/h	0	10	10	163	107	0
Future Vol, veh/h	0	10	10	163	107	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-9	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	177	116	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	188	0	-	0	111	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1386	-	-	-	886	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1386	-	-	-	886	956
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	886
HCM Lane V/C Ratio	-	-	-	-	0.131
HCM Control Delay (s)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	34	689	26	50	352
Future Volume (vph)	18	34	689	26	50	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.995			
Flt Protected	0.983					0.994
Satd. Flow (prot)	1670	0	1730	0	0	1728
Flt Permitted	0.983					0.994
Satd. Flow (perm)	1670	0	1730	0	0	1728
Link Speed (mph)	30		30			30
Link Distance (ft)	258		1487			920
Travel Time (s)	5.9		33.8			20.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	37	749	28	54	383
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	777	0	0	437
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.09	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	34	689	26	50	352
Future Vol, veh/h	18	34	689	26	50	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	37	749	28	54	383

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1254	763	0	0	777	0
Stage 1	763	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	190	404	-	-	839	-
Stage 1	460	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	404	-	-	839	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	1.2
HCM LOS	C		

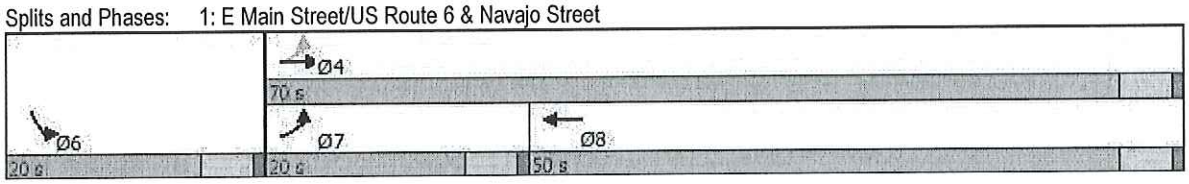
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	277	839	-
HCM Lane V/C Ratio	-	-	0.204	0.065	-
HCM Control Delay (s)	-	-	21.3	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	757	695	21	31	21
Future Volume (vph)	26	757	695	21	31	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.996		0.946	
Flt Protected	0.950				0.971	
Satd. Flow (prot)	1627	3254	1874	0	1762	0
Flt Permitted	0.226				0.971	
Satd. Flow (perm)	387	3254	1874	0	1762	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		23	
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	823	755	23	34	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	823	778	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	7	4	8		6	
Permitted Phases	4		8		6	
Detector Phase	7	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	8.0	15.0	10.0		8.0	
Minimum Split (s)	16.0	30.0	30.0		16.0	
Total Split (s)	20.0	70.0	50.0		20.0	
Total Split (%)	22.2%	77.8%	55.6%		22.2%	
Maximum Green (s)	15.0	65.0	45.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0		2.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	40.6	43.6	39.8		8.9	
Actuated g/C Ratio	0.77	0.83	0.75		0.17	
v/c Ratio	0.06	0.31	0.55		0.18	
Control Delay	2.7	2.9	9.7		20.7	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	2.7	2.9	9.7		20.7	
LOS	A	A	A		C	
Approach Delay		2.9	9.7		20.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 52.8			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 6.6		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: E Main Street/US Route 6 & Navajo Street



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	28	823	778	57
v/c Ratio	0.06	0.31	0.55	0.18
Control Delay	2.7	2.9	9.7	20.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.7	2.9	9.7	20.7
Queue Length 50th (ft)	2	48	111	9
Queue Length 95th (ft)	7	69	366	48
Internal Link Dist (ft)		1335	1797	812
Turn Bay Length (ft)	160			
Base Capacity (vph)	688	3127	1558	571
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.26	0.50	0.10

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	757	695	21	31	21
Future Volume (veh/h)	26	757	695	21	31	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1817	1817	1949	1949	2106	2106
Adj Flow Rate, veh/h	28	823	755	23	34	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	365	2290	919	28	106	71
Arrive On Green	0.05	0.66	0.49	0.49	0.09	0.09
Sat Flow, veh/h	1731	3544	1881	57	1122	759
Grp Volume(v), veh/h	28	823	0	778	58	0
Grp Sat Flow(s),veh/h/ln	1731	1726	0	1938	1913	0
Q Serve(g_s), s	0.3	4.3	0.0	14.1	1.2	0.0
Cycle Q Clear(g_c), s	0.3	4.3	0.0	14.1	1.2	0.0
Prop In Lane	1.00			0.03	0.59	0.40
Lane Grp Cap(c), veh/h	365	2290	0	947	180	0
V/C Ratio(X)	0.08	0.36	0.00	0.82	0.32	0.00
Avail Cap(c_a), veh/h	903	5445	0	2116	696	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.8	3.1	0.0	9.0	17.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	4.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.8	3.1	0.0	9.7	17.8	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		851	778		58	
Approach Delay, s/veh		3.2	9.7		17.8	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			32.3		8.9	7.2	25.1
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			65.0		15.0	15.0	45.0
Max Q Clear Time (g_c+I1), s			6.3		3.2	2.3	16.1
Green Ext Time (p_c), s			4.4		0.0	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

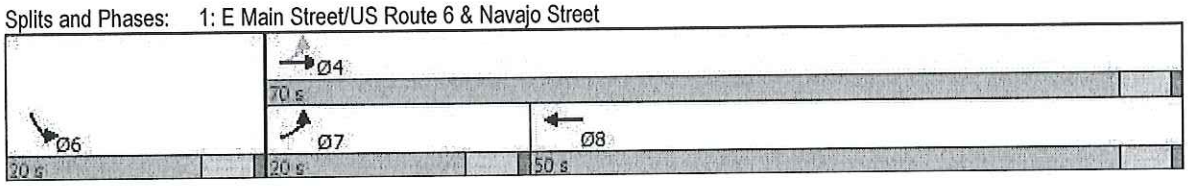
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	855	886	15	10	36
Future Volume (vph)	26	855	886	15	10	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.998		0.895	
Flt Protected	0.950				0.989	
Satd. Flow (prot)	1627	3254	1878	0	1698	0
Flt Permitted	0.164				0.989	
Satd. Flow (perm)	281	3254	1878	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		39	
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	929	963	16	11	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	929	979	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	7	4	8		6	
Permitted Phases	4		8		6	
Detector Phase	7	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	8.0	15.0	10.0		8.0	
Minimum Split (s)	16.0	30.0	30.0		16.0	
Total Split (s)	20.0	70.0	50.0		20.0	
Total Split (%)	22.2%	77.8%	55.6%		22.2%	
Maximum Green (s)	15.0	65.0	45.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0		2.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	57.0	59.3	54.6		8.1	
Actuated g/C Ratio	0.82	0.86	0.79		0.12	
v/c Ratio	0.07	0.33	0.66		0.21	
Control Delay	2.5	2.5	11.9		16.8	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	2.5	2.5	11.9		16.8	
LOS	A	A	B		B	
Approach Delay		2.5	11.9		16.8	
Approach LOS		A	B		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 69.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: E Main Street/US Route 6 & Navajo Street



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	28	929	979	50
v/c Ratio	0.07	0.33	0.66	0.21
Control Delay	2.5	2.5	11.9	16.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.5	2.5	11.9	16.8
Queue Length 50th (ft)	2	57	171	5
Queue Length 95th (ft)	7	77	#646	35
Internal Link Dist (ft)		1335	1797	812
Turn Bay Length (ft)	160			
Base Capacity (vph)	528	2975	1482	404
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.31	0.66	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	855	886	15	10	36
Future Volume (veh/h)	26	855	886	15	10	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1817	1817	1949	1949	2106	2106
Adj Flow Rate, veh/h	28	929	963	16	11	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	310	2502	1100	18	32	113
Arrive On Green	0.05	0.72	0.58	0.58	0.08	0.08
Sat Flow, veh/h	1731	3544	1911	32	396	1402
Grp Volume(v), veh/h	28	929	0	979	51	0
Grp Sat Flow(s),veh/h/ln	1731	1726	0	1943	1834	0
Q Serve(g_s), s	0.3	5.2	0.0	22.1	1.3	0.0
Cycle Q Clear(g_c), s	0.3	5.2	0.0	22.1	1.3	0.0
Prop In Lane	1.00			0.02	0.22	0.76
Lane Grp Cap(c), veh/h	310	2502	0	1119	148	0
V/C Ratio(X)	0.09	0.37	0.00	0.88	0.35	0.00
Avail Cap(c_a), veh/h	727	4375	0	1704	536	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.9	2.7	0.0	9.3	22.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.0	7.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	2.7	0.0	11.7	22.8	0.0
LnGrp LOS	A	A	A	B	C	A
Approach Vol, veh/h		957	979		51	
Approach Delay, s/veh		2.9	11.7		22.8	
Approach LOS		A	B		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	42.2	9.1	7.6	34.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	65.0	15.0	15.0	45.0
Max Q Clear Time (g_c+I1), s	7.2	3.3	2.3	24.1
Green Ext Time (p_c), s	5.2	0.0	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

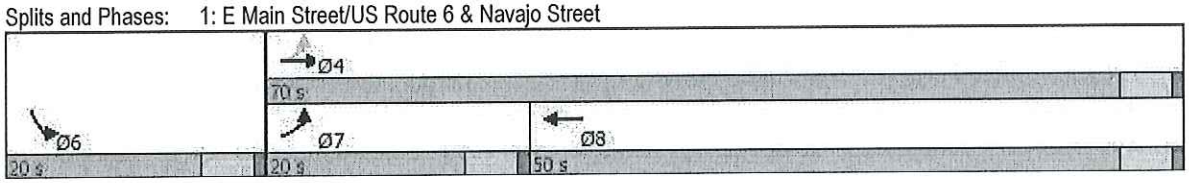
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	757	695	45	69	93
Future Volume (vph)	66	757	695	45	69	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.992		0.923	
Flt Protected	0.950				0.979	
Satd. Flow (prot)	1627	3254	1866	0	1734	0
Flt Permitted	0.132				0.979	
Satd. Flow (perm)	226	3254	1866	0	1734	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5		65	
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	823	755	49	75	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	823	804	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1		1	
Detector Template						
Leading Detector (ft)	35	35	35		35	
Trailing Detector (ft)	-5	-5	-5		-5	
Detector 1 Position(ft)	-5	-5	-5		-5	
Detector 1 Size(ft)	40	40	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	7	4	8		6	
Permitted Phases	4		8		6	
Detector Phase	7	4	8		6	
Switch Phase						
Minimum Initial (s)	8.0	15.0	10.0		8.0	
Minimum Split (s)	16.0	30.0	30.0		16.0	
Total Split (s)	20.0	70.0	50.0		20.0	
Total Split (%)	22.2%	77.8%	55.6%		22.2%	
Maximum Green (s)	15.0	65.0	45.0		15.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0		2.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	46.3	46.3	35.8		10.4	
Actuated g/C Ratio	0.69	0.69	0.53		0.15	
v/c Ratio	0.21	0.37	0.81		0.54	
Control Delay	4.8	4.8	22.2		26.2	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	4.8	4.8	22.2		26.2	
LOS	A	A	C		C	
Approach Delay		4.8	22.2		26.2	
Approach LOS		A	C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 67.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: E Main Street/US Route 6 & Navajo Street



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	72	823	804	176
v/c Ratio	0.21	0.37	0.81	0.54
Control Delay	4.8	4.8	22.2	26.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	4.8	4.8	22.2	26.2
Queue Length 50th (ft)	7	54	257	42
Queue Length 95th (ft)	21	102	#526	115
Internal Link Dist (ft)		1335	1797	812
Turn Bay Length (ft)	160			
Base Capacity (vph)	483	2977	1309	454
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.28	0.61	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	757	695	45	69	93
Future Volume (veh/h)	66	757	695	45	69	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1817	1817	1949	1949	2106	2106
Adj Flow Rate, veh/h	72	823	755	49	75	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	364	2275	833	54	115	154
Arrive On Green	0.10	0.66	0.46	0.46	0.14	0.14
Sat Flow, veh/h	1731	3544	1810	117	794	1069
Grp Volume(v), veh/h	72	823	0	804	177	0
Grp Sat Flow(s),veh/h/ln	1731	1726	0	1927	1874	0
Q Serve(g_s), s	0.9	5.4	0.0	19.6	4.5	0.0
Cycle Q Clear(g_c), s	0.9	5.4	0.0	19.6	4.5	0.0
Prop In Lane	1.00			0.06	0.42	0.57
Lane Grp Cap(c), veh/h	364	2275	0	887	271	0
V/C Ratio(X)	0.20	0.36	0.00	0.91	0.65	0.00
Avail Cap(c_a), veh/h	701	4416	0	1706	553	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.4	3.9	0.0	12.7	20.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.5	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	0.0	6.9	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.5	3.9	0.0	14.2	21.5	0.0
LnGrp LOS	A	A	A	B	C	A
Approach Vol, veh/h		895	804		177	
Approach Delay, s/veh		4.4	14.2		21.5	
Approach LOS		A	B		C	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				38.5		12.3	10.1	28.4
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		15.0	15.0	45.0
Max Q Clear Time (g_c+I1), s				7.4		6.5	2.9	21.6
Green Ext Time (p_c), s				2.0		0.2	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	28	204	12	21	547
Future Volume (vph)	13	28	204	12	21	547
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	10	10
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.993			
Flt Protected	0.984				0.950	
Satd. Flow (prot)	1664	0	1726	0	1652	1739
Flt Permitted	0.984				0.950	
Satd. Flow (perm)	1664	0	1726	0	1652	1739
Link Speed (mph)	30		30			30
Link Distance (ft)	258		1487			920
Travel Time (s)	5.9		33.8			20.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	30	222	13	23	595
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	235	0	23	595
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.09	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	28	204	12	21	547
Future Vol, veh/h	13	28	204	12	21	547
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	30	222	13	23	595

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	870	229	0	0	235	0
Stage 1	229	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	322	810	-	-	1332	-
Stage 1	809	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	317	810	-	-	1332	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.3
HCM LOS	B		

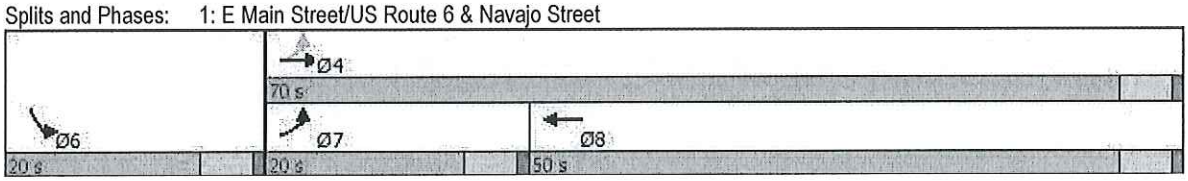
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	542	1332	-
HCM Lane V/C Ratio	-	-	0.082	0.017	-
HCM Control Delay (s)	-	-	12.2	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	129	855	886	75	50	104
Future Volume (vph)	129	855	886	75	50	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)		3%	-2%		-6%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt			0.989		0.909	
Flt Protected	0.950				0.984	
Satd. Flow (prot)	1627	3254	1861	0	1716	0
Flt Permitted	0.080				0.984	
Satd. Flow (perm)	137	3254	1861	0	1716	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7		100	
Link Speed (mph)		30	30		30	
Link Distance (ft)		1415	1877		892	
Travel Time (s)		32.2	42.7		20.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	140	929	963	82	54	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	140	929	1045	0	167	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	0.99	0.99	0.96	0.96
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1		1	
Detector Template						
Leading Detector (ft)	35	35	35		35	
Trailing Detector (ft)	-5	-5	-5		-5	
Detector 1 Position(ft)	-5	-5	-5		-5	
Detector 1 Size(ft)	40	40	40		40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	7	4	8		6	
Permitted Phases	4		8		6	
Detector Phase	7	4	8		6	
Switch Phase						
Minimum Initial (s)	8.0	15.0	10.0		8.0	
Minimum Split (s)	16.0	30.0	30.0		16.0	
Total Split (s)	20.0	70.0	50.0		20.0	
Total Split (%)	22.2%	77.8%	55.6%		22.2%	
Maximum Green (s)	15.0	65.0	45.0		15.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0		2.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	61.0	61.0	45.2		9.4	
Actuated g/C Ratio	0.76	0.76	0.56		0.12	
v/c Ratio	0.46	0.38	1.00		0.58	
Control Delay	14.2	3.9	47.5		23.8	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	14.2	3.9	47.5		23.8	
LOS	B	A	D		C	
Approach Delay		5.3	47.5		23.8	
Approach LOS		A	D		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: E Main Street/US Route 6 & Navajo Street



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	140	929	1045	167
v/c Ratio	0.46	0.38	1.00	0.58
Control Delay	14.2	3.9	47.5	23.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.2	3.9	47.5	23.8
Queue Length 50th (ft)	14	57	449	31
Queue Length 95th (ft)	75	110	#912	94
Internal Link Dist (ft)		1335	1797	812
Turn Bay Length (ft)	160			
Base Capacity (vph)	382	2640	1048	402
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.35	1.00	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	129	855	886	75	50	104
Future Volume (veh/h)	129	855	886	75	50	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1817	1817	1949	1949	2106	2106
Adj Flow Rate, veh/h	140	929	963	82	54	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	312	2570	1006	86	68	143
Arrive On Green	0.11	0.74	0.57	0.57	0.11	0.11
Sat Flow, veh/h	1731	3544	1771	151	595	1246
Grp Volume(v), veh/h	140	929	0	1045	168	0
Grp Sat Flow(s),veh/h/ln	1731	1726	0	1922	1852	0
Q Serve(g_s), s	1.9	6.7	0.0	36.5	6.3	0.0
Cycle Q Clear(g_c), s	1.9	6.7	0.0	36.5	6.3	0.0
Prop In Lane	1.00			0.08	0.32	0.67
Lane Grp Cap(c), veh/h	312	2570	0	1092	212	0
V/C Ratio(X)	0.45	0.36	0.00	0.96	0.79	0.00
Avail Cap(c_a), veh/h	496	3167	0	1220	392	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.6	3.2	0.0	14.5	30.6	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	15.2	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	0.0	17.5	2.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	3.2	0.0	29.7	33.1	0.0
LnGrp LOS	B	A	A	C	C	A
Approach Vol, veh/h		1069	1045		168	
Approach Delay, s/veh		4.9	29.7		33.1	
Approach LOS		A	C		C	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				57.8		13.1	12.5	45.3
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		15.0	15.0	45.0
Max Q Clear Time (g_c+I1), s				8.7		8.3	3.9	38.5
Green Ext Time (p_c), s				2.3		0.2	0.2	1.8

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	34	689	26	50	352
Future Volume (vph)	18	34	689	26	50	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	10	10
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.995			
Flt Protected	0.983				0.950	
Satd. Flow (prot)	1670	0	1730	0	1652	1739
Flt Permitted	0.983				0.950	
Satd. Flow (perm)	1670	0	1730	0	1652	1739
Link Speed (mph)	30		30			30
Link Distance (ft)	258		1487			920
Travel Time (s)	5.9		33.8			20.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	37	749	28	54	383
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	777	0	54	383
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.09	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	34	689	26	50	352
Future Vol, veh/h	18	34	689	26	50	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	37	749	28	54	383

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1254	763	0	0	777	0
Stage 1	763	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	190	404	-	-	839	-
Stage 1	460	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	178	404	-	-	839	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	839	-
HCM Lane V/C Ratio	-	-	0.201	0.065	-
HCM Control Delay (s)	-	-	21	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-