A. INTRODUCTION

SEQRA requires a description and evaluation of a range of reasonable alternatives to the Proposed Project that are feasible, considering the objectives and capabilities of the Applicant. This chapter describes and analyzes the potential environmental impacts of the alternatives to the Proposed Project that were identified in the DEIS Scoping Document (see **Appendix A-1**) and evaluates the relevant potential environmental impacts of those alternatives. The alternatives studied are:

- **Alternative 1**: No Action – Existing Site Conditions and Re-Occupancy of Office Buildings
- **Alternative 2**: Development Under Existing OB District Zoning
- **Alternative 3**: Non-Age-Restricted Development
- **Alternative 4**: Alternative Site Layout (185 units)
- **Alternative 5**: Development Under Existing RSP-2 District Regulations
  - Option 1: Existing RSP-2 District Regulations with Fewer Residential Units (3-story buildings with same building footprint as the Alternative Site Layout, yielding 142 units, fewer than the Proposed Project)
  - Option 2: Existing RSP-2 District Regulations with Larger Building Footprint (3-story buildings with larger building footprint than the Alternative Site Layout, yielding 185 units, fewer than the Proposed Project)

Pursuant to SEQRA, the description and evaluation of the alternatives should be at a level of detail sufficient to permit a comparative assessment of the alternatives and a comparison with the Proposed Project. Quantitative analyses of each environmental impact category for each alternative are not presented; rather, the level of analysis varies to allow for the relative differences in environmental impact to be identified. Therefore, if the impacts of an alternative for a specific environmental impact category are expected to be the same as, or less than, the Proposed Project, a brief assessment is provided. For environmental categories where the potential impact of the alternative is anticipated to be materially different from the Proposed Project, a more detailed analysis is provided. **Table 17-A**, located at the end of this chapter, summarizes and compares the environmental impacts of the Proposed Project and the various alternatives.

B. ALTERNATIVE 1: NO ACTION – EXISTING SITE CONDITIONS AND RE-OCCUPANCY OF OFFICE BUILDINGS

B.1. DESCRIPTION OF ALTERNATIVE

Under this alternative (the "Re-Occupancy Alternative") the Proposed Zoning would not be adopted, the Project Site would continue to be zoned OB District, and no demolition of existing improvements or new construction would occur at the Project Site. The Project Site would continue to be improved with approximately 63,617 square feet (sf) of office

space within the two existing office buildings, as well as the surface parking lots and landscaping. This alternative assumes that absent the Proposed Project, the office buildings would be fully re-occupied by office tenants, and that no new structures or site improvements would be constructed.

Given market conditions and the limited occupancy of the Project Site's office buildings during the past several years (as discussed in Chapter 2, "Land Use, Zoning, and Public Policy") full occupancy of the office buildings in the future is unlikely.

B.2. POTENTIAL IMPACTS OF ALTERNATIVE

B.2.a. Land Use, Zoning and Public Policy

As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," as part of the Town's Comprehensive Plan, the Town established goals to support its land use vision for the future, including promoting housing diversity, providing housing for people in all stages of life, and encouraging sustainable development. This alternative would not be consistent with that goal of the Town Comprehensive Plan. By comparison, the Proposed Project would increase and diversity the Town's housing stock and would promote sustainable development by repurposing an already developed site as a residential neighborhood.

B.2.b. Visual and Community Character

There would be no change to visual and community character as a result of this alternative. The visual character of the Project Site would continue to be characterized by two office buildings surrounded by surface parking.

B.2.c. Cultural Resources

There would be no impact to cultural resources with this alternative.

B.2.d. Ecological Resources

With this alternative, there would be no impacts to ecological resources as no tree or site clearing would be required.

B.2.e. Geology, Soils, Topography

This alternative would not alter the existing condition of the Project Site's wetlands, geology, soils, or topography. There would be no ground disturbance, no construction activities, and no increase in impervious surfaces. No changes to the existing vegetation and wildlife composition of the Project Site would occur under this alternative.

B.2.f. Socioeconomic and Fiscal Impacts

As discussed in Chapter 7, "Socioeconomic and Fiscal Impacts," in 2023, the Project Site and existing improvements had a taxable assessed value of $180,000 and total property taxes were $270,670. Given market conditions and trends, re-use of the office buildings is not assured, and it is possible under this alternative that the Project Site may generate less property tax revenue in the future than it does in the current condition. Finally, as discussed above, this alternative would not meet the Town's current housing needs.

B.2.g. Community Facilities

Under this alternative, if the offices were fully re-occupied, demand for community facilities and services, including police protection services, fire protection services, emergency medical services, would be anticipated to increase above current levels, but not above levels experienced when the offices were fully operational.

B.2.h. Water and Wastewater

As this alternative involves no changes to the existing condition of the Project Site, there would be no need to construct new water or sewer systems within the Project Site. However, if the office buildings were fully re-occupied, it is anticipated that that there would be an increase in water demands, and production of wastewater, owing to the larger on-site population as compared to the current, unoccupied, condition of the Project Site. However, given that the office buildings were previously occupied, it is assumed that the existing systems would be able to adequately serve the Project Site.

B.2.i. Stormwater Management

In this alternative, impervious surfaces on the Project Site would remain the same as the existing condition, and stormwater runoff would continue to be collected by existing storm water management infrastructure. This alternative would not include the construction of modern stormwater management systems and implementation of green infrastructure practices.

B.2.j. Use and Conservation of Energy

As this alternative involves no changes to the existing condition of the Project Site, there would be no need to construct new electricity or gas infrastructure on the Project Site. However, if the office buildings were fully re-occupied, it is anticipated that that there would be an increase in electricity and gas demands compared to the currently vacant Project Site, owing to the larger on-site population. However, given that the office buildings were previously occupied, it is assumed that the existing systems would be able to adequately serve the Project Site.

B.2.k. Traffic and Transportation

Full occupancy of the existing office buildings would generate 113 vehicle trips in the Weekday AM peak hour, 114 vehicle trips in Weekday PM peak hour, and 34 vehicle trips in the Saturday peak hour (see **Table 17-1**).[1] This is compared to 108 vehicle trips in the Weekday AM peak hour, 128 vehicle trips in the Weekday PM peak hour, and 80 vehicle trips in the Saturday peak hour for the Proposed Project. Although the traffic volumes generated by the Re-Occupancy Alternative would meet or exceed the volume impact criteria at the U.S. Route 6 and East Main Street intersection, the mitigation measures summarized in Chapter 19,

[1] The approved site plan for the existing office buildings required employees to be divided into four arrival/departure shifts to mitigate peak hour trips, as follows: (1) Shift 1, 7:45am-4:00pm, 30 percent of employees; (2) Shift 2, 8:45am-5:00pm, 40 percent of employees; (3) Shift 3, 9:45am-6:00pm, 20 percent of employees; and (4) Shift 4, 10:45am-7:00pm, 10 percent of employees.

"Mitigation," would not be implemented, and the intersection would continue to operate at LOS F.

Table 17-1
Re-Occupancy Alternative – Trip Generation Summary

Building Component	Size	Peak Hour	Trips		
			In	Out	Total
Office	63,617 sf	AM	99	14	113
		PM	19	95	114
		Sat	18	16	34

Notes:
ITE Land Use Code 710 – General Office Building
AM peak hour of roadway equation: Ln(T)=0.86 Ln(X)+1.16, 88% entering, 12% exiting
PM peak hour of roadway equation: Ln(T)=0.83 Ln(X)+1.29, 17% entering, 83% exiting
Sat peak hour of generator rate: 0.53 trips per 1,000 sf, 54% entering, 46% exiting

B.2.l. Air Quality

If the office buildings were fully re-occupied, it is anticipated that there would be more vehicle trips than under the existing condition. However, given that the office buildings were previously occupied, it is assumed that emissions levels would be comparable to those previously generated by the Project Site.

B.2.m. Noise

If the office buildings were fully re-occupied, it is anticipated that there would be more vehicle trips than under existing conditions, However, given that the office buildings were previously occupied, it is assumed that noise levels would be comparable to those previously generated by the Project Site.

B.2.n. Hazardous Materials

As existing physical site conditions would remain the same with this alternative, there would be no greater potential for hazardous materials impacts than presented by the existing condition.

C. ALTERNATIVE 2: DEVELOPMENT UNDER EXISTING OB DISTRICT ZONING

C.1. DESCRIPTION OF ALTERNATIVE

This alternative considers development of the Project Site to the maximum extent permitted under the existing OB District regulations (the "Existing Zoning Alternative"). A hypothetical site plan was developed for this analysis, in which the two existing office buildings are retained, and three additional office buildings as well as additional parking areas to serve those new buildings are constructed (see **Figure 17-1**). In total, this alternative would result in 204,901 sf of office space, of which 141,284 sf would be newly constructed space, and a total of 608 parking spaces, an increase of 320 spaces. One new office building (see **Figure 17-1**) would be constructed to the south of the two existing office buildings. This east building would be developed in an area with steep topography, to the south of the existing parking lot. The other two new office buildings would be constructed to the north of the existing site improvements (see **Figure 17-1**), in a currently

undisturbed (wooded) area of the Project Site. The new parking areas required for these two buildings would cover approximately 7.9-acres of the Project Site.

It should be noted that the 2010 Town Comprehensive Plan identifies the Project Site in Policy 4-63, which recommends that the Town "promote corporate or multi-tenant office development in select locations near major entrances to the Taconic Parkway and Route 6" (page 4-33). The economic realities of corporate office parks in the region have evolved dramatically since the Comprehensive Plan's adoption approximately 15 years ago, making re-use of existing office campus economically infeasible. Other components of the Town Comprehensive Plan than Policy 4-63 inform the Applicant's redevelopment proposal for the Project Site.

As noted below, this alternative would not meet the needs and objectives of the Applicant, and is not economically feasible. Additionally, given the marketplace and economic changes since the Comprehensive Plan was adopted, it is the Applicant's opinion that Policy 4-63 is outdated, and that this alternative is not consistent with other relevant policies of the Town Comprehensive Plan discussed in Section D.2.a below.

C.2. POTENTIAL IMPACTS

C.2.a. Land Use, Zoning, and Public Policy

Compliance of this alternative with existing OB District regulations is provided in **Table 17-2**.

Table 17-2
Compliance of Existing Zoning Alternative with OB District Regulations

	OB District Regulations	Existing Zoning Alternative
Floor Area Ratio, usable (with public sewers) (square feet)	0.47	0.47
Minimum site area (acres)	20	35.5
Front yard (feet)	150	210
Side yard (feet)	100	210
Rear yard (feet)	100	500
Maximum height (feet)	45	45
Maximum building coverage of actual lot area (all buildings)	10%	10%
Required off-street parking spaces per dwelling unit	2 PS / 3 employees 1 PS / company vehicles	608
Source: Town of Yorktown Zoning Code, https://ecode360.com/6853812		

This alternative would add additional commercial office space within the Town, for which there is limited and declining demand, as discussed above. The Town Comprehensive Plan encourages the Town to develop new housing stock of varying typologies. Although the Town Comprehensive Plan identifies the Project Site as a location for corporate or multi-tenant office development, intervening changes in the market since that time have made that recommendation and corresponding Policy 4-63 inviable. This alternative would not be consistent with other relevant policies of the Town Comprehensive Plan and associated land use goals.

C.2.b. Visual and Community Character

This alternative, similar to the Proposed Project, would likely not be visible from the vantage points analyzed in Chapter 3, "Visual and Community Character," and would not be anticipated to have a significant adverse impact on visual and community character (see **Figure 17-2**). The two new office buildings on the northern portion of the Project Site would be developed further east than the buildings of the Proposed Project in the same area. The new office building developed on the southern portion of the Project Site would be located in a similar location as the Proposed Project's apartment building and as such impacts would be comparable (or potentially less, as the office building would be shorter than the apartment building).

C.2.c. Geology, Soils, Topography

This alternative would result in less site disturbance (13.62 acres) than the Proposed Project (20.29 acres), mainly due to the fact that the existing office buildings and parking would not be disturbed with this alternative. The majority of Site disturbance required for the Existing Zoning Alternative would be to slopes greater than 15 percent and only 1.85-acres of Site disturbance would be to land sloped zero to 10 percent (see **Table 17-3**).

Table 17-3
Existing Zoning Alternative – Slope Disturbance

Slope Grade	Disturbance Area of Proposed Project (acres)	Disturbance Area of Existing Zoning Alternative (acres)
0% to 10%	7.39	1.85
10% to 15%	4.35	3.61
Greater than 15%	8.55	8.16
Total	**20.29**	**13.62**
Source: Site Design Consultants		

This alternative would result in approximately 18.2 acres of impervious surface, nearly twice as much as the Proposed Project (see **Table 17-4**). Six acres of maintained landscaped areas would be created with this alternative, which is five acres fewer than with the Proposed Project, while approximately 11.3 acres of forested areas would be maintained, which is approximately four acres less than with the Proposed Project.

Table 17-4
Existing Zoning Alternative – Land Cover

Cover Type	Proposed Project (acres)	Existing Zoning Alternative (acres)
Impervious	9.3	18.2
Landscaped	11.0	6.0
Wooded	15.2	11.3
Total	**35.5**	**35.5**
Source: Site Design Consultants		

C.2.d. Ecological Resources

The Existing Zoning alternative would reduce the amount of wooded areas on the Project Site from 26.85 acres to 11.3 acres (as compared to 15.2 acres for the

Proposed Project). However, utilization of the same mitigation measures as the Proposed Project (see Chapter 6, "Ecological Resources") would be anticipated to avoid and mitigate potential adverse impacts to ecological resources as a result of this alternative.

C.2.e. Socioeconomic and Fiscal Impacts

If this alternative was developed and the office space was fully occupied, the tax revenue generated by the Project Site would be greater than the current condition. However, as discussed in detail in Chapter 2, "Land Use, Zoning, and Public Policy" and elsewhere in this DEIS, demand for office space in a corporate park setting has been declining throughout the County. As with the Re-Occupancy Alternative, given market conditions and trends, full occupancy of the office space of this alternative is not assured, and it is unlikely that this alternative would be economically feasible.

C.2.f. Community Facilities

This alternative would result in an increased demand for emergency services compared to the current condition. As this alternative would increase the tax revenues generated by the Project Site as compared to the current condition, incremental costs incurred by emergency service providers would be anticipated to be offset by the increase in tax revenue to the various taxing jurisdictions.

C.2.g. Water and Wastewater

This alternative would result in increased water demand and wastewater generation compared to existing levels. Development of this alternative would result in a water demand of approximately 15,375 gallons per day (gpd).[2] This would be an increase of approximately 9,500 gpd from the Project Site's previous peak usage of approximately 5,875 gpd. It is anticipated that, as is the case with the Proposed Project, the Water District would have adequate pressure and capacity to serve this alternative. The increase in wastewater generated by this alternative may require the replacement of the existing sanitary sewer pump station.

C.2.h. Traffic and Transportation

Full build out of the Existing Zoning Alternative would generate 310 vehicle trips in the Weekday AM peak hour, 301 vehicle trips in Weekday PM peak hour, and 109 vehicle trips in the Saturday peak hour (see **Table 17-5**). This is nearly three times the number of weekday peak hour vehicle trips generated by the Proposed Project (108 in the Weekday AM peak hour and 128 in the Weekday PM peak hour). While a capacity analysis was not completed for this alternative, it is likely that in addition to signalizing the East Main Street and U.S. Route 6 intersections, improvements at other intersections would be required.

[2] Per the *New York State Design Standards For Intermediate Sized Wastewater Treatment Systems*, NYSDEC, March 4, 2014, each employee would use 15 gpd. Assumed maximum of approximately 1,025 employees, or, 1 per 200 sf of office space.

Table 17-5
Existing Zoning Alternative – Trip Generation Summary

Use	Size	Peak Hour	Trips		
			In	Out	Total
Office	204,901 sf	Weekday AM	273	37	310
		Weekday PM	51	250	301
		Sat	59	50	109

Notes:
ITE Land Use Code 710 – General Office Building
AM peak hour of roadway equation: Ln(T)=0.86 Ln(X)+1.16, 88% entering, 12% exiting
PM peak hour of roadway equation: Ln(T)=0.83 Ln(X)+1.29, 17% entering, 83% exiting
Sat peak hour of generator rate: 0.53 trips per 1,000 sf, 54% entering, 46% exiting

C.2.i. Air Quality and Noise

Under the Existing Zoning Alternative, there would be more vehicle trips than the Proposed Project and stationary sources of air emissions and noise (i.e., building HVAC systems) would be in different locations on the Project Site. If this alternative were pursued, an analysis would need to be conducted to confirm that no significant adverse air quality or noise impacts would result.

D. ALTERNATIVE 3: NON-AGE-RESTRICTED DEVELOPMENT

D.1. DESCRIPTION OF ALTERNATIVE

Under this alternative, the Project Site would be developed with the same layout as the Proposed Project (250 residential units, with 200 rental units located throughout 12 buildings (of varying building types), and 50 for-sale townhouses throughout 12 buildings), but without an age-restriction (the "Non-Age-Restricted Alternative"). This section analyzes the potential impacts of the Non-Age-Restricted Alternative, as well as the consistency of this alternative with the Town's existing R-3 Multifamily Residential District (the "R-3 District").

Physical impacts of the Non-Age-Restricted Alternative would be the same as the Proposed Project owing to the identical development program for the Project Site. Specifically, only impacts related to land use and zoning, socioeconomics, fiscal and community facilities, traffic and transportation, and mobile sources of air quality and noise have the potential to be different than those of the Proposed Project. These potential impacts are analyzed below.

D.2. POTENTIAL IMPACTS

D.2.a. Land Use and Zoning

As with the Proposed Project, this alternative would convert a vacant office campus into a residential community, consistent with nearby residential uses, consistent with the goals and policies of the Town Comprehensive Plan (as discussed in Chapter 2, "Land Use, Zoning, and Public Policy") to develop more housing stock of varying typologies throughout the Town. As noted, those goals and policies include:

- "Promote housing for people in all stages of life, from young adults and couples, to families with children, to seniors;" and
- "Goal 5-C: In and around the five hamlet business centers, promote housing diversity in a format compatible with both commercial uses and adjacent single-family residential areas."

The R-3 District of the Town permits multifamily development, such as the Proposed Project or this alternative. While this alternative would comply with most R-3 District regulations, including the maximum number of dwelling units per acre, it would exceed the maximum FAR of 0.23 (with a FAR of 0.50), and would exceed the maximum building height of 40 feet (with a building height of 55 feet) (see **Table 17-6**).

Table 17-6
Zoning Compliance of Non-Age-Restricted Alternative with R-3 District Regulations

	R-3 District	Non-Age-Restricted Alternative
Lot area (square feet)	3,630	1,548,227
Floor Area Ratio, usable (with public sewers)	**0.20** for max. 12 units/acre **0.215** for max. 10 units/acre **0.23** for max. 9 units/acre	**0.50** for 7.04 units/acre
Lot depth (feet)	150	2,259
Front yard (feet)	50	454
Side yard (feet)	--	59 (east), 56 (west)
Main or accessory building, minimum either side	50	50
Two combined	100	115
Rear yard (feet)	--	--
Main Building	50	319
Maximum height (feet)	**--**	
Main building	**40**	**55**
Maximum building coverage of actual lot area (all buildings)	20 percent	16.2 percent
Required off-street parking spaces per dwelling unit	1.5	383 Provided (1.5+ per unit)

Note:
Zoning regulations for the Non-Age-Restricted Alternative presented in **bold** do not comply with existing zoning regulations for the R-3 District.
Sources:
Town of Yorktown Zoning Code, Appendix A (Residence Zone Standards), https://ecode360.com/6853812

D.2.b. Socioeconomic and Fiscal

This alternative would be anticipated to generate substantially similar property tax revenues as the Proposed Project, including $1,083,969 per year to the Lakeland Central School District, and slightly greater economic benefits in the Town than the Proposed Project owing to the greater number of residents that would occupy this alternative.

D.2.c. Community Facilities

This alternative would be anticipated to increase the Town's population by 521 persons, approximately 68 percent more residents than the Proposed Project (310 persons) (see **Table 17-7**).

Table 17-7
Non-Age-Restricted Alternative – Resident Population

Residence Type	Number of Units	Multiplier	Projected Population
5-49 Units, 0-1BR (Rent)	49	1.734	85.0
5-49 Units, 2BR (Rent)	79	2.598	205.2
50+ Units, 0-1BR (Rent)	28	1.506	42.2
50+ Units, 2BR (Rent)	44	2.375	104.5
5-49 Units, 0-1BR (Own)	19	1.388	26.4
5-49 Units, 2BR (Own)	31	1.837	56.95
Total	**250**	**--**	**520.2**

Sources: *Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers, The Profile of Occupants of Residential Development in New Jersey*, Rutgers University, Center for Urban Policy Research, November 2018. Table II-B-1.

The Non-Age-Restricted Alternative would be anticipated to generate public school aged children ("PSAC") that would attend the Lakeland Central School District (the "District"). It is anticipated that this alternative could generate approximately 45 PSAC, as shown in **Table 17-8**. Based on the District's average, $17,911 per-pupil[3] programmatic expense,[4] which is supported by property tax revenue,[5] the additional cost of the 45 PSAC ($805,974) would be more than covered by the approximately $1,083,969 in annual property tax revenue generated by this alternative. It is noted, however, that with the Proposed Project, approximately the same amount of annual property tax revenue would be generated as this alternative, but no PSAC are anticipated, and therefore, there would be no additional cost to the District.

[3] K-12 enrollment of 5,342 in 2021–2022. https://cms8.revize.com/revize/lakelandnyschools/2023%202024%20Budget%20Binder.%20Final.pdf

[4] 80 percent of total budget, or, $147,196,971. https://cms8.revize.com/revize/lakelandnyschools/BOE%202023%2020224/LakelandFlyer_2023_10.pdf

[5] 65 percent of total budget funded by property tax revenue. https://cms8.revize.com/revize/lakelandnyschools/BOE%202023%2020224/LakelandFlyer_2023_10.pdf

Table 17-8
Non-Age-Restricted Alternative – Public School Aged Children

Residence Type	Number of Units	Multiplier	Projected Number of PSAC
5-49 Units, 0-1BR (Rent)	49	0.097	4.75
5-49 Units, 2BR (Rent)	79	0.363	28.68
50+ Units, 0-1BR (Rent)	28	0.040	1.12
50+ Units, 2BR (Rent)	44	0.148	6.51
5-49 Units, 0-1BR (Own)	19	0.037	0.70
5-49 Units, 2BR (Own)	31	0.086	2.67
Total	**250**	**--**	**44.43**

Sources: *Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers, The Profile of Occupants of Residential Development in New Jersey*, Rutgers University, Center for Urban Policy Research, November 2018. Table II-B-6.

Based on the greater residential population of this alternative as compared to the Proposed Project, it would be anticipated that demand on emergency services providers would be greater for this alternative than for the Proposed Project. However, calls for EMS services would not be anticipated to occur at a higher rate than at other non-age-restricted multi-family developments. As with the Proposed Project, it is anticipated that increased property tax revenue from this alternative would offset the additional costs to the various service providers, though the School District would experience a smaller "surplus" of revenue compared to the Proposed Project.

D.2.d. Traffic and Transportation

Development of this alternative would generate 122 vehicle trips in the Weekday AM peak hour, 136 vehicle trips in Weekday PM peak hour, and 102 vehicle trips in the Saturday peak hour (see **Table 17-9**). This is slightly more than the number of vehicle trips generated by the Proposed Project (i.e., 108, 128, and 80, respectively). As with the Proposed Project, this alternative would result in an impact to the East Main Street intersections, which could be mitigated in the same way as the proposed Project (i.e., signalization and implementation of the other measures summarized in Chapter 19, "Mitigation").

As this alternative would be anticipated to generate PSAC, a school bus stop would be required at the Project Site to accommodate school bus pick-ups and drop-offs.

Table 17-9
Non-Age-Restricted Alternative – Trip Generation Summary

Use (Multifamily)	Size	Peak Hour	Trips In	Trips Out	Trips Total
Apartments[1]	200 units	AM	17	59	76
		PM	48	32	80
		Sat	41	40	81
Townhomes[2]	50 Units	AM	11	35	46
		PM	35	21	56
		Sat	11	10	21
Total Weekday AM Peak Hour Trips			28	94	122
Total Weekday PM Peak Hour Trips			83	53	136
Total Saturday Midday Peak Hour Trips			52	50	102

Notes:
[1] ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)
AM peak hour of roadway equation: T=0.44(X)-11.61, 23% entering, 77% exiting
PM peak hour of generator equation: T=0.32(X)-15.57, 60% entering, 40% exiting
Sat peak hour of generator equation: Ln(T)=1.00 Ln(X)-0.91, 51% entering, 49% exiting
[2] ITE Land Use Code 220 – Multifamily Housing (Low-Rise)
AM peak hour of generator equation: T=0.35(X)+28.13, 24% entering, 76% exiting
PM peak hour of generator equation: T=0.42(X)+34.78, 62% entering, 38% exiting
Sat peak hour of generator rate: 0.41 trips per unit, 51% entering, 49% exiting

D.2.e. Air Quality

As discussed in Chapter 13, "Air Quality," the Proposed Project would not cause significant adverse air quality impacts or significant adverse impacts to GHG emissions, and therefore no mitigation measures would be warranted. Although this alternative would result in slightly more vehicle trips than the Proposed Project, it is not anticipated that the increase in vehicle trips would result in significant adverse air quality impacts or adverse impacts to GHG emissions.

D.2.f. Noise

As discussed in Chapter 14, "Noise," the Proposed Project would not result in a significant adverse impact from noise. Although this alternative would result in slightly more vehicle trips than the Proposed Project, noise levels attributable to mobile sources (i.e., vehicles), would be substantially similar to the Proposed Project and would not result in a significant adverse impact.

E. ALTERNATIVE 4: ALTERNATIVE SITE LAYOUT

The Applicant has developed an alternative that accommodates a development program similar to the Proposed Project, but which reduces the potential for several potential adverse impacts of the Proposed Project (the "Alternative Site Layout"). This section analyzes the potential environmental impacts of redeveloping the Project Site with the Alternative Site Layout. The Applicant's preferred action is the Proposed Project. However, this alternative would also meet the Applicant's objectives. Given this, it is analyzed below in the same manner (i.e., with respect to the same impact categories) as the Proposed Project.

E.1. DESCRIPTION OF ALTERNATIVE

The existing improvements at the Project Site would be removed and an age-restricted (ages 55 and over) community consisting of 185 dwelling units (165 multi-family units in two multi-family buildings, and 20 cottages each with two bedrooms), together with 278 parking spaces, open space, walking trails, and recreational amenities would be developed (see **Figure 17-3**). In total, this alternative would have 71 one-bedroom units, and 114 two-bedroom units, and 349,036 sf of residential structures.

Much of the proposed development would take place within the previously developed footprint of the existing office buildings and associated surface parking areas. This alternative would require 8.65 acres of disturbance to the Project Site, as compared to 20.29 acres for the Proposed Project. The existing driveway and much of the existing parking lots would remain with this alternative. Each multi-family building would be four stories and approximately 55-feet tall (see **Figure 17-4a-c and Figure 17-5** for elevations and sections of the proposed multi-family buildings). Within the multi-family buildings, there would be 71 one-bedroom units and 94 two-bedroom units (see **Figure 17-6a-c** for floorplans of the proposed multi-family buildings). Dwelling units in the multi-family building would range from approximately 885 sf to 1,570 sf. The average size of the one-bedroom units would be 978 sf and the average size of the two-bedroom units would be 1,279 sf, and all dwelling units would include balconies.

Interior amenities for the multi-family buildings would include a clubhouse with club room, demonstration kitchen, catering kitchen, fitness center, spa, screening room, sports lounge, reading room, and an art studio. Exterior amenities would include a pool and barbeque area within the courtyard between the multi-family buildings, as well as sports courts and natural walking trails.

The 20 two-bedroom cottages would be developed to the north of the parking area for the multi-family buildings. The cottages would be constructed in attached sets of two or four cottages, along a roadway with a round-about at its northern terminus (see **Figure 17-7a-b** for elevations of the proposed cottages). The cottages would range in size from 1,470 sf to 2,100 sf and would have driveway and garage parking (see **Figure 17-8** for floorplans of the proposed cottages).

The architectural design of the buildings for this alternative emphasizes large windows and outdoor spaces, evident through not only the shared program spaces, including the courtyard between the two multi-family apartment buildings, but also at the individual scale, as each unit would have its own balcony (see **Figure 17-9a-b** for renderings of the multi-family buildings). The overall design aesthetic is transitional, embracing traditional design with a minimalist flair both in massing and in finish choices. There are no flat roofs. Instead, this alternative incorporates 4:12 roofs with dormers at 6:12. With a neutral color palette, references to nature and surrounding colors are integrated into the buildings.

E.2. LAND USE, ZONING, AND PUBLIC POLICY

E.2.a. Existing Conditions

As detailed in Chapter 2, "Land Use, Zoning, and Public Policy," within the Land Use Study Area, the predominant land use is residential, followed by commercial, parks and open space, community services, public services, recreation and entertainment, and vacant land. To the north and northeast, the Project Site is

bordered by Donald J. Trump State Park; to the west, it is bordered by the Taconic State Parkway; to the southeast it is bordered by a few single-family homes; to the south of the Project Site (south of U.S. Route 6), there is a neighborhood of predominantly detached single-family dwellings. West of the Project Site (across the Taconic State Parkway) is Trump Park Residences. Commercial land uses are located to the south and southeast of the Project Site.

E.2.b. Potential Impacts – Land Use

With the Alternative Site Layout, the Project Site would be converted from a vacant office campus into an age-restricted (55+) residential community. This use is consistent with surrounding residential land uses, including Trump Park Residences, a similarly age-restricted condominium development in the RSP-2 District west of the Project Site across the Taconic State Parkway. In addition, the proposed age-restricted residential use is consistent with the residential neighborhoods to the east and south of the Project Site and would not introduce new land uses that do not presently exist within the surrounding area. As is the case with the Proposed Project, the Alternative Site Layout would be consistent with the overall residential land use character of the Land Use Study Area and would be an appropriately scaled and sited residential community.

E.2.c. Potential Impacts – Zoning

Similar to the Proposed Project, development of the Alternative Site Layout would require amendments to the Town Zoning Code. Specifically, the Alternative Site Layout would require the Project Site to be remapped to the RSP-2 District, which permits age-restricted multifamily developments. As is the case with the Proposed Project, the Alternative Site Layout would also require text amendments to the regulations of the RSP-2 District. However, unlike the Proposed Project, which requires an amendment to the maximum building height and maximum FAR, the Alternative Site Layout conforms to the existing regulations for the RSP-2 District, except as to building height (see **Table 17-10**).

Table 17-10
Compliance of Alternative Site Layout with Existing RSP-2 District Regulations

	RSP-2 Zoning Regulations	Alternative Site Layout
Lot area (square feet)	Up to 3-room living unit (2-bedroom apts.) – 2,200; over 2-bedroom or over 4-room living units – 10,000	1,548,227
Floor Area Ratio, usable (with public sewers) (square feet)	0.35	0.23
Minimum site area (acres)	5	35.5
Lot width at main building line (feet)	150	575.9
Lot depth (feet)	150	2,259
Front yard (feet)	50	454
Side yard (feet)	--	209 (east), 57 (west)
Main or accessory building, minimum either side	50	50
Two combined	100	266
Rear yard (feet)	--	--
Main Building	50	626
Maximum height (feet)	--	--
Main building	45	55*
Minimum usable floor area of dwelling unit (square feet)	Studio – 350 1-bedroom – 450 2 bedrooms or more - 550	1-bedroom – 800 2 bedrooms or more – 1,050
Required off-street parking spaces per dwelling unit	0.5, plus a minimum of 10 additional for staff	278 provided

Note:
* Would require Zoning Text Amendment.
Sources:
Town of Yorktown Zoning Code, Appendix A (Residence Zone Standards), https://ecode360.com/6853812

E.2.d. Potential Impacts – Public Policy

As is the case for the Proposed Project, the Alternative Site Layout would be consistent with relevant public policies.

Consistent with the recommendations of the Town Comprehensive Plan (as identified in Section D.2.a, above), the Alternative Site Layout would increase housing diversity in the Town by adding to the limited stock of age-restricted housing, providing a viable option for existing residents wishing to downsize and remain in the Town. The Alternative Site Layout would be compatible with the surrounding neighborhood, introducing compatible residential use (in place of the existing commercial use) into an area that is primarily comprised of residential neighborhoods including the age-restricted Trump Park Residences community.

The Alternative Site Layout would be consistent with the policies Westchester 2025. Specifically, the Alternative Site Layout would improve the economic climate in the County by replacing an underutilized, vacant office campus with a residential community. Consistent with the policy to "define and protect community character," the Alternative Site Layout would promote housing diversity in a format compatible with the character of surrounding land uses, including adjacent residential areas. Furthermore, the Alternative Site Layout

would protect and improve neighborhood quality of life by providing a housing option for empty-nesters that want to downsize and remain in the Town.

Consistent with the policy goals of the Westchester County Housing Needs Assessment, the Alternative Site Layout would increase housing stock in the County, by adding to the limited supply of age-restricted (55+) housing, providing a viable option for residents wishing to downsize and remain in the Town. Increasing the housing supply would positively impact demand for existing housing, potentially freeing up existing homes for younger generations.

E.2.e. Mitigation

As the Alternative Site Layout would create a residential community in an area that is already predominantly residential, it would not result in any significant adverse land use or zoning impacts, and no mitigation measures are required. The Alternative Site Layout is also consistent with relevant public policy goals advanced by the Town Comprehensive Plan, Westchester 2025, and the Westchester County Housing Needs Assessment, and as such, no mitigation measures are required.

E.3. VISUAL AND COMMUNITY CHARACTER

E.3.a. Existing Conditions

A detailed discussion of existing conditions on the Project Site and in the surrounding area is provided in Chapter 3, "Visual and Community Character," and representative photographs are provided in Figure 3-1 and Figure 3-2.

E.3.b. Potential Impacts

Same as the Proposed Project, the views of the Alternative Site Layout were analyzed from the following locations:

- **Vantage Point 1:** Taconic State Parkway (traveling northbound)
- **Vantage Point 2:** Taconic State Parkway (traveling southbound)
- **Vantage Point 3:** U.S. Route 6 and East Main Street
- **Vantage Point 4:** U.S. Route 6 between East Main Street and Lee Boulevard
- **Vantage Point 5:** U.S. Route 6 between Taconic State Parkway and Barger Street
- **Vantage Point 6:** Service Road for Town Golf Course
- **Vantage Point 7:** Donald J. Trump State Park (Indian Hill Section)

Photosimulations of the Alternative Site Layout from the vantage points are provided in **Figure 17-10a-g**.

E.3.b.i Taconic State Parkway, Traveling Northbound (Vantage Point 1)

From this Vantage Point, a small portion of one of the Alternative Site Layout's buildings may be visible through the existing tree canopy in the leaf-off condition (see **Figure 17-10a**). The remainder of the Alternative Site Layout would not be visible, owing to intervening vegetation, distance, and topography. For the Proposed Project, a portion of the roof of one of the buildings would likely be visible at or above the tree line.

Given that only a small portion of the Alternative Site Layout may be visible from this Vantage Point through the tree canopy and only in the leaf-off conditions, and that this view is only available for a short distance to motorists traveling at highway speeds, the change in views from this Vantage Point as a result of the Alternative Site Layout would not be a significant adverse impact.

E.3.b.ii Taconic State Parkway, Traveling Southbound (Vantage Point 2)

From this Vantage Point the northern multifamily building of the Alternative Site Layout would be visible through the 150-foot-wide vegetated buffer in the leaf-off condition (see **Figure 17-10b**), as well as some of western most row of cottages. During the leaf-on condition, visibility of the buildings would likely be obscured. This is a similar condition to the existing condition, where one of the existing office buildings is visible through the vegetation in the leaf-off condition. For the Proposed Project, the western-most buildings would be visible through the vegetated buffer in the leaf-off condition.

In addition to the visual simulations, the Applicant prepared sectional diagrams that examine the potential for visibility of the Alternative Site Layout from the Taconic State Parkway (see **Figure 17-11**). As shown in those figures, the intervening wooded buffer between the Taconic State Parkway and the Alternative Site Layout, as well as the change in grade, significantly minimizes the potential visibility of the buildings from the Parkway. As shown, the buildings would be well below the tree line.

Therefore, although portions of the Alternative Site Layout would be visible from this Vantage Point, it would not be anticipated to significantly change or impact the views from passing drivers (especially at highway speeds). The Alternative Site Layout would therefore not have a significant adverse impact viewed from this Vantage Point.

E.3.b.iii U.S. Route 6 and East Main Street (Vantage Point 3)

The intersection of U.S. Route 6 and East Main Street is located southeast of the Project Site, at a lower elevation than the Project Site. Given the intervening topography and dense tree cover between this Vantage Point and the Project Site, there would be limited visibility of the Alternative Site Layout from this intersection (see **Figure 17-10c**). Specifically, in the leaf-off condition, a portion of the southernmost building may be visible through the dense tree, bush and vine cover, but the buildings would remain well below the tree line from this Vantage Point and, owing to their height and site location, would be much less visible than the buildings of the Proposed Project. In the leaf-on condition, the buildings would not be visible. Therefore, the Alternative Site Layout would not have a significant adverse impact viewed from this Vantage Point.

E.3.b.iv U.S. Route 6, Between Main Street and Lee Boulevard (Vantage Point 4)

This Vantage Point is located southeast of the Project Site, at a greater distance than Vantage Point 3, and is also at a lower elevation than that of the Project Site. Given the intervening topography and the tree cover on residential properties and the Project Site itself, together with the low-rise nature of this alternative, the proposed buildings would not be visible from this Vantage Point in the leaf-off condition (see **Figure 17-10d**). For the Proposed Project, there would be limited, if any, visibility of the buildings from this Vantage Point in the leaf-off condition. Therefore, the Alternative Site Layout would not have a significant adverse impact viewed from this Vantage Point.

E.3.b.v U.S. Route 6, Between Taconic State Parkway and Barger Street (Vantage Point 5)

From this Vantage Point, located southwest of the Project Site and the Taconic State Parkway, existing tree cover on the northern side of U.S. Route 6, along the eastern side of the Taconic State Parkway, and on the Project Site itself, would likely entirely occlude visibility of the buildings (see **Figure 17-10e**). As with the Proposed Project, from this Vantage Point, the top of the buildings would remain below the tree line and any visibility from this location would occur only in leaf-off condition, through dense vegetation. Therefore, the Alternative Site Layout would not have a significant adverse impact viewed from this Vantage Point.

E.3.b.vi Service Road for Town Golf Course (Vantage Point 6)

Portions of the southern multi-family building may be visible through intervening vegetation, in the leaf-off condition only, from this Vantage Point (see **Figure 17-10f**). Any visibility of the building would be minimal, and it would be less visible than the Proposed Project given that the building in this alternative is set back (i.e., to the north) much more than the Proposed Project. While this would raise the elevation of the building, as shown in the photosimulations, the Proposed Project's buildings would appear "taller" than those of the Alternative Site Layout. The top of the building would remain well below the tree line as viewed from this Vantage Point. Therefore, the Alternative Site Layout would not have a significant adverse impact viewed from this Vantage Point.

E.3.b.vii Donald J. Trump State Park (Indian Hill Section) (Vantage Point 7)

Donald J. Trump State Park is located to the east and northeast of the Project Site. As shown in **Figure 17-10g**, from trails within the State Park, the Alternative Site Layout would not be visible, owing to the thick vegetation throughout the State Park, and the intervening distance and topography. Therefore, the Alternative Site Layout would not have a significant adverse impact viewed from this Vantage Point.

E.3.b.viii Alternative Site Layout Landscaping Plan

The Applicant has developed a conceptual landscaping plan for the Alternative Site Layout (see **Figure 17-12a-g**), which would further reduce the potential for visual impacts. The landscaping plan is divided into seven different zones (see **Figure 17-12a**). As with the Proposed Project, each of this alternative's landscape zones seeks to complement the adjacent buildings and programmatic elements. The main boulevard and access drives throughout the Project Site would be lined with a variety of street trees, and at the main entrance to the site ornamental plantings would be used (see **Figure 17-12b**). Areas surrounding parking lots would include trees to provide shade, and shrubs and perennials to beautify and provide multi-season interest (see **Figure 17-12c**). The area around the multi-family buildings would be landscaped with small trees, shrubs, perennials and ornamental grasses, and plantings would enhance the building style and size while providing a sense of home (see **Figure 17-12d**). The central courtyard between the two multi-family buildings would have small ornamental trees that fit with the scale of the buildings and the amenities (see **Figure 17-12e**). In the Single-Family Cottages Zone there would be ornamental shrubs and evergreens to provide multi-season interest and screening, and small ornamental trees and perennials would be used as well (see **Figure 17-12f**). The bottom of the stormwater management basins would be planted with a wet grass seed mix that can be mowed, the sides would have shrubs, perennials, and ornamental grasses, and to screen the development from the Taconic State Parkway, evergreens, shade trees and large shrubs would be used (see **Figure 17-12g**).

As the landscaping plan would introduce various plantings throughout the Project Site, including different varieties of trees, shrubs, perennials, and grasses, and would enhance the vegetated buffer between the Project Site and the Taconic State Parkway, any potential impacts to visual and community character from the Alternative Site Layout would be further mitigated.

E.3.b.ix Alternative Site Layout Lighting Plan

The Applicant has developed a conceptual lighting plan for the Alternative Site Layout (see **Figure 17-13a-b**). For purpose of designing the lighting for the Alternative Site Layout, the Project Site has been divided into seven separate lighting zones, which align with the landscaping zones discussed above (see **Figure 17-12a**). As with the Proposed Project, lighting fixtures would utilize cut-off luminaires, be Dark-Sky compliant, and the distribution patterns would prevent light spillover onto adjacent properties to the maximum extent practicable. In addition, fixtures would utilize LED lighting to reduce energy usage and maintenance costs. The lighting design would be compliant with Chapter 200, "Outdoor Lighting," of the Town Code. The final lighting design would adhere to the best current practice in specifying light sources, spectra, glare reduction, and cut-off fixtures in order to reduce the effect

of lighting on residents and neighbors while meeting safety, security, and energy efficiency requirements.

The exact fixtures that would be used for this alternative have not been finalized; however, **Figure 17-13b** illustrates the types of fixtures that are being considered for each lighting zone. The Project Site driveway would feature architecturally distinct lighting to strengthen the boulevard character of the driveway. The light would be pole mounted 16 feet above the ground and placed every 50 to 60 feet. The multi-family buildings would provide light within the driveway and parking areas at similar light levels to the boulevard zone. However, the pole-mounted lights would be shorter, 12 to 14 feet in height, and spaced every 50 to 55 feet. Both zones would be controlled by a photocell that would activate the lights based on ambient light levels. The Project Site's walking paths, courtyard between the multi-family buildings, and entry plaza to the multi-family buildings would be lit with 12-foot-tall pole lights spaced 25 to 50 feet. The maximum light level immediately under the fixture would be 4 fc, with an average light level of 0.4 to 0.75 fc within this zone. Pathways would be lit with bollards that are three to four feet tall and that produce an average light level of 0.5 fc.

As the lighting plan would introduce Dark-Sky compliant lighting fixtures throughout the Project Site, and would comply with Town Code regulations relating to lighting, any potential impacts to visual and community character from the Alternative Site Layout would be further mitigated.

E.3.c. Mitigation

As with the Proposed Project, the Alternative Site Layout would result in a change to the visual character of the Project Site. However, the Alternative Site Layout would result in less development on the Project Site than the Proposed Project, and the proposed multi-family buildings would be set back (i.e., to the north) further than those of the Proposed Project. This alternative has been designed to respect the community's planning goals, be consistent with surrounding land uses, and minimize adverse impacts to views of the Project Site from nearby neighborhoods and public areas. With the inclusion of landscaping, and the preservation of existing tree coverage, including the vegetated buffer between the Taconic State Parkway and the Alternative Site Layout, as well as the installation of Dark-Sky compliant lighting fixtures, tailored to different areas of the Project Site, no additional mitigation measures are proposed.

E.4. CULTURAL RESOURCES

E.4.a. Existing Conditions

As detailed in Chapter 4, "Cultural Resources," there are no properties that are listed on or determined eligible for listing on the State or National Register of Historic Places (S/NR) on the Project Site. Two historic properties were identified in the vicinity of the Project Site (Hyatt House on Old Route 6 and the Taconic State Parkway). Regarding archeological resources, a Phase 1A Archaeological Documentary Study ("Phase 1A Study") was prepared for the Project Site.

E.4.b. Potential Impacts

As is the case with the Proposed Project, the Alternative Site Layout would have no adverse impacts on adjacent historic resources (i.e., the Hyatt House and the Taconic State Parkway). The Alternative Site Layout would retain the vegetated and wooded buffers between the developed portions of the Project Site and the adjacent historic resources, and the proposed buildings would be well below the tree line.

The Phase 1A Study recommended Phase 1B archaeological testing in certain areas of the Project Site that would be disturbed with new development. While the Alternative Site Layout would require less disturbance in the northern portion of the Project Site than the Proposed Project, some disturbance to areas identified in the Phase 1A Study would be required. Phase 1B archaeological testing includes conducting test pits within areas of potential disturbance to determine the presence or absence of significant archaeological resources. The testing would be designed to confirm the presence or absence of precontact archaeological resources within areas of the Project Site that would be disturbed by development.

E.4.c. Mitigation

The Alternative Site Layout would result in less disturbance in the northern portion of the Project Site that the Proposed Project. With the completion of the Phase 1B archaeological testing and any subsequent archaeological investigations that may become necessary, and continued consultation and coordination with the New York State Office of Parks, Recreation, and Historic Preservation during all phases of archaeological work, the Alternative Site Layout would not result in an adverse impact on archaeological resources.

E.5. GEOLOGY, SOILS, AND TOPOGRAPHY

E.5.a. Existing Conditions

The Project Site's existing geology, soils, and slopes are described in detail in Chapter 5, "Geology, Soils and Topography. Approximately 10.74 acres of the Project Site have been previously disturbed to accommodate the current commercial office use. Portions of areas that were previously disturbed (e.g., parking lots, roads) would be disturbed as part of this alternative.

E.5.b. Potential Impacts

Approximately 8.65 acres would be disturbed during construction of the Alternative Site Layout, which is less than the 20.29 acres that would be disturbed to develop the Proposed Project. Much of the disturbance would occur within the area of the Project Site previously disturbed to construct the existing office campus. Steep slope disturbance for the Alternative Site Layout would be less than for the Proposed Project, as detailed in **Table 17-11**.

Table 17-11
Alternative Site Layout – Slope Disturbance

Slope Grade	Disturbance Area – Proposed Project (acres)	Disturbance Area – Alternative Site Layout (acres)
0% to 10%	7.39	3.21
10% to 15%	4.35	2.35
Greater than 15%	8.55	3.09
Total	**20.29**	**8.65**

Source: Site Design Consultants

The estimated earthwork for the Alternative Site Layout would be approximately 28,770 cubic yards of material excavated from the Project Site (i.e., "cut") with approximately 19,855 cubic yards of fill material needed, resulting in a net cut of 8,915 cubic yards (significantly less than the net cut of 81,836 cubic yards required for the Proposed Project). If all of the net cut material were removed from the Project Site, approximately 496 truck trips would be required (compared to 4,546 for the Proposed Project), based on 18 cubic yards per truck. These trips would spread out over the Alternative Site Layout's construction, such that the number of truck trips per day would be reduced to a level that would not affect traffic operations. Earthwork would be conducted pursuant to an excavation and regrading permit pursuant to Chapter 248, "Stormwater Management and Erosion and Sediment Control," of the Town Code.

E.5.c. Mitigation

Measures to mitigate potential impacts to geology, soils, and topography are included in the Alternative Site Layout. As with the Proposed Project, during the construction phase, a Soil Erosion and Sediment Control Plan would be implemented to mitigate potential soil erosion impacts. The Alternative Site Layout would be anticipated to require the removal of approximately 8,915 cubic yards of cut material from the Project Site. However, final grading of the Alternative Site Layout, which would occur during the site plan review phase, would be anticipated to reduce this amount by refining the grading and building plans to better balance the cut and fill. Finally, a SWPPP would be prepared to manage stormwater runoff after the Alternative Site Layout has been completed. With the implementation of these measures, no significant adverse impacts to geology, soils, or topography would be anticipated as a result of the Alternative Site Layout.

E.6. ECOLOGICAL RESOURCES

E.6.a. Existing Conditions

A detailed discussion of existing ecological conditions on the Project Site and in the surrounding area is provided in Chapter 6, "Ecological Resources," and representative photographs of existing conditions on the Project Site are provided in Figures 6-3 and 6-4.

E.6.b. Potential Impacts

For the same reasons as discussed in Chapter 6, "Ecological Resources," the Alternative Site Layout would not result in impacts to groundwater resources,

would not result in significant changes to flood hazards within the ER Study Area, would not result in significant adverse impacts to wetland and surface water resources, and would not result in impacts to local wildlife populations.

The Alternative Site Layout would require the removal of trees that are protected under Chapter 270 of the Town Code (see Sheets C-107.1B, C-107.2, and C-107.3 in **Appendix I**). This alternative would require the removal of 651 trees, consisting of 500 Protected Trees, 87 Specimen Trees, and 64 dead or dying trees, which would be less than half the number of trees that would be removed (1,320) to develop the Proposed Project (see **Table 17-12**).

Table 17-12
Alternative Site Layout - Tree Removal Quantities

Tree Type or Condition	Total Diameter	Number of Trees To Be Removed	Total Number of Regulated Trees To Be Removed
Protected	6,059	500	**587**
Specimen	2,394	87	
Invasive	--	--	**64**
Dead/Dying	--	64	
			651
Sources: Site Design Consultants; Dynamic Survey			

The Alternative Site Layout would result in the clearing of approximately 7.79 acres of upland forest (less than the 11.65 acres that would be cleared for the Proposed Project) (see **Table 17-13**). Approximately 18.86 acres of forest would remain on the Project Site, which is 3.66 acres more than with the Proposed Project. The Alternative Site Layout would result in approximately 7.5 acres of impervious surfaces on the Project Site, which is nearly two acres less than with the Proposed Project (i.e., 9.3 acres).

Table 17-13
Alternative Site Layout – Land Use Impacts

Land Use or Covertypes	Existing Acreage	Change in Acreage	Acreage with Alternative Site Layout	Acreage with Proposed Project
Roads, buildings, and other paved or impervious surfaces	5.20	+2.3	7.5	9.3
Forested	26.85	-7.79	18.86	15.2
Meadows, grasslands, or brushlands	3.45	+5.69	9.14	11.0
Source: Site Design Consultants				

Construction activities would result in direct impacts through vegetation clearance, and indirect impacts of increased noise and human activity to the area. As with the Proposed Project, given there is abundant similar forested habitat in the surrounding area, any temporary impacts to the Project Site would not adversely affect the overall ecological communities of the region. While the permanent loss of approximately 7.79 acres of forested habitat would permanently alter the composition of ecological communities due to disruption of the contiguous nature of the habitats, the ecological communities present within the ER Study Area are not unique within the greater area. As with the Proposed

Project, a loss of approximately 7.79 acres of edge habitat in an already developed site is relatively minor considering there is more than 400 acres of comparable, contiguous forest that will remain in the vicinity of the Project Site (in Donald J. Trump State Park, proximate to the Project Site).

E.6.c. Mitigation

As development of the Alternative Site Layout would require the removal of regulated trees on the Project Site, the following mitigation measures (in compliance with Chapter 270 of the Town Code) would be implemented:

- Throughout the Project Site there would be extensive native plantings of the deciduous, conifers, shrubs, and herbaceous type. The quantities of the various species to be planted would be confirmed during the site plan review phase.
- The Project would remove invasive species and vines, as well as tree litter from dead and fallen limbs, trees, and roots within the area of the Project Site to be disturbed.
- A tree plan would be prepared. Protection of trees during construction using methods identified in the final construction plan would be undertaken. Areas of existing vegetation and tree buffers would be preserved.
- As noted in the conceptual landscaping plan prepared for this alternative, conifers would be planted to provide visual screening.
- This alternative would implement stormwater management measures to minimize erosion and flooding.
- Trees would be donated to the Town nursery stock at Willow Park.
- This alternative would implement Best Management Practices for the protection of root zones of trees and shrubs on the fringe of the construction disturbance.

E.7. SOCIOECONOMIC AND FISCAL IMPACTS

E.7.a. Existing Conditions

As detailed in Chapter 7, "Socioeconomic and Fiscal Impacts," in 2023 the Project Site generated approximately $270,670 dollars in property taxes, including approximately $29,831 in annual property taxes for the Town, as well as $24,149 for Westchester County and $189,718 for the Lakeland Central School District.

E.7.b. Economic and Fiscal Benefits

E.7.b.i Construction Benefits

As discussed in Chapter 7, "Socioeconomic and Fiscal Impacts," AKRF modeled the construction expenditure by construction sector in the IMPLAN model to estimate the direct, indirect, and induced economic and fiscal benefits of construction by region. Construction of the Alternative Site Layout would support approximately 367 person-years of employment over the 30-month construction period (see **Table 17-14**). Direct on-Site jobs would include construction managers and workers.

The construction phase would be anticipated to generate approximately 484 workers in New York State, including 44 indirect and 73 induced workers. Indirect employment includes jobs in industries that would support the construction, such as architecture, engineering, and legal services, while induced employment includes jobs in industries supported by increased worker spending, such as healthcare and personal care services.

Table 17-14
Estimated Construction Benefits

	Town of Yorktown[1]	Westchester County[2]	New York State[2]
Employment (Person-Years)[3]			
Direct	367	367	367
Indirect	2	37	44
Induced	0	49	73
Total	369	453	484
Labor Income[4] (millions of 2023 dollars)			
Direct	$38.41	$38.41	$38.41
Indirect	$0.10	$2.82	$3.47
Induced	$0.03	$4.51	$6.71
Total	$38.54	$45.74	$48.59
Output[5] (millions of 2023 dollars)			
Direct	$64.13	$64.13	$64.13
Indirect	$0.27	$7.51	$9.65
Induced	$0.08	$12.07	$18.05
Total	$64.48	$83.71	$91.83

Notes:
[1] For purposes of this analysis, the Town of Yorktown is comprised of four ZIP Codes: 10535, 10547, 10588, and 10598.
[2] Westchester County estimates include the Town of Yorktown and New York State estimates include Westchester County.
[3] IMPLAN reports employment in full- and part-time jobs. AKRF converted employment to person-years. One person-year is the equivalent of one person working full-time for a year, or the equivalent of 2,080 hours.
[4] Labor income includes employee compensation and proprietor income.
[5] Output is the total value of industry production and is inclusive of all taxes.
Sources: 2022 IMPLAN model and AKRF, January 2024.

The employment generated by construction of the Alternative Site Layout would result in labor income for the Town, County, and State. Direct labor income is estimated to be approximately $38.41 million. Including indirect and induced employment activity, the total labor income generated by construction of the Alternative Site Layout would be $38.54 million in the Town, $45.74 million in Westchester County, and $48.59 million in New York State.

Construction of the Alternative Site Layout would generate approximately $64 million in direct economic output. Including indirect and induced economic activity, the Alternative Site Layout's construction would generate approximately $64.58 million in total economic output for the Town, $83.71 million for Westchester County, and $91.83 million for New York State. The Proposed Project would contain more dwelling

units and approximately two times the floor area of the Alternative Site Layout, and the construction costs of the Proposed Project would be greater than the Alternative Site Layout. Thus, the benefits associated with the construction of the Proposed Project would be higher than those of the Alternative Site Layout.

E.7.b.i Annual Operations Benefits

The Alternative Site Layout would support on-site residential building service employment. AKRF used industry standard employment ratios to estimate the number of jobs directly supported by the 185 units and modeled the direct jobs through IMPLAN. Once completed and fully tenanted, the Alternative Site Layout would support approximately 10 total jobs across New York State, including 9 full- and part-time jobs in Westchester County, and 7 full- and part-time jobs in the Town (see **Table 17-15**). The Alternative Site Layout's employment would support approximately $317,000 in total annual labor income in the Town, ultimately producing a total of $507,300 in Westchester County and $554,600 in New York State. Owing to the reduced size of the development program, the annual economic impact of the Alternative Site Layout would be less than that of the Proposed Project.

Table 17-15
Estimated Annual Operational Benefits

	Town of Yorktown[1]	Westchester County[2]	New York State[2]
Employment (Full- and Part-Time Jobs)			
Direct[3]	7	7	7
Indirect	0	1	2
Induced	0	1	1
Total	7	9	10
Labor Income[4] (in 2023 dollars)			
Direct	$315,000	$315,000	$315,000
Indirect	$2,200	$137,700	$157,400
Induced	$200	$54,600	$82,200
Total	$317,400	$507,300	$554,600
Output[5] (in 2023 dollars)			
Direct	$861,800	$861,800	$861,800
Indirect	$5,800	$325,300	$379,600
Induced	$600	$145,900	$220,900
Total	$868,200	$1,333,000	$1,462,300

Notes:
Totals may not sum due to rounding.
[1] For the purposes of this analysis, the Town of Yorktown is comprised of four ZIP Codes: 10535, 10547, 10588, and 10598.
[2] Westchester County estimates include the Town of Yorktown and New York State estimates include Westchester County.
[3] Direct jobs include all employment affiliated with on-site residential operations and management, including parking operations.
[4] Labor income includes employee compensation and proprietor income.
[5] Output is the total value of industry production and is inclusive of all taxes.
Sources: 2022 IMPLAN model and AKRF, June 2024.

E.7.b.ii Residential Spending

As described in Chapter 7, "Socioeconomic and Fiscal Impacts," AKRF modeled the anticipated economic benefits from annual residential spending. The Alternative Site Layout would support approximately two additional jobs through induced residential spending, which in turn would produce approximately $116,000 in labor income and approximately $328,000 in economic output in the Town (see **Table 17-16**). The local spending generated by the residents would provide economic activity and support to local businesses in the area.

Table 17-16
Annual Economic Benefits of Resident Spending

	Town of Yorktown[1]	Westchester County[2]	New York State[2]
Employment (Full- and Part-Time Jobs)			
Induced	2	2	2
Total	2	2	2
Labor Income[3] (2023 dollars)			
Induced	$116,157	$132,571	$138,532
Total	**$116,157**	**$132,571**	**$138,532**
Output[4] (2023 dollars)			
Induced	$327,688	$371,543	$387,756
Total	**$327,688**	**$371,543**	**$387,756**

Notes:
[1] For the purposes of this analysis, the Town of Yorktown is comprised of four ZIP Codes: 10535, 10547, 10588, and 10598.
[2] Westchester County estimates include the Town of Yorktown and New York State estimates include Westchester County.
[3] Labor income includes employee compensation and proprietor income.
[4] Output is the total value of industry production and is inclusive of all taxes. For service sector industries, output is total sales; for retail industries, output is gross margin.
Sources: 2022 IMPLAN model and AKRF, January 2024.

E.7.c. Municipal Fiscal Assessment

The Town of Yorktown Tax Assessor, based on information provided by the Applicant, estimated the taxable assessed value of the Alternative Site Layout upon stabilization to be $894,250, which would equate to a full market value of $51,990,000 (see **Appendix D**). Based on the assessed value, upon full stabilization, the Alternative Site Layout would be anticipated to generate approximately $1,344,634 in property tax revenue per year (see **Table 17-17**). The Proposed Project would be anticipated to generate more property tax revenue per year ($1,817,067) than the Alternative Site Layout (see Chapter 8, Table 7-18, "Socioeconomic and Fiscal Impacts").

Table 17-17
Projected Annual Property Tax Revenues for Alternative Site Layout

Taxing Jurisdiction	Tax Rate per $1,000 of Assessed Value	Taxable Assessed Value	Property Taxes
Westchester County	134.16	$894,250	$119,973
Town of Yorktown	165.73		$148,203
Advanced Life Support	5.46		$4,883
Lake Mohegan Fire District	81.22		$72,631
Westchester County Peekskill Sewer District	32.63		$29,179
Westchester County Garbage	16.30		$14,576
Yorktown Consolidated Water	14.14		$12,645
Osceola Lateral Sewage Operating	16.97	1.00	$17
Lakeland Central School District	1,053.99	$894,250	$942,528
Total Property Taxes			**$1,344,634**

Note: Numbers may not add due to rounding.
Source: Tax rates from Westchestergov.com

E.7.d. Mitigation

The Alternative Site Layout would not result in a significant adverse socioeconomic or fiscal impact. The Alternative Site Layout would provide much needed age-restricted housing, and demographic and economic trends support the development of the Alternative Site Layout. The Alternative Site Layout would generate $1,073,965 more in property taxes per year, including an additional $118,372 to the Town and an additional $752,810 to the School District, than currently generated by the Project Site. It is noted that while the tax revenue generated for the School District would increase, there would be no accompanying increase in costs to the District as a result of the age-restricted residence of the Alternative Site Layout.

E.8. COMMUNITY FACILITIES

E.8.a. Existing Conditions

As discussed in Chapter 8, "Community Facilities," the Project Site is served by the Town of Yorktown Police Department, the Lake Mohegan Fire District, and the Mohegan Volunteer Ambulance Corps. There are a variety of recreational facilities proximate to the Project Site, including Donald J. Trump State Park. Presently, the Project Site uses private carting services.

E.8.b. Potential Impacts

The Alternative Site Layous is anticipated to increase the population of the Town by approximately 226 residents (see **Table 17-18**). If all of these residents were new to the Town, the population of the Town would increase by approximately 0.62 percent, based on the Town's 2021 population of 36,424.[6]

[6] U.S. Census American Community Survey, 2017–2021 ACS 5-Year Estimates.

Table 17-18
Alternative Site Layout – Resident Population Projections

Residence Type	Number of Units	Multiplier	Projected Population
1-Bedroom Apartment (age-restricted)	71	1.20	85.2
2-Bedroom Apartment (age-restricted)	94	1.20	112.8
2-Bedroom Cottage (age-restricted)	20	1.39	27.8
Total	**185**	**--**	**225.8**

Note: Rutgers multiplies for age-restricted housing do not differentiate based on bedroom count, thus the multiplier is the same (1.20) for the 1-bedroom and 2-bedroom apartments in the multi-family building.
Sources: *Who Lives in New Jersey Housing? New Jersey Demographic Multipliers, The Profile of Occupants of Residential and Nonresidential Development*, Rutgers University, Center for Urban Policy Research, November 2006. Table II-F-1. *Available at* https://bloustein.rutgers.edu/wp-content/uploads/2015/03/NJDM.pdf

As this alternative would generate a smaller population of new residents (226) than the Proposed Project (310), it would be anticipated to have less impact on the provision of emergency services than the Proposed Project.

The projected quantities of police personnel, equipment, and facilities attributable to the Proposed Project's population (conservatively not taking into account the existing demand of the Project Site) are presented in **Table 17-19**. As discussed in Chapter 8, "Community Facilities," the Town Police Chief indicated that based on his experience, age-restricted communities may generate a greater per capita demand for police services, owing to the "aided type calls for service" received from such developments. Therefore, the Alternative Site Layout's demand for police services would likely be slightly higher than the average residential demand presented below. Even so, the marginal increase in the demand for police services as a result of the Alternative Site Layout would not be anticipated to require a significant increase in Police Department resources.

Table 17-19
Alternative Site Layout – Projected Police Service Level

Police Service	Multiplier	Estimated Population	Projected Service Level
Personnel	2/1,000 population	226	0.45 police personnel
Vehicles	0.6/1,000 population	226	0.136 vehicles
Facilities	200 sf/1,000 population	226	45.2 sf of facility space

Sources: Model Factors for Social Impact Analysis (Police), Development Impact Assessment Handbook, ULI, 1994.

Regarding fire protection services, based on the number of calls for service generated by the Trump Park Residences of approximately 0.18 calls per unit per year, and adjusting for the number of residential units of the Alternative Site Layout (185), the Lake Mohegan Fire Department would likely respond to the Alternative Site Layout approximately 33 times each year; or approximately two to three calls per month.

As with police and fire services, this alternative would be anticipated to result in an increased demand for EMS services as compared to the demand of the existing office use. Similarly, given that this alternative is an age-restricted (55+) residential community, it is likely that its demand, while less than a comparably

sized assisted-living facility, would be higher than a non-age restricted residential community. As the anticipated population of this alternative would be 226 residents (compared to 310 for the Proposed Project), this alternative would generate less demand for EMS services than the Proposed Project.

This alternative is anticipated to have a population of approximately 226 residents upon completion (less than under the Proposed Project), which is less than one percent of the Town's existing population. Therefore, as with the Proposed Project, while some additional demand on the Town's existing recreational resources may result, it is anticipated that the small incremental demand attributable to the Alternative Site Layout would be able to be accommodated within the Town's existing resources.

With an estimated population of 226 residents, it is anticipated the Alternative Site Layout would generate approximately 1.92 tons of solid waste per week (less than the 2.64 tons that would be generated by the Proposed Project).[7] Waste and recycling generated by this alternative would be collected by a private carting company contracted directly with the property management. Residents would be responsible for taking their solid waste and recycling to collection rooms within the multi-family buildings, or, for those residing in the cottages, placing it outside the building for curbside pick-up on collection days.

E.8.c. Mitigation Measures

The Alternative Site Layout would not be anticipated to have a significant adverse impact on the provision of community services or on community facilities in the Town. This alternative would not be anticipated to result in a significant increase in demand for emergency services (e.g., police, fire, and EMS). This is true despite the fact that this alternative's demand for emergency services may be somewhat greater than a comparably sized non-age restricted development. It is anticipated that emergency service providers would be able to adequately serve the residents and that any incremental costs incurred by the providers would be offset by the anticipated increase in tax revenue to the various taxing jurisdictions (which could be used to purchase new equipment or hire additional staff). In addition, this alternative would not represent a unique construction or occupancy type in the Town and measures to mitigate the increased demand for emergency services, such as sprinklers throughout the buildings, fire hydrants, and on-site security systems, would be included.

Furthermore, this alternative would set aside sufficient open and recreational space on the Project Site to serve the needs of the residents, and solid waste and recycling would be handled by private haulers and disposed of at appropriately licensed facilities.

E.9. WATER AND WASTEWATER

The Alternative Site Layout would be anticipated to generate water demand of 32,890 gallons per day (gpd) (see **Table 17-20**), which is less than the 47,690 gpd estimated for

[7] *CEQR Technical Manual* (https://www.nyc.gov/assets/oec/technical-manual/14_Solid_Waste_2021.pdf). An individual resident would be anticipated to generate 17 pounds (0.0085 tons) of solid waste per week.

the Proposed Project. As is the case with the Proposed Project, the public water system serving the Project Site would have adequate pressure and capacity to serve the Alternative Site Layout. The sanitary pump station serving the Project Site would likely need to be replaced to service the increased flow generated by the Alternative Site Layout, as is the case with the Proposed Project.

Table 17-20
Estimated Water/Sanitary Generation

Unit Type	Number of Units	Water Usage in Gallons Per Day per Unit	Total Gallons Per Day
1 Bedroom	71	110	7,810
2 Bedroom	114	220	25,080
Total	**--**	**--**	**32,890**

Sources: New York State Design Standards for Intermediate Sized Wastewater Treatment Systems, NYSDEC, March 4, 2014

E.10. STORMWATER MANAGEMENT

E.10.a. Existing Conditions

Existing and proposed stormwater conditions and calculations have been summarized based on data included within the "Preliminary Stormwater Management Plan" (SWPPP) prepared by the Applicant's engineer Site Design Consultants and dated January 22, 2024 (see **Appendix E**).

The Project Site is presently developed with existing stormwater management practices that serve the existing improvements on the Project Site. Surface runoff from most of the existing impervious areas including the buildings, parking, and roadways as well as adjoining areas is collected and transported to the existing stormwater management basins where the runoff receives water quality treatment and attenuation. For a more detailed discussing of existing conditions on the Project Site, refer to Chapter 10, "Stormwater Management."

E.10.b. Potential Impacts

A hydraulic analysis was conducted for the Alternative Site Layout to determine the expected runoff depth for each storm event. The results of the analysis were used to calculate the stormwater management practices sizes required for each Drainage Area. The contributing watersheds are shown on Sheet WS-1 (see **Appendix I**).

The analysis compares two drainage areas, P-DA-1 and P-DA-2, to their condition in the pre-development condition. Surface runoff from P-DA-1 would flow unhindered following the natural drainage patterns until it reaches the development area and is piped to an infiltration basin that would provide for Runoff Reduction volume, Water Quality treatment for the full 90 percent storm event, and attenuation up to the 100-year storm event. P-DA-2 would be directed to the stormwater management system which consists of Pocket Wetland basins that would provide for Water Quality treatment and attenuation up to the 100-year storm event. The hydrologic analysis assumes that full soil restoration as required in Chapter 5 (Table 5.3) of SMDM would be implemented.

With the implementation of the stormwater management practices proposed in the SWPPP, the Alternative Site Layout would reduce the peak runoff rate for all storms at both design points, with one exception (see **Tables 17-21 and 17-22**). A slight increase for the 100-year storm event is shown, but this increase is relatively insignificant, can be attributed to rounding in the analysis, and is well within acceptable ranges.

For both the Alternative Site Layout and the Proposed Project, there would be a reduction in peak runoff rates at Design Point 1. At Design Point 2, based on the development of preliminary stormwater practices, and as described in further detail in Chapter 10, "Stormwater Management," while the Alternative Site Layout would reduce runoff rates for all storms except the 100-year, the Proposed Project would result in an increase in peak runoff rates for all storms, and would not meet stormwater quality goals.

Table 17-21
Design Point 1 – Proposed Peak Runoff Rates

Storm Recurrence Interval	Pre-Development Peak Flow (cfs)	Post-Development Peak Flow (cfs)	Net Change of Peak Flow (cfs)	Percent Reduction
1	5.81	2.28	-3.53	61%
2	7.94	4.09	-3.85	48%
10	15.86	11.8	-4.06	26%
25	22.78	18.81	-3.97	17%
100	36.52	31.81	-4.71	13%

Note: cfs = cubic feet per second
Source: SDC

Table 17-22
Design Point 2 – Proposed Peak Runoff Rates

Storm Recurrence Interval	Pre-Development Peak Flow (cfs)	Post-Development Peak Flow (cfs)	Net Change of Peak Flow (cfs)	Percent Reduction
1	3.09	2.24	-0.85	28%
2	4.27	3.30	-0.97	23%
10	8.15	7.12	-1.03	13%
25	11.98	10.66	-1.32	11%
100	18.58	18.82	0.24	-1%*

Notes:
cfs = cubic feet per second
* A slight increase for the 100-year storm event is shown, but this is relatively insignificant, can be attributed to rounding in the analysis, and is well within acceptable ranges.
Source: SDC

E.10.c. Mitigation

The Alternative Site Layout would use a variety of practices to enhance stormwater quality and reduce peak rates of runoff associated with this alternative. The SWPPP includes anticipated soil erosion and sediment controls (SESCs), which would mitigate the potential adverse impact from stormwater runoff during construction of the Alternative Site Layout. Temporary control measures and facilities would include silt fences, interceptor swales, stabilized construction entrances, temporary seeding, mulching, and sediment traps.

Throughout construction, temporary sediment and erosion control measures would be inspected and maintained as appropriate. Toward the completion of construction of, permanent sediment and erosion control measures would be developed for long-term erosion protection.

With the implementation of the SWPPP and proposed stormwater management facilities, as discussed above, runoff rates would be reduced in all the analyzed storms compared to the existing condition, with the one exception described above. As such, stormwater runoff from the Alternative Site Layout would not be anticipated to result in a significant adverse impact.

E.11. USE AND CONSERVATION OF ENERGY

E.11.a. Existing Conditions

As discussed in Chapter 11, "Use and Conversation of Energy," the Project Site is currently supplied electricity from Consolidated Edison Company of New York (Con Ed). There is no gas service on the Project Site, however, a Con Ed gas line is located 800 feet from the southern portion of the Project Site, underneath East Main Street.

E.11.b. Potential Impacts

As with the Proposed Project, the Alternative Site Layout would be served by a new electric distribution system on the Project Site and may also be served by natural gas.

The Alternative Site Layout would utilize the existing tap box on the Project Site to supply electricity to pad-mounted transformers on the multi-family buildings, and each of the six cottage buildings.[8] The multi-family buildings would have the main electrical service rooms on the basement or ground floor levels, with multi-meter bank assemblies located in metering closets on each of the residential floors. An emergency generator would supply each multifamily building's emergency/standby power. The generators could either be powered by natural gas from Con Ed or by diesel fuel oil stored in sub-base fuel tanks beneath the generators. Each cottage would have a multi-meter bank assembly on its exterior. The electric loads estimated to serve this alternative are summarized in **Table 17-23** and detailed in **Appendix F**.

The Applicant has not yet determined whether the buildings' HVAC systems would be electric- or natural gas-powered systems. Therefore, the Applicant requested information from Con Ed regarding the on- and off-site improvements that would be required in both an all-electric and a natural gas scenario. As noted in **Appendix F**, Con Ed determined for the all-electric scenario, it would re-use the existing pole and T-tap box on the Project Site to serve the new development, and that there would be no off-site improvements required.

With respect to the scenario in which cooking and heating were fueled by natural gas, Con Ed determined that the existing four-inch-high pressure polyethylene

[8] While there will be 20 "cottage" dwelling units, they will be constructed in four groupings of four dwelling units, and two groupings of two dwelling units. As a result, Stantec performed calculations for the six groupings (buildings).

(HPPE) gas main in East Main Street would need to be extended approximately 800 feet down East Main Street to the Project Site. From there, the Applicant would need to install a two-inch HPPE gas service line from the property line into the Project Site. The Applicant would be required to pay for all but 100 feet of the gas main extension.

Table 17-23
Alternative Site Layout – Energy Loads

Building	Electrical Load (kW)		Gas Load (CFH)
	Connected	NEC Demand	
North	8,613.2	2,055.5	16,072
South	8,311.9	1,842.3	15,442
Cottages (x6)	1,199.6	455.8	4,560
Total	**18,124.7**	**4,353.6**	**36,074**
Source: Stantec Electric and Gas Load Summary (**Appendix F**)			

E.11.c. Mitigation Measures

The Alternative Site Layout, as is the case with the Proposed Project, would include various energy conservation measures, including the use of LED interior and exterior lighting, right-sized HVAC systems, and the use of activity-sensing and photovoltaic sensing lighting controls, where appropriate. The buildings would be insulated in accordance with all applicable building and conservation codes, including the use of insulated windows. The Applicant would also undertake a post-approval feasibility study to determine if solar power could be utilized. The Proposed Project would include Electric Vehicle (EV) chargers at various locations within the Project Site.

With the inclusion of these measures, as well as the measures required by Con Ed, the Alternative Site Layout would not be anticipated to have a significant adverse impact on electric or natural gas services.

E.12. TRAFFIC AND TRANSPORTATION

A detailed analysis of the potential effects of the Alternative Site Layout on the transportation system in the Traffic Study Area was undertaken for this alternative, consistent with the methodology utilized for the Proposed Project.

E.12.a. Trip Generation

The number of trips that would be generated by the Alternative Site Layout was estimated using data from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* for the maximum of the roadway peak. The Alternative Site Layout would result in 90, 111, and 60 total vehicle trips during the Weekday AM, Weekday PM, and Saturday Midday peak hours, respectively, as shown in **Table 17-24**, which is less than the 108, 128, and 80 respective peak hour trips estimated for the Proposed Project.

Table 17-24
Alternative Site Layout – Trip Generation Summary

Building Component	Size	Peak Hour	Trips In	Trips Out	Trips Total
Senior Adult Housing – Villas, Flats, Apartments[1]	165 units	AM	22	26	48
		PM	27	23	50
		Sat	29	24	53
Senior Adult Housing – Townhomes[2]	20 Units	AM	18	24	42
		PM	34	27	61
		Sat	4	3	7
Total Weekday AM Peak Hour Trips			40	50	90
Total Weekday PM Peak Hour Trips			61	50	111
Total Saturday Midday Peak Hour Trips			33	27	60

Notes:
[1] ITE Land Use Code 252 – Senior Adult Housing – Multifamily
AM peak hour of generator rate: 0.29 trips per unit, 45% entering, 55% exiting
PM peak hour of generator rate: 0.30 trips per unit, 54% entering, 46% exiting
Sat peak hour of generator rate: 0.32 trips per unit, 54% entering, 46% exiting
[2] ITE Land Use Code 251 – Senior Adult Housing – Single-Family
AM peak hour of generator equation: T=0.26(X)+37.15, 43% entering, 57% exiting
PM peak hour of generator equation: T=0.26(X)+55.39, 56% entering, 44% exiting
Sat peak hour of generator equation: Ln(T)=0.90 Ln(X)-0.72, 50% entering, 50% exiting

E.12.b. Trip Distribution and Assignment

Vehicle trips generated by the Alternative Site Layout were distributed using the same entering and exiting percentages used for the Proposed Project (see Figure 12-5). **Figure 17-14** presents the trip assignments and project-generated trips for the Alternative Site Layout.

E.12.c. Intersection Level of Service Conditions

Vehicle trips assignments for the Alternative Site Layout were added to the "No Action" condition traffic volumes to estimate the "Alternative Site Layout Condition" traffic volumes for the Weekday AM, Weekday PM, and Saturday Midday peak hours (see **Figure 17-15**). LOS results for the Traffic Study Area intersections, comparing the No Action condition to the Alternative Site Layout Condition are detailed in **Table 17-25**, at the end of this chapter. Synchro 11 outputs for the Alternative Site Layout Condition are provided in **Appendix G**.

As described in Chapter 12, "Traffic and Transportation," LOS D operations during peak hours are generally considered to be acceptable operating conditions for signalized and unsignalized intersections. For the analysis of this alternative, traffic impacts are the same as defined in Chapter 12, "Traffic and Transportation": (1) a change in LOS D or better to LOS E or F; (2) a change from LOS E to LOS F; or (3) an increase of 10 percent or greater in traffic volumes for LOS F. The impact criteria are applied to the lane group LOS for signalized intersections and approach/movement group LOS for unsignalized intersections.

The Alternative Site Layout Condition would result in an impact at the following location:

- East Main Street and U.S. Route 6

- Southbound left turn/through/right turn movement – Weekday AM peak hour (increase of 10 percent or greater in traffic volumes for LOS F).

The Proposed Project results in impacts to traffic during the Weekday AM, Weekday PM, and Saturday Midday peak hours due to an increase of 10 percent or greater in traffic volumes at the eastbound left turn movement. Because the Alternative Site Layout generates fewer peak hour vehicle trips, this alternative is projected to only have one impact during the Weekday AM peak hour compared to the Proposed Project which is projected to have two impacts during the Weekday AM peak hour, one impact during the Weekday PM peak hour, and one impact during the Saturday Midday peak hour.

E.12.d. Mitigation Measures

The Alternative Site Layout would impact the East Main Street and U.S. Route 6 intersections during the Weekday AM and PM peak hours, whereas the Proposed Project would have impacts to the intersection during all analyzed peak hours.

To mitigate the potential impacts of the Alternative Site Layout, the same mitigation measures that are proposed for the Proposed Project would be proposed. These mitigation measures are as follows:

- Extend eastbound left turn lane to 300 feet.
- Signalize East Main Street and U.S. Route 6 and East Main Street and Old Route 6 intersections.
- Add northbound right turn lane at the Old Route 6 and East Main St intersection.
- Restrict southbound left turn at East Main Street and U.S. Route 6

With the implementation of these mitigation measures, which are subject to review and approval by the Town and NYSDOT, project-related significant adverse traffic impacts would be fully mitigated and all lane groups for the impacted intersection would operate an acceptable LOS D, or better. **Table 17-26**, at the end of this chapter, presents a comparison of the No Action condition, Alternative Site Layout Condition, and Alternative Site Layout Condition *with mitigation*. Synchro 11 outputs for the Alternative Site Layout Condition with mitigation are provided in **Appendix G**.

E.13. AIR QUALITY

E.13.a. Existing Conditions

A discussion of existing air quality conditions is provided in Chapter 13, "Air Quality."

E.13.b. Potential Impacts

As discussed above, the Alternative Site Layout would generate fewer vehicle trips than the Proposed Project. As the traffic associated with the Proposed Project would not have a significant adverse air quality impact, and the Alternative Site Layout would generate fewer vehicle trips, the traffic associated with the Alternative Site Layout would not have a significant air quality impact.

The Alternative Site Layout would also result in less overall development (less residential square footage) on the Project Site when compared to the Proposed Project. The Alternative Site Layout's proposed multi-family buildings were assessed using the screening procedures described the *CEQR Technical Manual* and used in Chapter 13, "Air Quality." Both buildings would be taller than the existing buildings within 400 feet (the maximum screening distance). Therefore, the screening analysis of this alternative conservatively analyzed the potential for air quality impacts at a distance of 400 feet from the combined size of these buildings, which totals approximately 312,076 sf. Based on Figure App 17-2 of the *CEQR Technical Manual*, there would be no potential for air quality impacts at distances greater than approximately 110 feet. Therefore, the combination of the cottage and multifamily buildings would not result in a significant adverse air quality impact.

Similarly, the nearest existing building of similar or greater height to the cottages would be a residence located to the southeast. Each of the cottages would be located greater than 400 feet from the edge of the Project Site between the residence and the closest cottage. Additionally, each cottage would be located greater than 320 feet from the multi-family building to the south. Therefore, the analysis conservatively analyzed the potential for air quality impacts at a distance of 320 feet. Based on Figure 17-2 of the *CEQR Technical Manual*, there would be no potential for air quality impacts from the combination of all of the cottages (a total of approximately 36,960 sf) at distances greater than approximately 55 feet. Therefore, the cottages would not result in a significant adverse air quality impact. and the Alternative Site Layout as a whole would not have a significant adverse air quality impact.

E.13.c. Mitigation

As no significant air quality impacts were identified, no mitigation measures would be warranted.

E.14. NOISE

E.14.a. Existing Conditions

A detailed discussion of existing noise conditions is provided in Chapter 14, "Noise." A total of three receptor locations were selected for evaluation of existing and future noise levels (see Figure 14-1). Roadway traffic on Old Route 6 and U.S. Route 6 was the dominant noise source at Site 1, and roadway traffic on the Taconic State Parkway was the dominant noise source at Sites 2 and 3.

E.14.b. Potential Impacts

As the Proposed Project would not have a significant noise impact as a result of project-generated traffic, the Alternative Site Layout, which would generate less traffic, would similarly not have a significant adverse impact, from mobile sources (traffic).

As with the Proposed Project, the Alternative Site Layout would include building mechanical systems that would have the potential to generate noise. The building mechanical systems would be located and designed to avoid producing significant noise level increments at nearby receptors and would therefore not have the

potential to result in significant adverse noise impacts. The final design of these systems would be reviewed during the site plan review process.

E.14.c. Mitigation

The Alternative Site Layout would not result in a significant adverse impact from noise, and therefore no mitigation measures are required.

E.15. HAZARDOUS MATERIALS

As with the Proposed Project, the greatest potential for exposure to contaminated materials would occur during demolition and excavation. While disturbance from the removal of the existing buildings would be the same as with the Proposed Project, the Alternative Site Layout would require less on-site excavation. Therefore, the potential for impacts to or from hazardous materials would be similar, or slightly less, with this alternative as compared to the Proposed Project. With the implementation of the recommendations in Chapter 15, "Hazardous Materials," with respect to the proper handling of potentially hazardous materials, there would not be a significant adverse impact related to hazardous materials with this alternative.

E.16. CONSTRUCTION

Under this alternative, which would construct two multi-family buildings and 20 cottages, it would be anticipated that the short-term impacts associated with construction, including from traffic and from construction-generated noise, would be less than the Proposed Project, as this alternative would result in less development than the Proposed Project. As detailed in **Table 17-11** above, while the Proposed Project would disturb 20.29 acres, the Alternative Site Layout would only disturb 8.65 acres. Further, as detailed in **Table 17-13** above, this alternative would leave more forested areas (18.86 acres) than the Proposed Project (15.2 acres). Additionally, the Proposed Project would have approximately two times the floor area of the Alternative Site Layout. Thus, disturbance to the Project Site, in terms of excavation and grading, would be significantly less with this alternative than with the Proposed Project, reducing the potential for impacts from these activities (e.g., noise from machinery, dust from earth moving, etc.)

F. ALTERNATIVE 5: DEVELOPMENT UNDER EXISTING RSP-2 DISTRICT REGULATIONS

F.1. DESCRIPTION OF ALTERNATIVE

This alternative is a variation of Alternative 4. It has been developed to analyze the potential environmental impacts of redeveloping the Project Site pursuant to the existing height and FAR requirements of the RSP-2 District. To evaluate this alternative, the Applicant has developed two RSP-2 District compliant plans, and compared them to the Alternative Site Layout:

- **RSP-2 District with Reduced Program**: This option would develop the Project Site with the same footprint of buildings as the Alternative Site Layout, but the multi-family buildings would each be one story shorter so as to comply with the existing RSP-2 District's height requirements. This option would result in the development of 122 units in the multi-family buildings, together with 20 cottages, for a total of 278,680 square feet of development (see **Figure 17-16**).

- **RSP-2 District with Increased Footprint**: This option would develop the Project Site with the same number of units as the Alternative Site Layout. To achieve this program in multi-family buildings that are one story shorter than the Alternative Site Layout, the multi-family buildings would have a much larger footprint (see **Figure 17-17**). As shown, the multi-family buildings would take up much of the space within the existing ring road and require the development of a large parking field to the south and west of the buildings.

F.2. POTENTIAL IMPACTS WITH REDUCED PROGRAM

The difference between this option and the Alternative Site Layout is that the multifamily buildings would be one less floor in height (and therefore would accommodate fewer units). As such, the physical impacts of this option would be the same as the Alternative Site Layout.

F.2.a. Visual and Community Character

This option would develop multi-family buildings that are 44.3 feet in height as compared to the Alternative Site Layout, which would have buildings up to 55 feet in height. While the buildings in this option would be shorter than the Alternative Site Layout, there would be little to no difference in the visibility of this difference from the off-Site vantage points. As described in Section E.3, above, the buildings of the Alternative Site Layout would be partially visible through dense vegetation from the Taconic State Parkway (traveling southbound) and could be visible through dense vegetation from vantage points directly south of the Project Site (i.e., the entrance to the Town Golf Course). However, in both cases, the buildings would be well below the tree line, visibility would be obscured by existing vegetation, and in the leaf-on condition the buildings would not be visible. As such, while this option would have shorter buildings, the change in visibility from off-site vantage points would be minimal, if perceptible at all.

F.2.b. Socioeconomic and Fiscal

This option would develop a smaller program (142 dwelling units) than the Alternative Site Layout, and accordingly, it would be anticipated to generate lower tax revenues to the relevant taxing jurisdictions.

F.2.c. Community Facilities

This option would result in a smaller increase in the Town's population than the Alternative Site Layout (as it would develop 142 units instead of 185 units). Therefore, it would be anticipated to have less of an impact on the provision of community services than the Alternative Site Layout.

F.2.d. Water and Wastewater

This option would generate less demand for water and generate less wastewater than the Alternative Site Layout, but the mitigation measures required (i.e., a new sanitary pump station), would likely be the same.

F.2.e. Use and Conservation of Energy

This option would require slightly less energy than the Alternative Site Layout. However, the measures required to bring electric, and potentially gas, service to

the Project Site would be the same. Similarly, the sustainability measures incorporated into this option would be the same as the Alternative Site Layout.

F.2.f. Traffic and Transportation

Development of this option would generate 77 vehicle trips in the Weekday AM peak hour, 98 vehicle trips in Weekday PM peak hour, and 46 vehicle trips in the Saturday peak hour. This is compared to 90 vehicle trips in the Weekday AM peak hour, 111 vehicle trips in the Weekday PM peak hour, and 60 vehicle trips in the Saturday peak hour for the Alternative Site Layout. The traffic volumes generated by this option would result in an increase in traffic volumes of less than 10 percent at the individual turning movements, which does not meet the traffic impact criteria for a movement operating at LOS F during the No Action Condition at the U.S. Route 6 and East Main Street intersection. As a result, no improvements would be made to this intersection and the intersection would continue to operate at LOS F. The vehicle trips generated by the option are shown in **Table 17-27**.

Table 17-27
Reduced Program Option – Trip Generation Summary

Use	Size	Peak Hour	Trips In	Trips Out	Trips Total
Apartments[1]	122 units	AM	16	19	35
		PM	20	17	37
		Sat	21	18	39
Cottages	20 Units	AM	18	24	42
		PM	34	27	61
		Sat	4	3	7
Total Weekday AM Peak Hour Trips			34	43	77
Total Weekday PM Peak Hour Trips			54	44	98
Total Saturday Midday Peak Hour Trips			25	21	46

Notes:
[1] ITE Land Use Code 252 – Senior Adult Housing – Multifamily
AM peak hour of generator rate: 0.29 trips per unit, 45% entering, 55% exiting
PM peak hour of generator rate: 0.30 trips per unit, 54% entering, 46% exiting
Sat peak hour of generator rate: 0.32 trips per unit, 54% entering, 46% exiting
[2] ITE Land Use Code 251 – Senior Adult Housing – Single-Family
AM peak hour of generator equation: T=0.26(X)+37.15, 43% entering, 57% exiting
PM peak hour of generator equation: T=0.26(X)+55.39, 56% entering, 44% exiting
Sat peak hour of generator equation: Ln(T)=0.90 Ln(X)-0.72, 50% entering, 50% exiting

F.3. POTENTIAL IMPACTS OF INCREASED FOOTPRINT

The difference between this option and the Alternative Site Layout is that the multi-family buildings would be one less floor in height, but would require an increased footprint. As such, this option would have the potential for greater physical impacts than the Alternative Site Layout, but would have the same programmatic impacts (e.g., community facilities, traffic, etc.), which would still be less than for the Proposed Project.

F.3.a. Visual and Community Character

This option would develop multi-family buildings that are 44.3 feet in height as compared to the Alternative Site Layout, which would have buildings up to 55

feet in height. While the buildings in this option would be shorter than the Alternative Site Layout, there would be little to no difference in the visibility of this difference from off-site vantage points. As described in Section E.3, above, the buildings of the Alternative Site Layout would be partially visible through dense vegetation from the Taconic State Parkway (traveling southbound) and may be visible through dense vegetation from Vantage Points directly south of the Project Site (i.e., the entrance to the Town Golf Course). However, in both cases, the buildings would be well below the tree line, visibility would be obscured by existing vegetation, and in the leaf-on condition the buildings would not be visible. As such, while this option would have shorter buildings, the change in visibility from off-site vantage points would be minimal, if perceptible at all.

F.3.b. Geology, Soils, and Topography

This option would require a larger building footprint for the multi-family buildings and the development of a large parking field to the south and east of the buildings. As a result, the total site disturbance and the disturbance to steep slopes on the Project Site would be significantly greater under this option than under the Alternative Site Layout, but would be less than the Proposed Project (see **Table 17-28**).

Table 17-28
Increased Footprint Option – Slope Disturbance

Slope Grade	Disturbance Area Proposed Project (acres)	Disturbance Area Alternative Site Layout (acres)	Disturbance Area with Increased Footprint (acres)
0% to 10%	7.39	3.21	6.65
10% to 15%	4.35	2.35	3.14
Greater than 15%	8.55	3.09	5.34
Total	**20.29**	**8.65**	**15.13**
Source: Site Design Consultants			

F.3.c. Ecological Resources

This option would have the potential to result in more tree clearing than the Alternative Site Layout, owning to the larger building footprint and concomitant larger area of disturbance. Specifically, this option would require grading further south than the Alternative Site Layout, into the steeply sloping hill at the southern end of the Project Site. This option would also require the driveway to the Project Site to be sited further west than in the Alternative Site Layout (see **Appendix I**, Sheet C-101.3).

F.3.d. Stormwater Management

This option would require more land disturbance and result in more impervious coverage than the Alternative Site Layout. Therefore, larger stormwater management practices would be required as compared to the Alternative Site Layout. These stormwater practices would still be smaller than those for the Proposed Project.

Table 17-A
Alternatives Impact Comparison

	Proposed Project	No Action – Existing Site Conditions and Re-Occupancy of Office Buildings	Development Under Existing OB District Zoning	Non-Age-Restricted Development	Alternative Site Layout (185 units)	Development Under Existing RSP-2 District Regulations: Fewer Residential Units (3-story buildings with same footprint as Alternative Site Layout)	Development Under Existing RSP-2 District Regulations: Larger Building Footprint (3-story buildings with larger building footprint than Alternative Site Layout)

Land Use, Zoning, and Public Policy	• Change use of Site from vacant office campus to age-restricted residential development:
	  ○ 250 dwelling units
	  ○ 383 parking spaces
	• Requires zoning amendment to remap Project Site to RSP-2 District, and text amendment to Zoning Code allowing for greater building height and FAR on sites greater than 25 acres
	• Consistent with the Comprehensive Plan, which encouraged housing development and housing diversity
		• Continue use as office campus (likely not economically feasible)
		• No change to zoning required
		• Inconsistent with Comprehensive Plan goal of increasing housing diversity within town
			• Expanded use as campus office
			  ○ 204,901 sf of office space (increase of 141,284 sf) in three new buildings
			  ○ 608 total parking spaces
			• No change to zoning required
			• Inconsistent with Comprehensive Plan goal of increasing housing diversity within town
			• Comprehensive Plan identified the Project Site in Policy 4-63, which suggested the Town "promote corporate or multi-tenant office development in select locations near major entrances to the Taconic Parkway and Route 6" (page 4-33), however economic realities of corporate office parks in the region have evolved dramatically since the Plan's adoption approximately 15 years ago, such that the Project Site is no longer viable as an office campus.
				• Same as Proposed Project	• Change use of Site from vacant office campus to age-restricted residential neighborhood:
					  ○ 185 dwelling units
					  ○ 278 parking spaces
					• Requires zoning amendment to remap Project Site to RSP-2 District, and text amendment to Zoning Code allowing for greater building height (No change to FAR required)
					• Consistent with the Comprehensive Plan, which encouraged housing development and housing diversity
						• 142 dwelling units (122 units in multi-family buildings, and 20 cottages)
						• No change to zoning required
							• Same program as Alternative Site Layout
							• No change to zoning required

Visual and Community Character	• Vegetated buffer between Project Site and Taconic State Parkway would remain • Minimal views of Proposed Project buildings from off-site Vantage Points • Consistent with character of surrounding residential areas • Site lighting to be Dark-Sky compliant and compliant with Town Code, Chapter 200, "Outdoor Lighting" • Site landscaping program that complements proposed buildings and adds screening	• No change to visual and community character	• Likely similar to Proposed Project	• Same as Proposed Project	• Vegetated buffer between Project Site and Taconic State Parkway would remain • Minimal views of Proposed Project buildings from off-site Vantage Points ○ Buildings to be below tree line. • Site lighting to be Dark-Sky compliant and compliant with Town Code, Chapter 200, "Outdoor Lighting." • Site landscaping program that complements proposed buildings and adds screening	• Development of buildings that are 44.3 feet in height (compared to 55 feet for Alternative Site Layout) • Similar visibility to Alternative Site Layout	• Development of buildings that are 44.3 feet in height (compared to 55 feet for Alternative Site Layout) • Similar visibility to Alternative Site Layout
Cultural Resources	• No structures listed or eligible for listing on S/NR on Project Site • No adverse impacts on Hyatt House and Taconic State Parkway • Phase 1B Archaeological Study required in parts of the undeveloped portion of the Project Site to confirm no archaeological resources	• No impact to cultural resources	• Same as Proposed Project	• Same as Proposed Project	• Impacts to historic and architectural resources are the same as the Proposed Project • Less disturbance proposed in undeveloped portion of Project Site	• Same as the Alternative Site Layout	• Same as the Alternative Site Layout
Geology, Soils, and Topography	• 20.29 acres of Site disturbance • 9.3 acres of impervious areas (buildings and parking/ driveways) • Net cut of 81,836 cubic yards of material • Blasting not anticipated	• No change from current condition	• 13.62 acres of Site disturbance • 18.2 acres of impervious areas • Blasting not anticipated	• Same as Proposed Project	• 8.65 acres of Site disturbance • 7.5 acres of impervious areas • Net cut of approximately 8,915 cubic yards • Blasting not anticipated	• Same as Alternative Site Layout	• Total site disturbance and disturbance to slopes substantially greater than Alternative Site Layout, concentrated in southern portion of Site

Table 17-A (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Existing Site Conditions and Re-Occupancy of Office Buildings	Development Under Existing OB District Zoning	Non-Age-Restricted Development	Alternative Site Layout (185 units)	Development Under Existing RSP-2 District Regulations: Fewer Residential Units (3-story buildings with same footprint as Alternative Site Layout)	Development Under Existing RSP-2 District Regulations: Larger Building Footprint (3-story buildings with larger building footprint than Alternative Site Layout)

Ecological Resources	• Clearing of 11.65 acres of forest
	  ○ 15.2 acres of forest to remain
	• Removal of 1,320 Town-regulated trees
	• Landscaping program includes planting of new native trees
	• Clearing of forest would not represent a loss of rare or unique ecological communities or vegetation; adjacent areas contain similar tracts of forested habitat
	• Seasonally defined limits on tree clearing activities to avoid potential impacts to threatened or endangered species (TES) with a potential to occur on-Site (Indiana Bat, Northern Long-Eared Bat, Red-Shouldered Hawk, Eastern Box Turtle)
		• No tree removal or site clearing	• Clearing of 15.55 acres of forest;
			  ○ 11.3 acres of forest to remain
			• Number of trees to be removed greater than for the Proposed Project
			• Same seasonal limits on clearing as Proposed Project
				• Same as Proposed Project	• Clearing of 7.79 acres of forest
					  ○ 18.86 acres of forest to remain
					• Removal of 651 Town-regulated trees
					• Landscaping program includes planting of new native trees
					• Same seasonal limits on clearing as Proposed Project
						• Same as Alternative Site Layout	• More tree clearing than Alternative Site Layout
							• Requires grading further south on the Project Site than Alternative Site Layout
							• Same seasonal limits on clearing as Proposed Project

Socioeconomic and Fiscal Impacts	• Would generate $1,817,067 per year in property taxes
	  ○ Increase of $1,546,398 from existing condition
	  ○ $200,274 to Town (increase of $170,443)
	  ○ $1,273,687 to School District (increase of $1,083,969)
	  ○ $98,150 to Fire District (increase of $83,530)
	  ○ $162,125 to County (increase of $137,976)
		• $270,670 per year in property taxes
		• Potential for to generate less tax revenue in future than in existing condition due to continue building underperformance
			• If fully occupied, increase in tax revenue generated by Project Site compared to current condition
			• Likely not economically feasible.
				• Similar to Proposed Project	• Would generate $1,344,634 per year in property taxes
					  ○ Increase of $1,073,965 from existing condition
					  ○ $148,203 to Town (increase of $118,372)
					  ○ $942,528 to School District (increase of $752,810)
					  ○ $72,631 to Fire District (increase of $58,011)
					  ○ $119,973 to County (increase of $95,824)
						• Lower tax revenue than Alternative Site Layout	• Same as Alternative Site Layout

Community Facilities	• On-site population of 310 residents (<1% of Town's population) • Increased demand for police, fire, EMS services, and potential for calls for service at higher rate than for non-age-restricted community • Increases in property taxes would cover cost of increased demand • No school-age children • Project provides sufficient on-Site open space and recreation areas to meet demand of Proposed Project • Private carter for solid waste and recycling	• If offices were fully re-occupied, demand for community facilities and services would be anticipated to increase above current levels	• Increased demand for emergency services • Increased property taxes would pay for increased service demand • No school-age children • Private carter for solid waste and recycling	• On-site population of 521 residents • 45 school-age children • Increase in demand for police, fire, EMS services (but at comparable rates to other residential developments) • Increased property taxes would pay for increased service demand • Private carter for solid waste and recycling	• On-site population of 226 residents • Increase in demand for police, fire, EMS services, and potential for calls at higher rate than for non-age-restricted community • Increased property taxes would pay for increased service demand • No school-age children • Project provides sufficient on-Site open space and recreational areas to meet demand of Proposed Project • Private carter for solid waste and recycling	• Less demand for community services than Alternative Site Layout	• Same as Alternative Site Layout
Water and Wastewater	• 47,690 gpd water/sewer demand • No off-site water system improvements required • Requires replacement of sanitary pump station	• 5,875 gpd water/sewer demand • Sewer infrastructure would not be upgraded	• 15,375 gpd water/sewer demand • Sanitary improvements may be required	• Same as Proposed Project	• 32,890 gpd water/sewer demand • No off-site water system improvements required • Requires replacement of sanitary pump station	• Less demand for water and wastewater than Alternative Site Layout, but same mitigation measures required	• Same as Alternative Site Layout

Table 17-A (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Existing Site Conditions and Re-Occupancy of Office Buildings	Development Under Existing OB District Zoning	Non-Age-Restricted Development	Alternative Site Layout (185 units)	Development Under Existing RSP-2 District Regulations: Fewer Residential Units (3-story buildings with same footprint as Alternative Site Layout)	Development Under Existing RSP-2 District Regulations: Larger Building Footprint (3-story buildings with larger building footprint than Alternative Site Layout)
Stormwater Management	• 9.3 acres of impervious coverage • Stormwater management program to reduce rate and volume of runoff at northern design point in all storms • Further mitigation required for flows discharging at southern design point	• No change from current condition	• 18.2 acres of impervious coverage	• Same as Proposed Project	• 7.5 acres of impervious coverage • Stormwater management program to reduce rate and volume of runoff at: ○ Northern design point in all storms ○ Southern design point in all but 100-year storm, which would experience a *de minimis* increase	• Same as Alternative Site Layout	• More impervious coverage than Alternative Site Layout • Would require larger stormwater management practices than Alternative Site Layout
Use and Conservation of Energy	• New electric distribution system on Project Site; Proposed Project may also be served by natural gas • Energy conservation measures include LED interior and exterior lighting, right-sized HVAC systems, activity-sensing and photovoltaic sensing lighting controls, electric vehicle chargers • Feasibility study for solar power	• No change to infrastructure from current condition • If offices were fully re-occupied, demand for electricity would be anticipated to increase above current levels	• No change to source of energy for Project Site • Additional energy demand compared to existing condition	• Same as Proposed Project	• Less demand for energy compared to Proposed Project • Same energy conservation measures as Proposed Project • Feasibility study for solar power	• Less energy demand than Alternative Site Layout • Same measures to bring service to the Project Site as Alternative Site Layout	• Same as Alternative Site Layout
Traffic and Transportation	• Project-generated vehicular trips ○ 108 in the Weekday AM peak hour ○ 128 in the Weekday PM peak hour ○ 80 in the Saturday peak hour • Project-generated impacts at the East Main Street and U.S. Route 6 intersection: ○ Eastbound left turn movement during Weekday PM and Saturday Midday peak hours (increase of 10% or greater in traffic volumes for LOS F) ○ Southbound left turn/through/right turn movement in Weekday AM peak hour (increase of 10% or greater in traffic volumes for LOS F) • Mitigation in the form of signalization for East Main Street/U.S. Route 6 intersection, and East Main Street/Old Route 6 intersection ○ New traffic lights would improve LOS from existing conditions to LOS C and mitigate project impacts	• Re-occupancy-generated trips[9] ○ 113 in Weekday AM peak hour ○ 114 in Weekday PM peak hour ○ 34 in Saturday peak hour • Similar traffic impacts anticipated • No mitigation measures required as no discretionary action	• Development under OB Zoning trips ○ 310 in Weekday AM peak hour ○ 301 in Weekday PM peak hour ○ 109 in Saturday peak hour • Impact to same intersection as Proposed Project ○ Same mitigation as Proposed Project • Potential for impacts at other intersections and additional mitigation measures	• Non-age-restricted trips ○ 122 in Weekday AM peak hour ○ 136 in Weekday PM peak hour ○ 102 in the Saturday peak hour • Same impact and mitigation as Proposed Project • Would require school bus stop	• Alternative Site Layout vehicular trips ○ 90 in Weekday AM peak hour ○ 111 in Weekday PM peak hour ○ 60 in the Saturday peak hour • Impacts to same intersection as Proposed Project • Same mitigation as Proposed Project	• Reduced program vehicular trips ○ 77 in Weekday AM peak hour ○ 98 in Weekday PM peak hour ○ 46 in the Saturday peak hour • Does not meet standard for "impact" at intersection of East Main St/ US 6 ○ Intersection would continue to operate at LOS F • No signalization of East Main Street/U.S. Route 6 intersection, or East Main Street/Old Route 6 intersection	• Same as Alternative Site Layout
Air Quality	• No potential for significant adverse air quality impacts from stationary sources at buildings • No significant adverse impact from mobile sources (project-generated traffic)	• Full re-occupancy would be anticipated to result in more vehicle trips, but it is assumed emissions levels would be comparable to those previously generated by Project Site	• Stationary source impacts unlikely; evaluation of specific program would be required • Mobile source impacts unlikely; evaluation of specific traffic impacts would be required	• Same as Proposed Project	• No impacts from stationary or mobile sources	• Same as Alternative Site Layout	• Same as Alternative Site Layout

[9] The approved site plan for the existing office buildings required employees to be divided into four arrival/departure shifts to mitigate peak hours, as follows: Shift 1, 7:45 am–4:00 pm, 30 percent of employees; Shift 2, 8:45 am–5:00 pm, 40 percent of employees; Shift 3, 9:45 am–6:00 pm, 20 percent of employees; and Shift 4, 10:45 am–7:00 pm, 10 percent of employees.

Table 17-A (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Existing Site Conditions and Re-Occupancy of Office Buildings	Development Under Existing OB District Zoning	Non-Age-Restricted Development	Alternative Site Layout (185 units)	Development Under Existing RSP-2 District Regulations: Fewer Residential Units (3-story buildings with same footprint as Alternative Site Layout)	Development Under Existing RSP-2 District Regulations: Larger Building Footprint (3-story buildings with larger building footprint than Alternative Site Layout)
Noise	• No significant adverse noise impacts at nearby sensitive receptors as a result of project-generated traffic or building mechanical systems • Future noise levels within Project Site acceptable for residential use	• Full re-occupancy would be anticipated to result in more vehicle trips, but it is assumed noise levels would be comparable to those previously generated by Project Site	• Mobile source impacts unlikely; evaluation of specific traffic impacts would be required	• Same as Proposed Project	• Same as Proposed Project	• Same as Alternative Site Layout	• Same as Alternative Site Layout
Hazardous Materials	• No recognized environmental conditions (RECs) • No significant adverse impacts related to hazardous materials	• No change from current condition	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Alternative Site Layout	• Same as Alternative Site Layout

Construction	• Approximate 30-month construction timeline
	• Town approved Construction Management Plan
	  ○ Town-approved Erosion and Sediment Control Plan to prevent off-Site stormwater impacts
	  ○ No off-site queuing, loading/unloading, or construction worker parking
	  ○ Construction vehicles would be prohibited from using the U.S. Route 6/East Main Street intersection for access; instead, construction vehicles would be required to access East Main Street from the east – at Lee Boulevard or Hill Boulevard
	• No significant adverse impacts on area intersections from construction traffic
	• No significant adverse impacts to air quality from mobile or stationary sources during construction
	• No significant adverse impact as a result of construction noise; noise intermittent and of limited duration
		• No new construction would occur	• Similar to Proposed Project; more land disturbance	• Same as Proposed Project	• Similar construction duration, impacts, and mitigation to Proposed Project
					• Less physical disturbance of Project Site, reducing potential for impacts from these activities compared to Proposed Project
						• Similar to Alternative Site Layout	• Similar to Alternative Site Layout

Table 17-25
2026 No Action and 2026 Alternative Site Layout With Action Conditions
Level of Service Analysis

Approach		Weekday AM								Weekday PM								Saturday							
		2026 No Action				2026 With Action				2026 No Action				2026 With Action				2026 No Action				2026 With Action			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
1: Barger Street and U.S. Route 6 (Signalized)																									
U.S. Route 6	EB	L	0.04	15.7	B	L	0.04	15.7	B	L	0.03	17.8	B	L	0.03	17.8	B	L	0.16	18.6	B	L	0.16	18.6	B
		TR	0.91	33.7	C	TR	0.92	33.8	C	TR	0.98	49.2	D	TR	0.99	50.4	D	TR	0.90	35.0	D	TR	0.90	35.3	D
	WB	L	0.70	40.2	D	L	0.70	39.6	D	L	0.83	47.5	D	L	0.83	46.9	D	L	0.68	34.5	C	L	0.68	34.3	C
		TR	0.43	15.6	B	TR	0.43	15.0	B	TR	0.73	19.6	B	TR	0.74	19.2	B	TR	0.76	19.8	B	TR	0.76	19.6	B
Barger Street	NB	LT	0.69	52.1	D	LT	0.69	52.1	D	LT	1.16	132.6	F	LT	1.16	132.6	F	LT	0.82	54.7	D	LT	0.82	54.7	D
		R	0.49	8.5	A	R	0.49	8.5	A	R	0.60	13.6	B	R	0.60	13.6	B	R	0.52	6.8	A	R	0.52	6.8	A
	SB	L	0.31	34.5	C	L	0.31	34.5	C	L	0.41	39.6	D	L	0.41	39.6	D	L	0.27	31.4	C	L	0.27	31.4	C
		TR	0.23	23.2	C	TR	0.23	23.2	C	TR	0.19	15.4	B	TR	0.19	15.4	B	TR	0.16	17.2	B	TR	0.16	17.2	B
		Intersection		28.6	C	Intersection		28.5	C	Intersection		43.6	D	Intersection		43.9	D	Intersection		28.1	C	Intersection		28.1	C
2: Taconic State Parkway SB Ramps and U.S. Route 6 (Signalized)																									
U.S. Route 6	EB	T	0.43	2.4	A	T	0.44	2.3	A	T	0.52	2.9	A	T	0.54	3.0	A	T	0.50	1.4	A	T	0.50	1.5	A
		R	0.39	0.9	A	R	0.39	0.9	A	R	0.15	0.1	A	R	0.15	0.1	A	R	0.18	0.1	A	R	0.18	0.1	A
	WB	T	0.33	4.4	A	T	0.33	4.7	A	T	0.51	4.5	A	T	0.52	5.1	A	T	0.55	4.5	A	T	0.55	4.8	A
		R	0.70	4.7	A	R	0.72	5.1	A	R	0.36	1.1	A	R	0.38	1.2	A	R	0.43	1.1	A	R	0.44	1.1	A
Taconic SB Ramps	SB	L	0.67	47.9	D	L	0.69	47.7	D	L	0.62	48.0	D	L	0.66	47.9	D	L	0.61	48.1	D	L	0.63	48.0	D
		R	0.60	18.4	B	R	0.58	17.6	B	R	0.49	30.5	C	R	0.45	28.1	C	R	0.44	31.8	C	R	0.42	30.7	C
		Intersection		6.1	A	Intersection		6.4	A	Intersection		5.7	A	Intersection		6.1	A	Intersection		4.8	A	Intersection		5.1	A
3: Taconic State Parkway NB Ramps and U.S. Route 6 (Signalized)																									
U.S. Route 6	EB	T	0.49	9.1	A	T	0.50	9.2	A	T	0.79	19.8	B	T	0.82	21.2	C	T	0.64	13.5	B	T	0.65	13.7	B
		R	0.11	2.5	A	R	0.11	2.4	A	R	0.27	2.5	A	R	0.27	2.5	A	R	0.16	2.5	A	R	0.16	2.4	A
	WB	L	0.21	3.4	A	L	0.26	3.8	A	L	0.38	12.8	B	L	0.42	14.9	B	L	0.36	6.2	A	L	0.39	7.5	A
		T	0.59	4.6	A	T	0.60	4.7	A	T	0.62	9.0	A	T	0.63	9.2	A	T	0.65	6.8	A	T	0.65	6.8	A
Taconic NB Ramps	NB	L	0.45	47.1	D	L	0.45	47.1	D	L	0.74	47.2	D	L	0.74	47.2	D	L	0.60	47.9	D	L	0.60	47.9	D
		R	0.55	34.8	C	R	0.56	34.5	C	R	0.83	29.6	C	R	0.84	30.2	C	R	0.65	28.9	C	R	0.66	28.7	C
		Intersection		9.8	A	Intersection		9.9	A	Intersection		18.7	B	Intersection		19.4	B	Intersection		13.4	B	Intersection		13.5	B
4: E Main Street and U.S. Route 6 (Unsignalized)																									
U.S. Route 6	EB	L	0.70	27.6	D	L	0.78	33.8	D	L	1.26	160.9	F	L	1.40	214.4	F	L	0.92	56.7	F	L	0.99	72.7	F
		TR	-	-	-	TR	-	-	-	TR	-	-	-	TR	-	-	-	TR	-	-	-	TR	-	-	-
	WB	L	0.02	11.6	B	L	0.02	11.6	B	L	0.01	14.5	B	L	0.01	14.5	B	L	0.01	12.9	B	L	0.01	12.9	B
		TR	-	-	-	TR	-	-	-	TR	-	-	-	TR	-	-	-	TR	-	-	-	TR	-	-	-
E Main Street	NB	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-
	SB	LTR	2.40	679.0	F	LTR	5.79	2241.8	F	LTR	-	-	-	LTR	-	-	-	LTR	2.40	688.6	F	LTR	1.34	202.5	F
5: E Main Street and Old Route 6 (Unsignalized)																									
Old Route 6	EB	TR	0.00	8.3	A	TR	0.19	9.1	A	TR	0.02	8.4	A	TR	0.12	8.8	A	TR	0.02	8.4	A	TR	0.10	8.7	A
E Main Street	WB	LT	-	-	-	LT	-	-	-	LT	-	-	-	LT	-	-	-	LT	-	-	-	LT	-	-	-
	NB	LR	-	-	-	LR	-	-	-	LR	-	-	-	LR	-	-	-	LR	-	-	-	LR	-	-	-

Table 17-25 (cont'd)
2026 No Action and 2026 Alternative Site Layout With Action Conditions
Level of Service Analysis

Approach		Weekday AM								Weekday PM								Saturday							
		2026 No Action				2026 With Action				2026 No Action				2026 With Action				2026 No Action				2026 With Action			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
6: Lee Boulevard / Lee Road and U.S. Route 6 (Signalized)																									
U.S. Route 6	EB	L	0.45	17.4	B	L	0.45	17.4	B	L	0.75	34.9	C	L	0.75	34.9	C	L	0.78	39.5	D	L	0.78	39.5	D
		T	0.53	17.1	B	T	0.53	17.1	B	T	0.73	29.1	C	T	0.73	29.1	C	T	0.57	26.9	C	T	0.57	26.9	C
		R	0.24	3.7	A	R	0.24	3.7	A	R	0.45	4.4	A	R	0.45	4.4	A	R	0.61	5.2	A	R	0.61	5.2	A
	WB	L	0.01	12.0	B	L	0.01	12.0	B	L	0.15	16.4	B	L	0.15	16.4	B	L	0.13	16.9	B	L	0.13	16.9	B
		TR	0.88	36.2	D	TR	0.88	36.3	D	TR	0.90	45.2	D	TR	0.90	45.5	D	TR	0.95	54.0	D	TR	0.95	54.3	D
Lee Boulevard / Lee Road	NB	L	0.39	35.2	D	L	0.39	35.2	D	L	0.62	40.7	D	L	0.62	40.7	D	L	0.75	46.6	D	L	0.75	46.6	D
		TR	0.37	36.7	D	TR	0.37	36.7	D	TR	0.68	46.5	D	TR	0.68	46.5	D	TR	0.65	42.5	D	TR	0.65	42.5	D
	SB	L	0.24	34.1	C	L	0.24	34.1	C	L	0.36	40.4	D	L	0.36	40.4	D	L	0.31	38.7	D	L	0.31	38.7	D
		T	0.34	35.7	D	T	0.34	35.7	D	T	0.54	45.0	D	T	0.54	45.0	D	T	0.69	50.2	D	T	0.69	50.2	D
		R	0.63	12.0	B	R	0.63	12.0	B	R	0.59	11.5	B	R	0.59	11.5	B	R	0.81	30.2	C	R	0.81	30.2	C
		Intersection		25.2	C	Intersection		25.3	C	Intersection		32.4	C	Intersection		32.5	C	Intersection		35.5	D	Intersection		35.6	D
7: Lee Boulevard / Lee Road and E Main Street (Unsignalized)																									
E Main Street	EB	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-	LTR	-	-	-
	WB	LTR	0.12	8.4	A	LTR	0.12	8.4	A	LTR	0.12	9.2	A	LTR	0.12	9.2	A	LTR	0.13	8.5	A	LTR	0.13	8.5	A
Lee Boulevard / Lee Road	NB	LTR	0.20	15.4	C	LTR	0.20	15.4	C	LTR	0.62	25.7	D	LTR	0.62	26.0	D	LTR	0.64	24.4	C	LTR	0.65	24.5	C
	SB	LTR	0.04	26.0	D	LTR	0.04	26.2	D	LTR	0.03	33.9	D	LTR	0.03	34.1	D	LTR	0.04	27.9	D	LTR	0.04	28.0	D
8: Hill Boulevard and U.S. Route 6 (Signalized)																									
U.S. Route 6	EB	L	0.07	10.0	B	L	0.07	10.0	B	L	0.35	15.1	B	L	0.36	15.1	B	L	0.36	15.8	B	L	0.36	15.8	B
		TR	0.49	18.5	B	TR	0.49	18.5	B	TR	0.89	35.5	D	TR	0.89	35.7	D	TR	0.80	31.3	C	TR	0.80	31.4	C
	WB	L	0.15	10.4	B	L	0.15	10.4	B	L	0.45	18.1	B	L	0.46	18.2	B	L	0.52	19.4	B	L	0.52	19.5	B
		TR	0.50	16.6	B	TR	0.50	16.6	B	TR	0.62	24.3	C	TR	0.63	24.3	C	TR	0.66	25.7	C	TR	0.67	25.8	C
Hill Boulevard	NB	L	0.27	34.4	C	L	0.27	34.4	C	L	0.35	38.8	D	L	0.35	38.8	D	L	0.45	42.7	D	L	0.45	42.7	D
		T	0.15	33.2	C	T	0.15	33.2	C	T	0.56	44.7	D	T	0.56	44.7	D	T	0.46	42.4	D	T	0.46	42.4	D
		R	0.25	1.8	A	R	0.25	1.8	A	R	0.39	6.0	A	R	0.39	6.0	A	R	0.64	12.9	B	R	0.64	12.9	B
	SB	L	0.05	30.1	C	L	0.05	30.1	C	L	0.19	35.7	D	L	0.19	35.7	D	L	0.14	32.9	C	L	0.14	32.9	C
		TR	0.42	28.9	C	TR	0.42	28.9	C	TR	0.68	35.3	D	TR	0.68	35.3	D	TR	0.76	41.3	D	TR	0.76	41.3	D
		Intersection		17.9	B	Intersection		17.9	B	Intersection		29.7	C	Intersection		29.8	C	Intersection		28.2	C	Intersection		28.2	C
9: Hill Boulevard/Old Jefferson Valley Road and E Main Street (Unsignalized)																									
E Main Street	EB	LTR	-	0.00	A	LTR	-	0.00	A	LTR	-	0.00	A	LTR	-	0.00	A	LTR	-	0.00	A	LTR	-	0.00	A
	WB	LTR	0.07	7.9	A	LTR	0.07	7.9	A	LTR	0.08	9.4	A	LTR	0.08	9.4	A	LTR	0.08	8.5	A	LTR	0.08	8.5	A
Hill Boulevard/Old JV Road	NB	LTR	0.08	11.9	B	LTR	0.08	12.0	B	LTR	0.57	28.9	D	LTR	0.57	29.1	D	LTR	0.57	25.6	D	LTR	0.57	25.9	D
	SB	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A

Notes:
EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound
v/c = volume to capacity, LOS = Level of Service
L = Left Turn, T = Through, R = Right Turn
= LOS E, = LOS F
Red bold text = Impact

Table 17-26
2026 No Action, 2026 Alternative Site Layout With Action, and 2026 Alternative Site Layout Mitigation Conditions
Level of Service Analysis

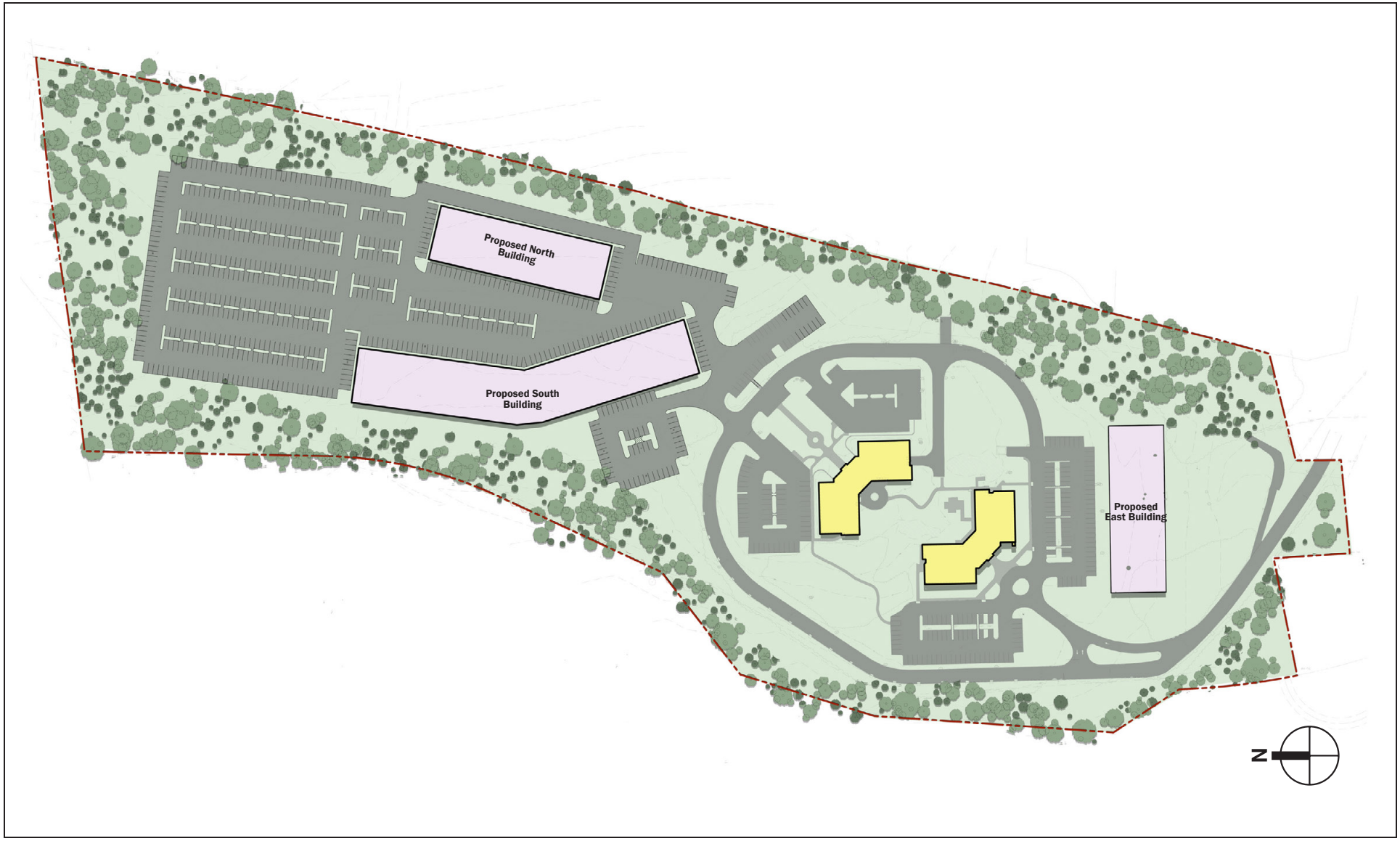
Approach		Weekday AM												Weekday PM											
		2026 No Action				2026 With Action				2026 Mitigation				2026 No Action				2026 With Action				2026 Mitigation			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
4: E Main Street and U.S. Route 6 (Unsignalized)																									
U.S. Route 6	EB	L	0.70	27.6	D	L	0.78	33.8	D	L	0.41	14.4	B	L	1.26	160.9	F	L	1.40	214.4	F	L	0.7	20.2	C
		TR	-	-	-	TR	-	-	-	TR	0.44	4.4	A	TR	-	-	-	TR	-	-	-	TR	0.64	6.9	A
	WB	L	0.02	11.6	B	L	0.02	11.6	B	L	0.07	18.6	B	L	0.01	14.5	B	L	0.01	14.5	B	L	0.06	17.4	B
		TR	-	-	-	TR	-	-	-	TR	0.98	48.8	D	TR	-	-	-	TR	-	-	-	TR	0.98	47.2	D
E Main Street	NB	LTR	-	-	-	LTR	-	-	-	LTR	0.24	2.1	A	LTR	-	-	-	LTR	-	-	-	LTR	0.22	1.8	A
	SB	LTR	2.40	679.0	F	**LTR**	**5.79**	**2241.8**	**F**	R	0.66	51.3	D	LTR	-	-	-	LTR	-	-	-	R	0.5	14.5	B
U.S. Route 6										Intersection		30.1	C									Intersection		23.3	C
5: E Main Street and Old Route 6 (Unsignalized)																									
Old Route 6	EB	TR	0.00	8.3	A	TR	0.19	9.1	A	TR	0.5	12.9	B	TR	0.02	8.4	A	TR	0.12	8.8	A	TR	0.22	6.9	A
E Main Street	WB	LT	-	-	-	LT	-	-	-	LT	0.61	40.9	D	LT	-	-	-	LT	-	-	-	LT	0.67	36.3	D
	NB	LR	-	-	-	LR	-	-	-	L	0.19	29.2	C	LR	-	-	-	LR	-	-	-	L	0.3	27.6	C
										R	0.27	1.6	A									R	0.32	2	A
										Intersection		22.8	C									Intersection		15.6	B

Approach		Saturday											
		2026 No Action				2026 With Action				2026 Mitigation			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
4: E Main Street and U.S. Route 6 (Unsignalized)													
U.S. Route 6	EB	L	0.92	56.7	F	L	0.99	72.7	F	L	0.47	17.2	B
		TR	-	-	-	TR	-	-	-	TR	0.56	5.1	A
	WB	L	0.01	12.9	B	L	0.01	12.9	B	L	0.04	15.8	B
		TR	-	-	-	TR	-	-	-	TR	1.01	51.6	D
E Main Street	NB	LTR	-	-	-	LTR	-	-	-	LTR	0.07	0.5	A
	SB	LTR	2.40	688.6	F	LTR	1.34	202.5	F	R	0.55	33.6	C
U.S. Route 6										Intersection		28	C
5: E Main Street and Old Route 6 (Unsignalized)													
Old Route 6	EB	TR	0.02	8.4	A	TR	0.10	8.7	A	TR	0.18	7	A
E Main Street	WB	LT	-	-	-	LT	-	-	-	LT	0.78	49	D
	NB	LR	-	-	-	LR	-	-	-	L	0.12	18.4	B
										R	0.40	2.5	A
										Intersection		23.7	C

Notes:
EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound
v/c = volume to capacity, LOS = Level of Service
L = Left Turn, T = Through, R = Right Turn
 = LOS E, = LOS F
Red bold text = Significant Impact

✶

1.25.24

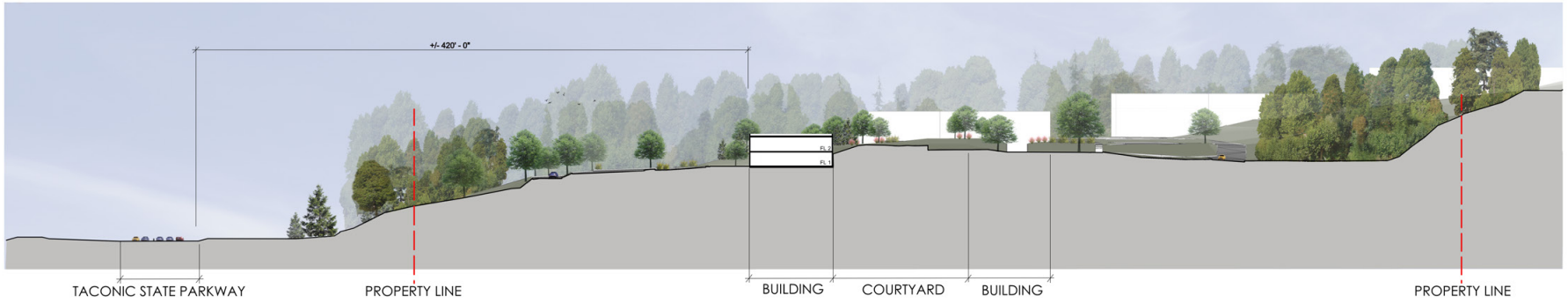


Source: Perkins Eastman

Existing Zoning Alternative - Conceptual Site Plan

800 EAST MAIN STREET

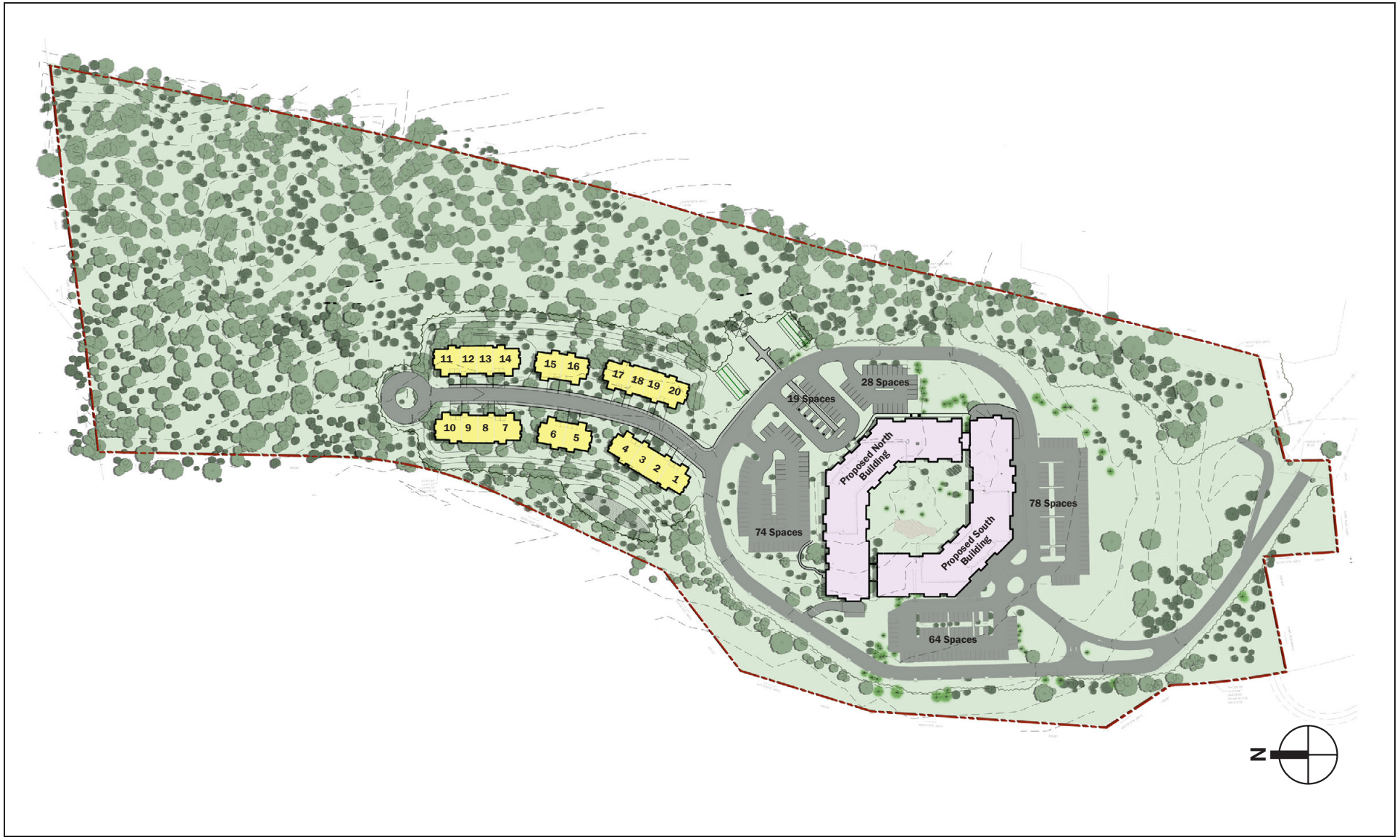
Figure 17-1



Source: Perkins Eastman

Existing Zoning Alternative - Sectional Diagram

1.25.24



Source: Perkins Eastman

Alternative Site Layout - Conceptual Site Plan

800 EAST MAIN STREET

Figure 17-3

1.25.24

SOUTH BLDG NORTH BLDG

EAST ELEVATION

SOUTH BLDG NORTH BLDG

NORTHEAST ELEVATION

NORTH ELEVATION

Source: Perkins Eastman

Multi-Family Buildings - Elevations

800 EAST MAIN STREET

Figure 17-4a

1.25.24

NORTH BLDG SOUTH BLDG

WEST ELEVATION

NORTH BLDG SOUTH BLDG

SOUTHWEST ELEVATION

SOUTH ELEVATION

Source: Perkins Eastman

Multi-Family Buildings - Elevations

800 EAST MAIN STREET

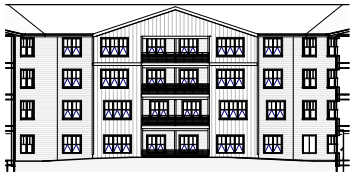
Figure 17-4b

NORTH ELEVATION

NORTHEAST ELEVATION

EAST ELEVATION

SOUTHEAST ELEVATION



SOUTH ELEVATION

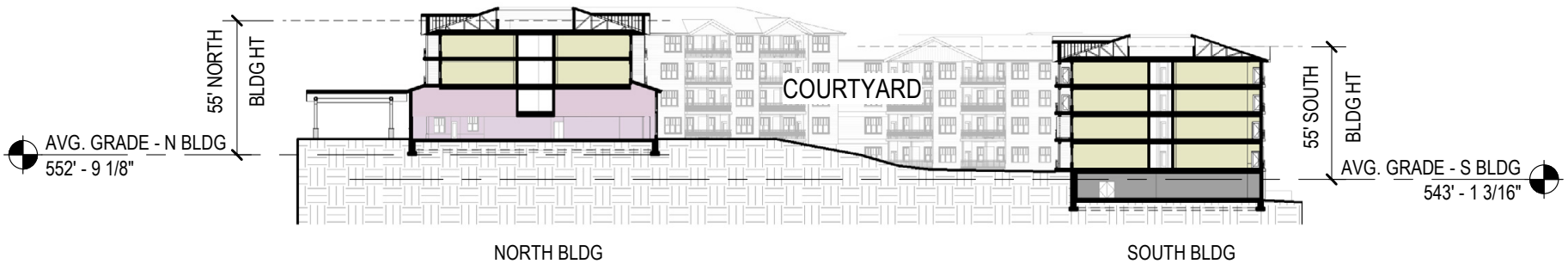
Source: Perkins Eastman

Multi-Family Buildings - Elevations

800 EAST MAIN STREET

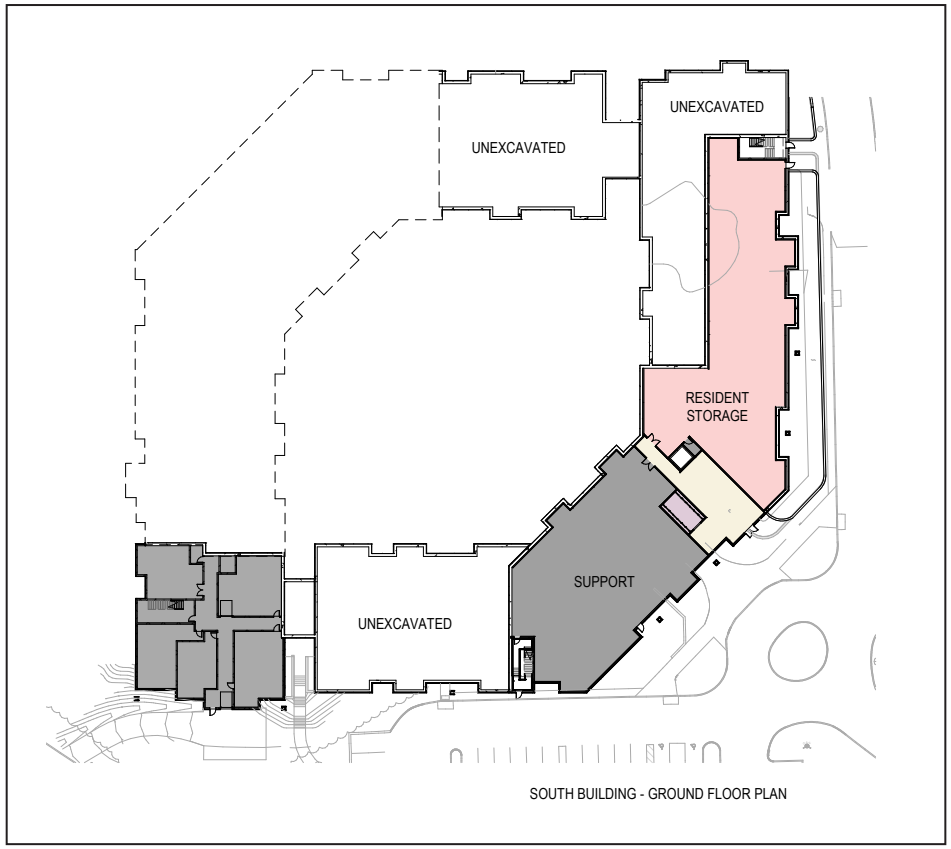
Figure 17-4c

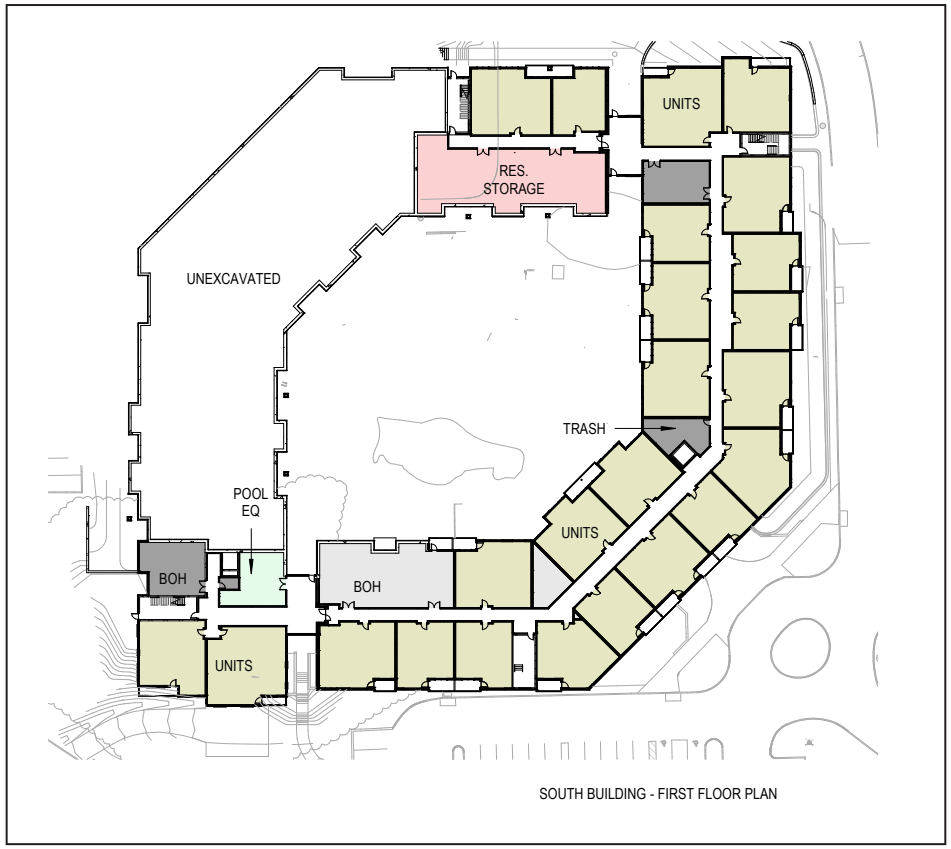
1.25.24



Source: Perkins Eastman

Multi-Family Buildings - Section





Source: Perkins Eastman

Multi-Family Buildings - Floorplans

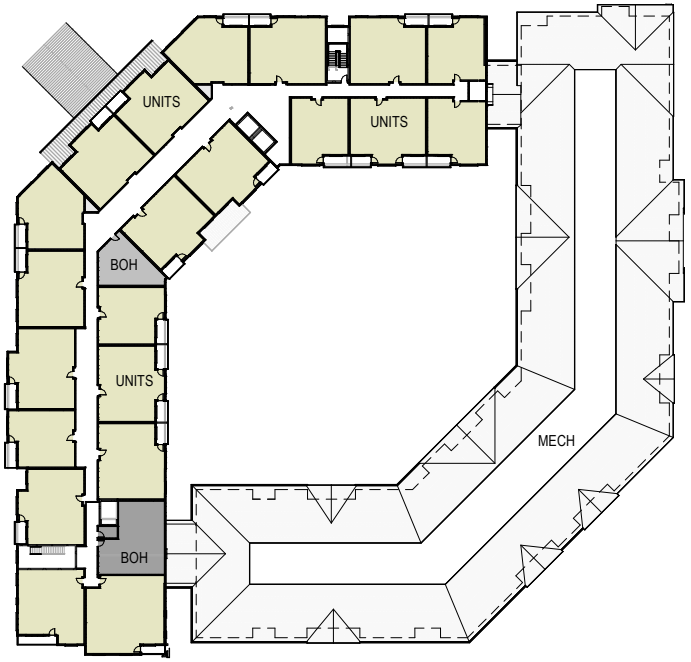
Source: Perkins Eastman

Multi-Family Buildings - Floorplans

Figure 17-6b

NORTH BUILDING - THIRD FLOOR PLAN

SOUTH BUILDING -FOURTH FLOOR PLAN



NORTH BUILDING - FOURTH FLOOR PLAN

SOUTH BUILDING - ROOF PLAN

Source: Perkins Eastman

Multi-Family Buildings - Floorplans

Source: Perkins Eastman

Cottages - Elevations

800 EAST MAIN STREET

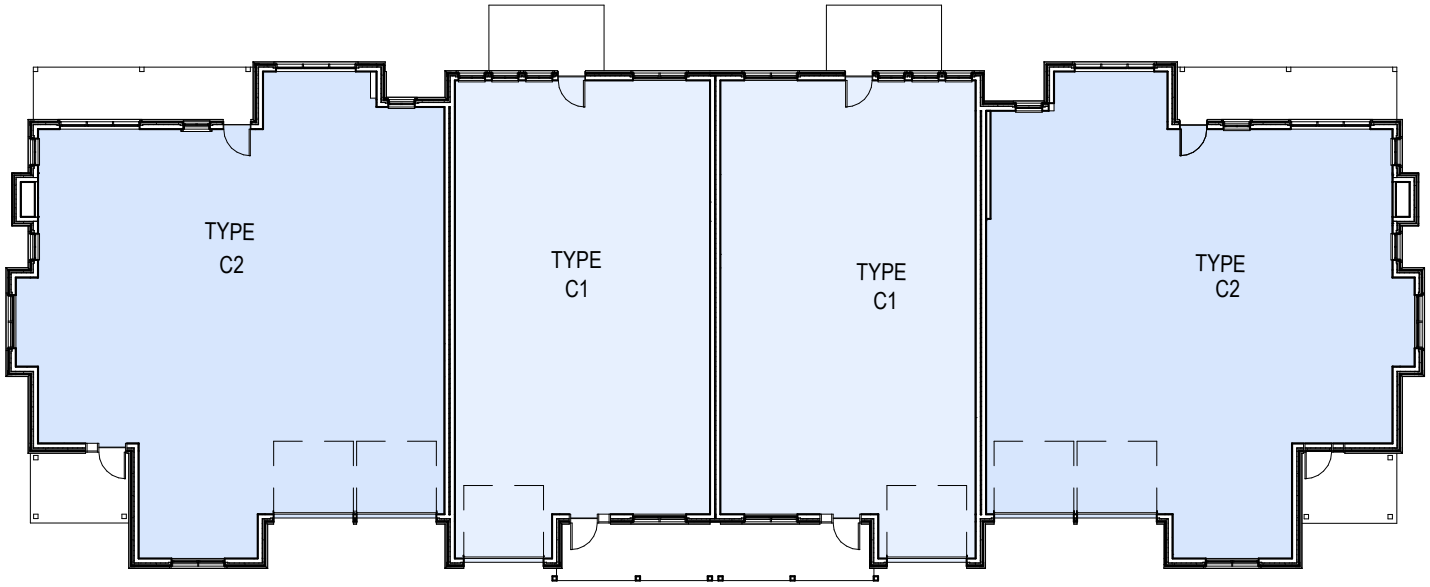
Figure 17-7a

Source: Perkins Eastman

Cottages - Elevations

800 EAST MAIN STREET

Figure 17-7b



Source: Perkins Eastman

Cottages - Floorplans

800 EAST MAIN STREET

Figure 17-8

1.25.24

Source: Perkins Eastman

Multi-Family Buildings - Renderings

800 EAST MAIN STREET

Figure 17-9a

1.25.24

Source: Perkins Eastman

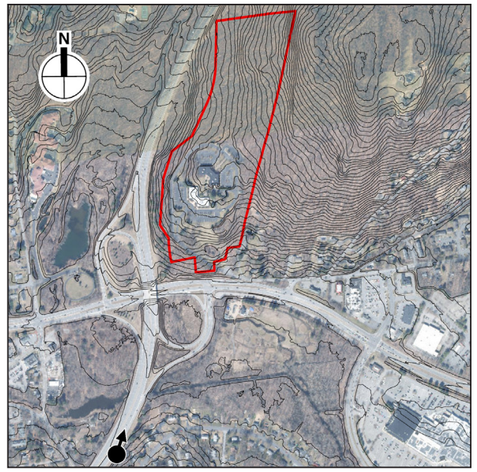
Multi-Family Buildings - Renderings

800 EAST MAIN STREET

Figure 17-9b

2.16.24

View Location 1



Existing Condition

Proposed Simulation Building Height Outline **1a**

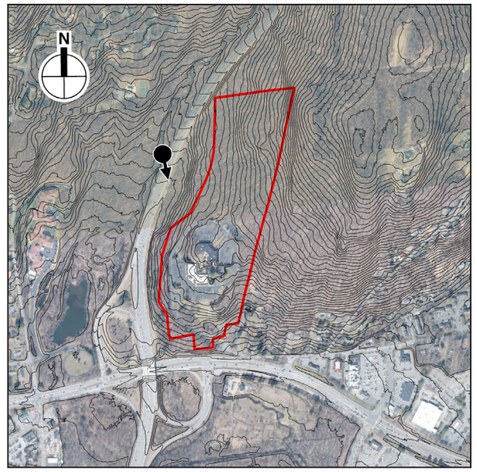
Simulation **2b**

Photo Simulations - Alternative Site Layout - View Location 1

Figure 17-10a

2.16.24

View Location 2



Existing Condition

Proposed Simulation Building Height Outline **2a**

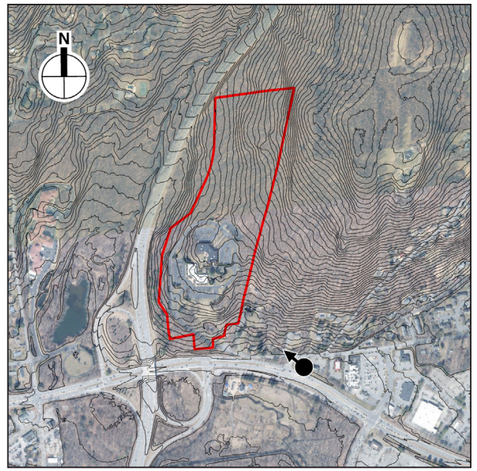
Simulation **2b**

Photo Simulations - Alternative Site Layout - View Location 2

Figure 17-10b

2.16.24

View Location 3



Existing Condition

Proposed Simulation Building Height Outline **3a**

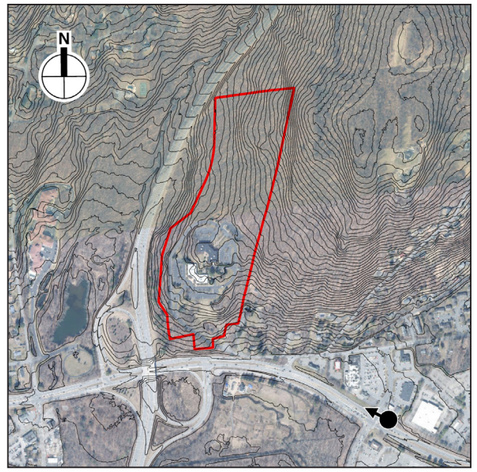
Simulation **3b**

Photo Simulations - Alternative Site Layout - View Location 3

Figure 17-10c

2.16.24

View Location 4



Existing Condition

Proposed Simulation Building Height Outline **4a**

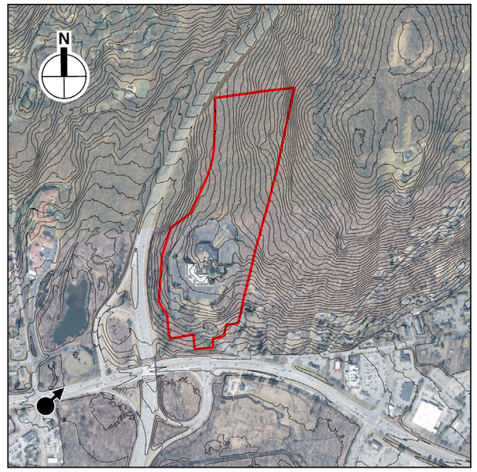
Simulation **4b**

Photo Simulations - Alternative Site Layout - View Location 4

Figure 17-10d

2.16.24

View Location 5



Existing Condition

Proposed Simulation Building Height Outline **5a**

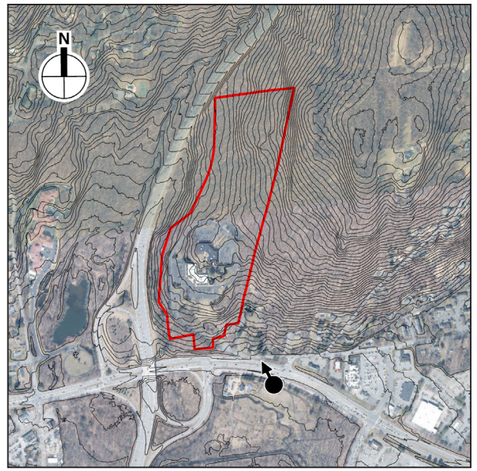
Simulation **5b**

Photo Simulations - Alternative Site Layout - View Location 5

Figure 17-10e

2.16.24

View Location 6



Existing Condition

Proposed Simulation Building Height Outline **6a**

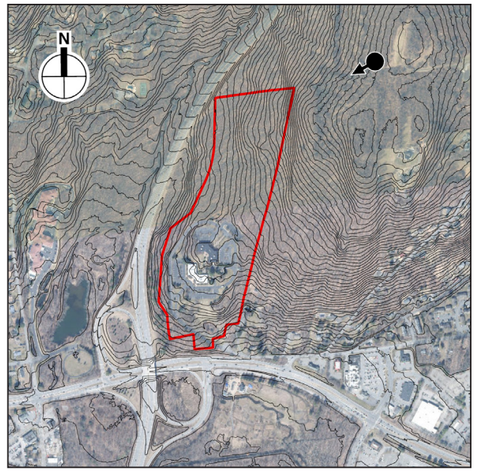
Simulation **6b**

Photo Simulations - Alternative Site Layout - View Location 6

Figure 17-10f

2.16.24

View Location 7



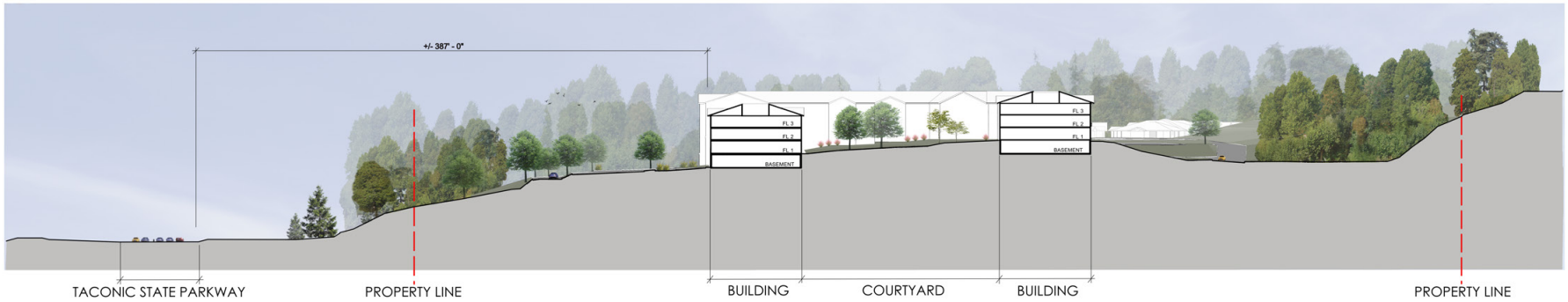
Existing Condition

Proposed Simulation Building Height Outline **7a**

Simulation **7b**

Photo Simulations - Alternative Site Layout - View Location 7

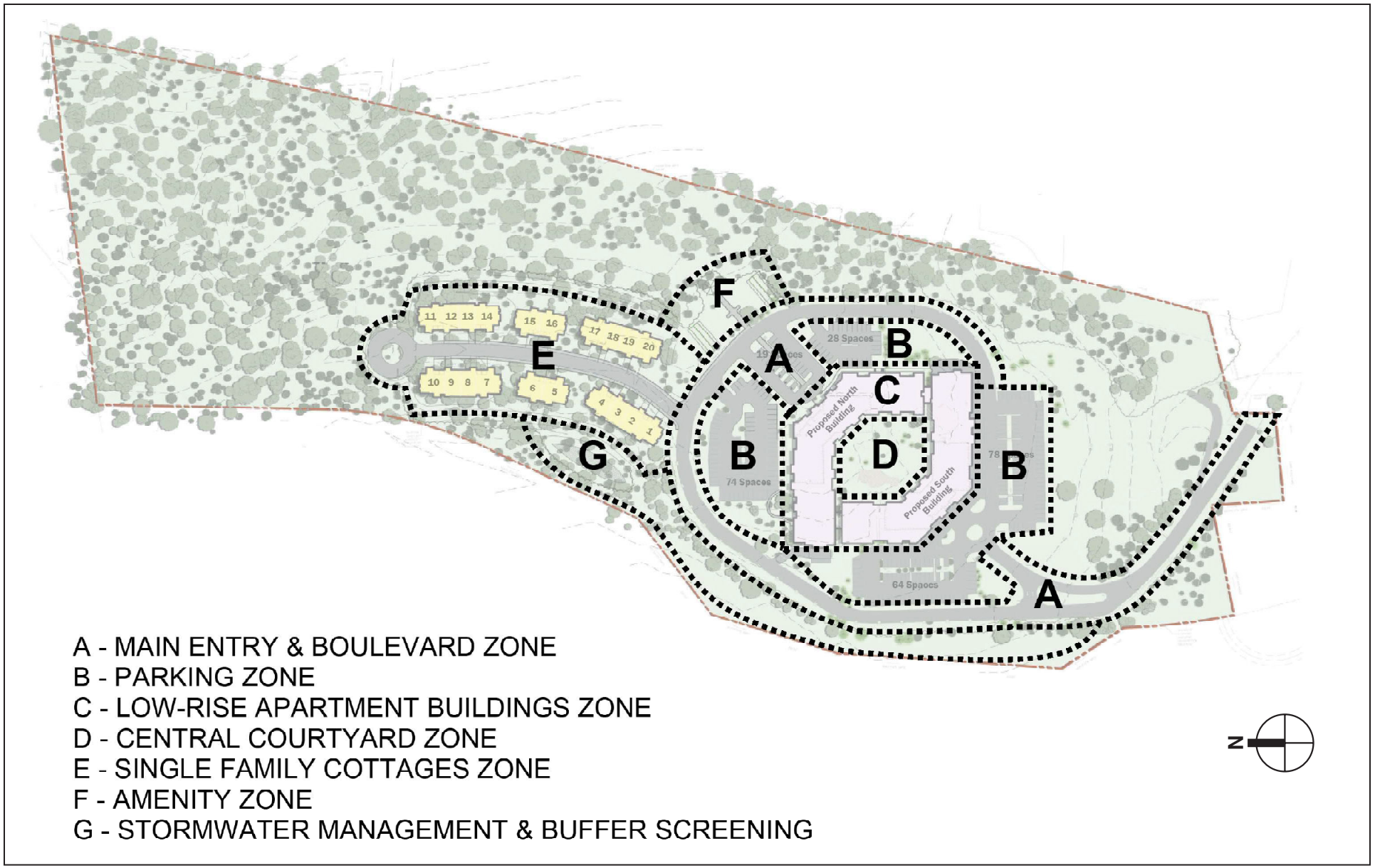
Figure 17-10g



Source: Perkins Eastman

Alternative Site Layout - Sectional Diagram

1.31.24

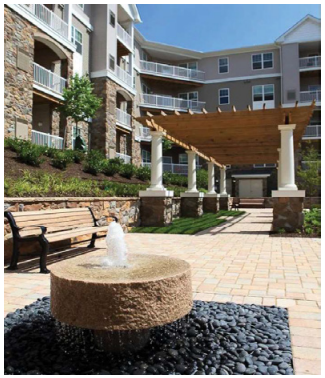


Source: A2 Land Consulting, LLC

Alternative Site Layout - Landscaping Plan

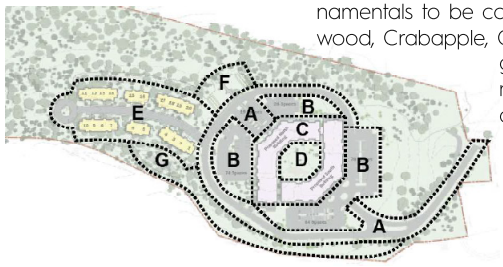
800 EAST MAIN STREET

Figure 17-12a



The main boulevard and access drive will be lined with a variety of street trees to provide multi-season interest with color, texture and shape. Varieties will include Sweetgum, London Planetree, Oaks, Linden, disease resistant Elms, Horse chestnut and Hornbeam. A variety of species will enhance local habitat and lessen the impact should one species fall susceptible to disease.

At the main entrance to the site and other key areas to be highlighted, ornamental plantings will be used. Ornamentals to be considered include Serviceberry, Redbud, Dogwood, Crabapple, Cherry, Tree Lilacs, Hydrangea, ornamental grasses, and perennials. Other components may include water features, pavers, benches and bike racks.



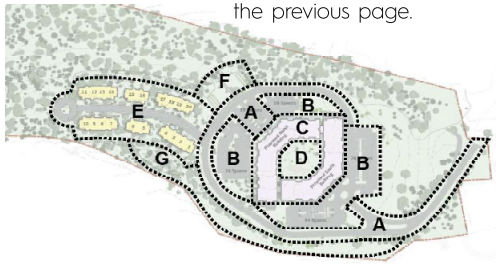
Landscape Zone A: Main Boulevard & Entry

Alternative Site Layout - Landscaping Plan

800 EAST MAIN STREET

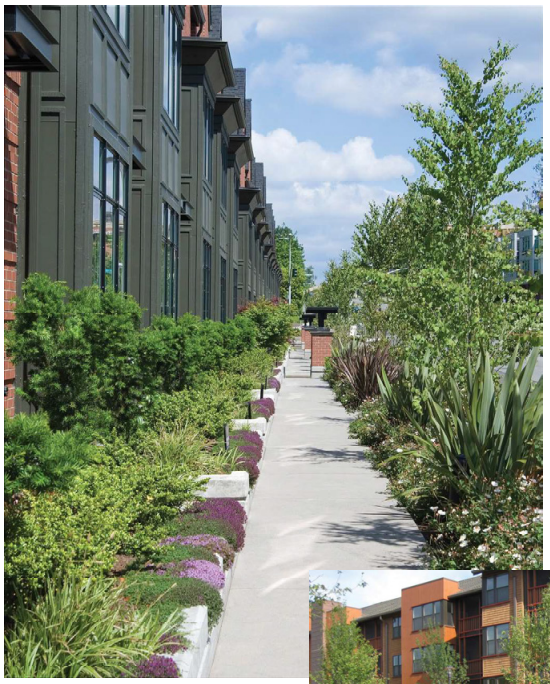
Figure 17-12b

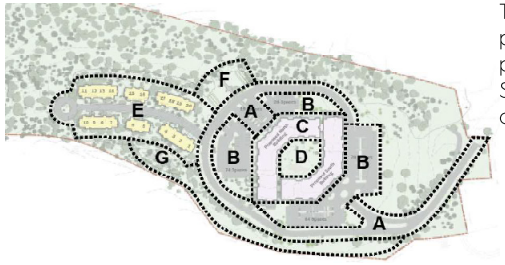
The areas surrounding parking lots and the parking area islands provide an opportunity to break up impervious surfaces and materials that draw and retain heat. Trees will be planted to provide shade and shrubs and perennials will be used to beautify and provide multi-season interest to the site. Native species used will improve local ecosystems by providing additional habitat and seasonal flowers will encourage pollinators to use the area. Trees used will be the same as listed on the previous page.



Shrubs will include species such as Inkberry, Winterberry, Hydrangea, Clethra, Spiraea, Weigela, Mountain Laurel, Butterfly Bush, and Juniper. Ornamental grasses, Daylilies, and a variety of perennials will also be used.

Landscape Zone B: Parking Areas



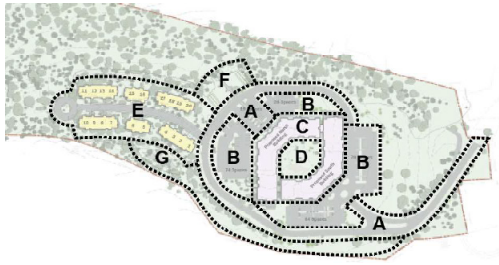


The areas surrounding the low rise apartments will have a combination of small trees, shrubs, perennials and ornamental grasses. Plantings will enhance the building style and size while also providing a sense of home. Shrubs will include Inkberry, Winterberry, Hydrangea, Clethra, Spiraea, Weigela, Mountain Laurel, Butterfly Bush, and Juniper. Ornamental grasses, ferns, and a variety of perennials will also be used.

Landscape Zone C: Low Rise Apartments

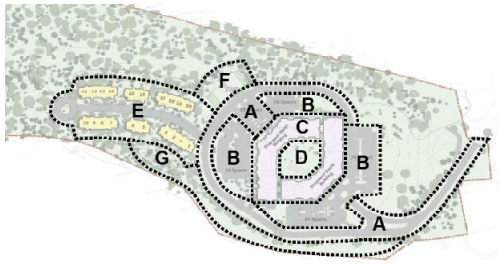
The central courtyard will have a variety of amenities giving the area a luxurious, resort-like feel. In addition to a pool and spa, there will be areas for lounging, gathering, and play. A putting green, outdoor ping-pong tables and bike racks will be included in this space for use by all residents. Other amenities will include a garden area with a pergola, a water feature to provide ambient noise and seating. In addition a pavilion, shade umbrellas and lounge chairs will be added.

The area will have small ornamental trees that fit with the scale of the building and amenities. Shrubs and perennials will be chosen to provide multi-season interest and color.



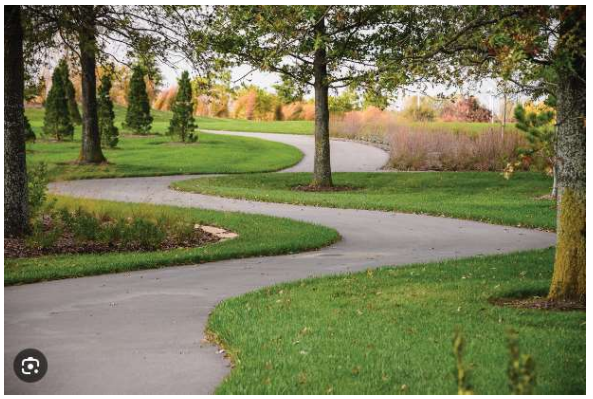
Landscape Zone D: Central Courtyard

The cottages will have lots of ornamental shrubs and evergreens for multi-season interest and screening. Small ornamental trees, ornamental grasses and perennials will be used as well. Plantings will be cohesive to match the architecture and neighborhood feel. Plantings on the slopes behind the cottages will include plenty of evergreens to screen the stormwater management area as well as adjacent roads. Plantings directly behind the cottages will include Viburnums, Rhododendrons, Buttonbush, Bush Honeysuckle, Winterberry and Mountain Laurel to blend into the wooded area.



Landscape Zone E: Cottages

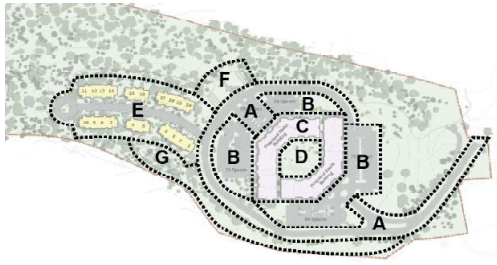


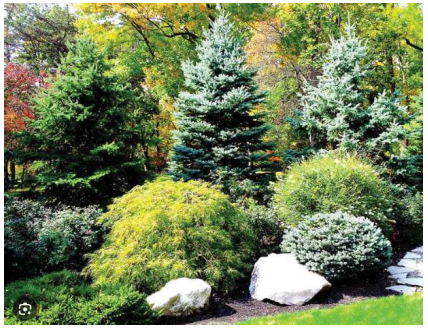




Amenities will include Bocce Ball, Pickle Ball and Tennis courts as well as a couple of putting greens. A gazebo will be used to provide a smaller shaded gathering space and a pavillion for larger gatherings of family and friends. Multi-use (bike, walking, jogging) paths will be used throughout the site to encourage activity and wellness as well as interaction with nature. Benches will be placed at points along the paths to allow for rest and socializing.

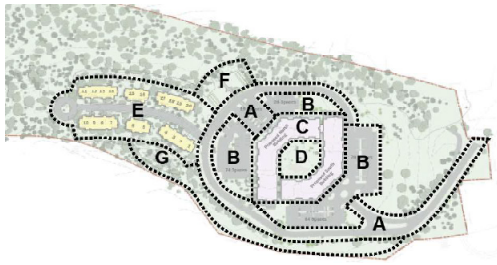
Landscape Zone F: Amenities



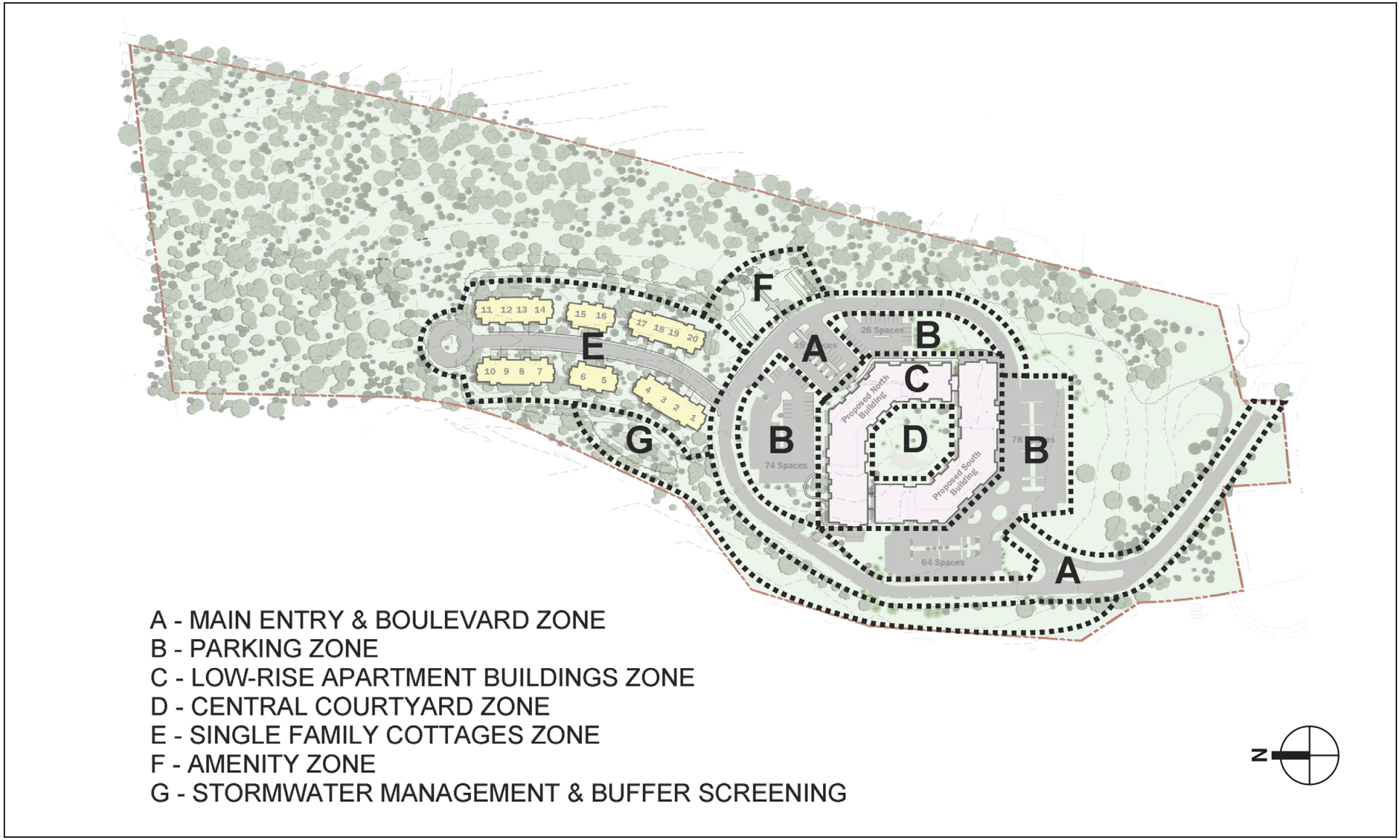





The stormwater management basin will be a detention basin that is typically dry except during and after significant storm events. The bottom of the basin will be planted with a wet grass seed mix that can be mown. The sides will have shrubs, perennials and ornamental grasses that are tolerant of wet conditions. Lots of evergreens, shade trees and large shrubs will be used to screen the complex from the adjacent Taconic Parkway.

Landscape Zone G:
Screening/Buffer & Stormwater Management



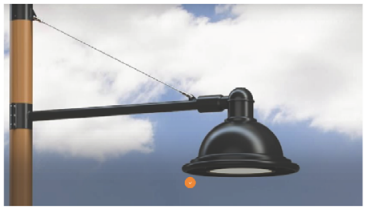
Source: Perkins Eastman

Alternative Site Layout - Lighting Plan

800 EAST MAIN STREET

Figure 17-13a

POLE LIGHTING



A - MAIN ENTRY & BOULEVARD ZONE

B - PARKING ZONE

WALL MOUNTED

C - LOW-RISE APARTMENT BUILDINGS ZONE

E - SINGLE FAMILY COTTAGES ZONE

BOLLARDS

A - MAIN ENTRY & BOULEVARD ZONE

D - CENTRAL COURTYARD ZONE

F - AMENITY ZONE

DECORATIVE SCONCES

C - LOW-RISE APARTMENT BUILDINGS ZONE

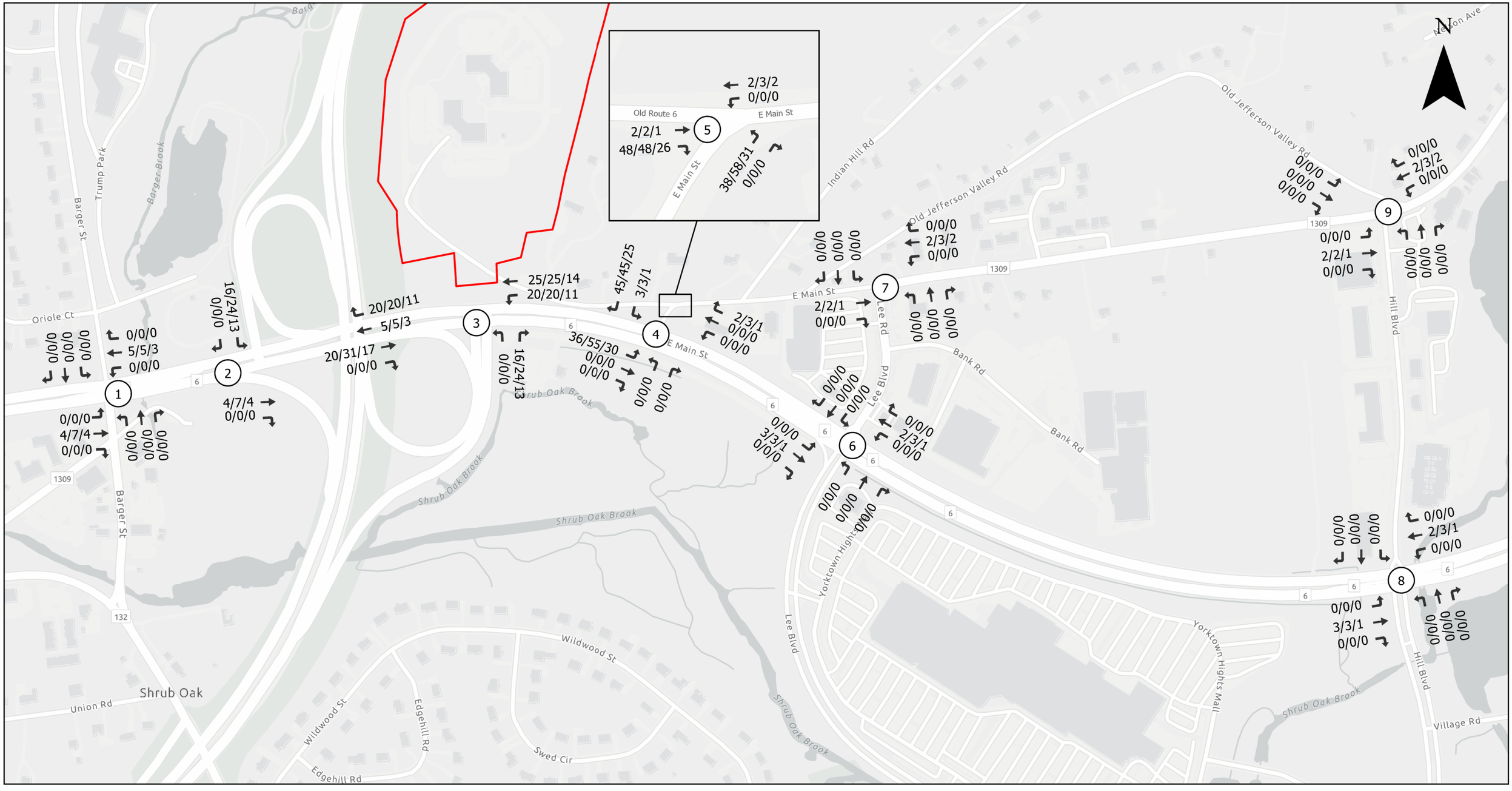
E - SINGLE FAMILY COTTAGES ZONE

Source: Perkins Eastman

Alternative Site Layout - Lighting Plan

800 EAST MAIN STREET

Figure 17-13b

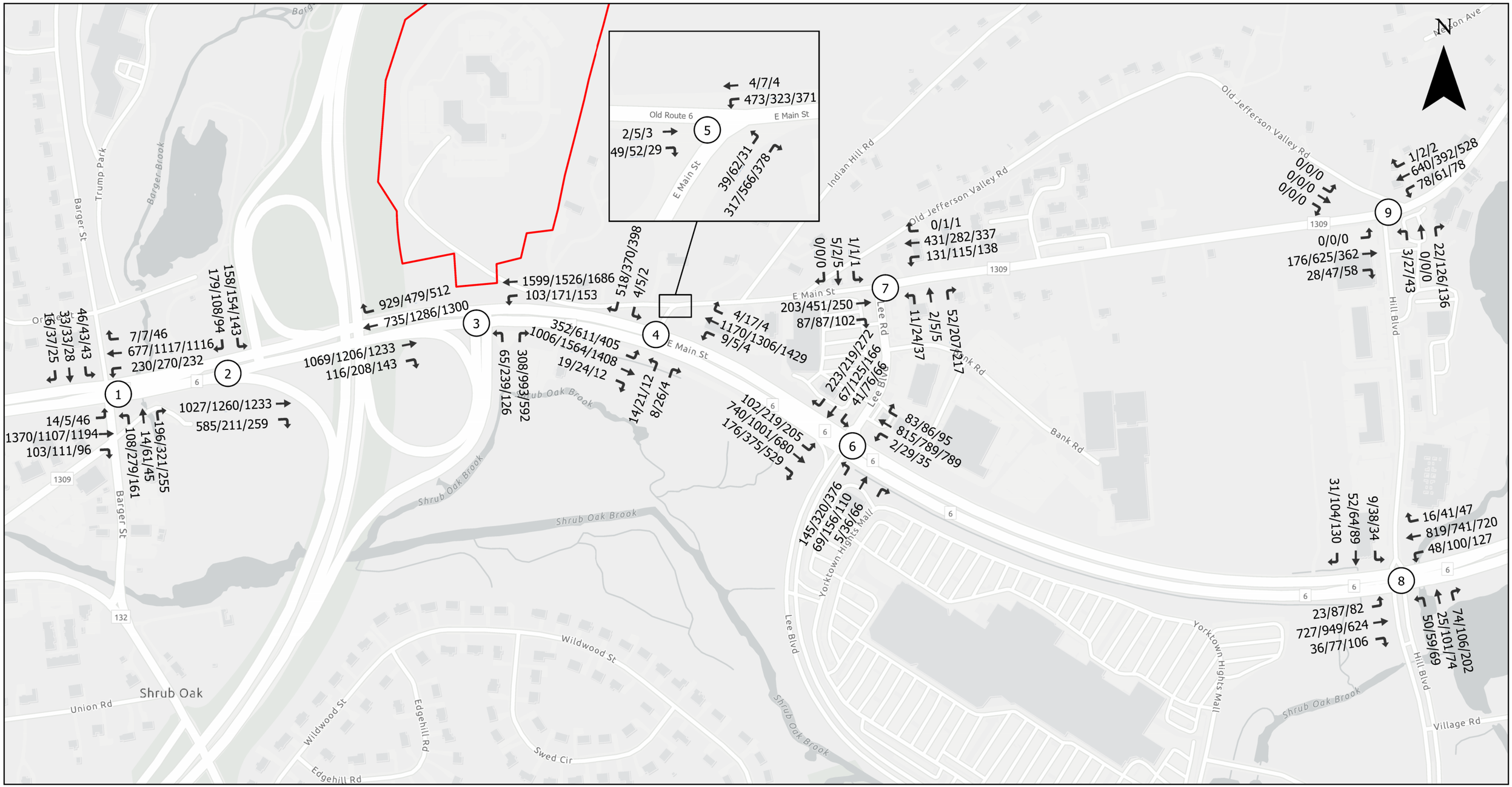


1 *Study Intersections*

Alternative Site Layout Project-Generated
Weekday AM/ Weekday PM/ Saturday Midday Peak Hour Volumes

800 EAST MAIN STREET REDEVELOPMENT

Figure 17-14

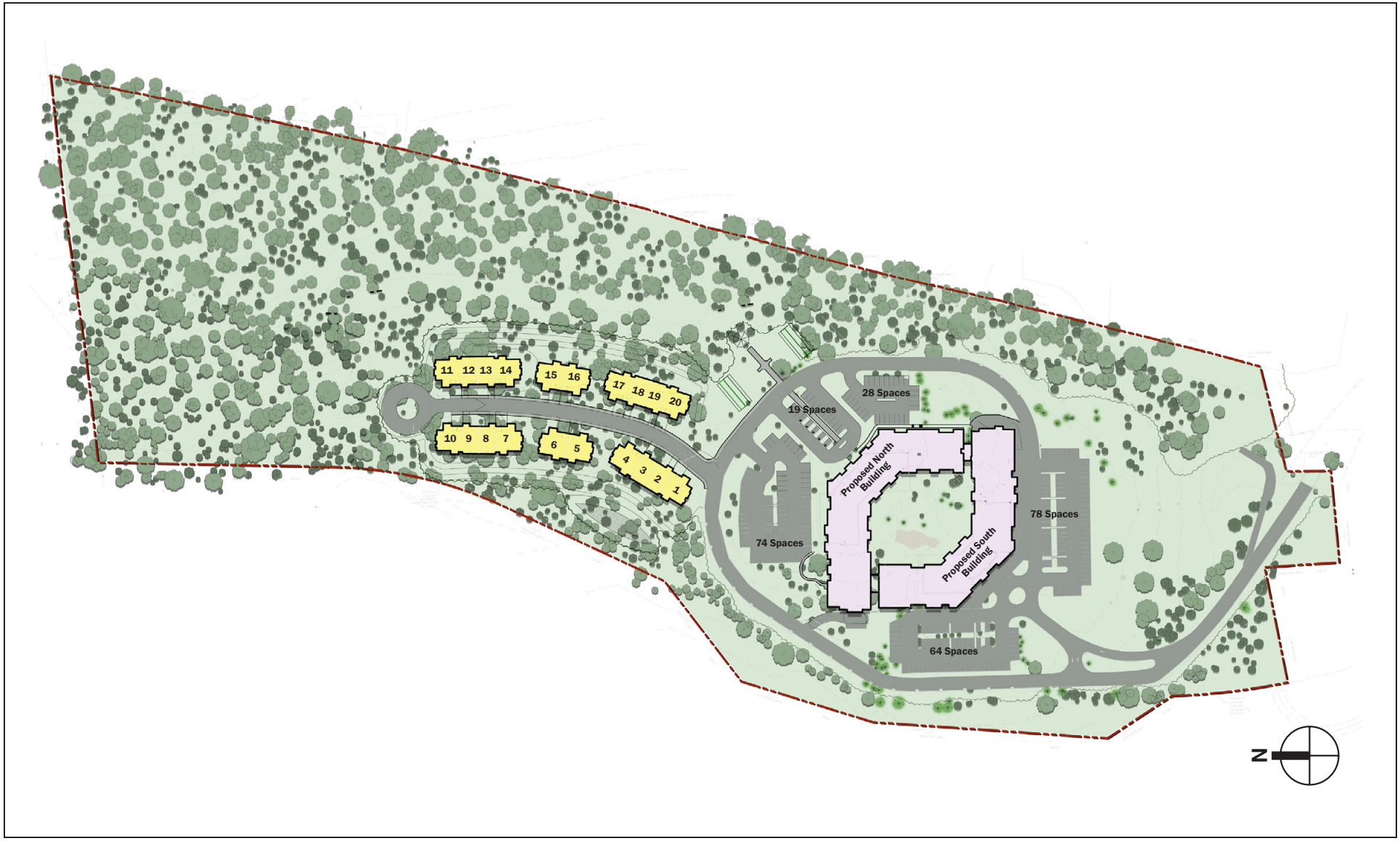


0 140 280 Feet

(1) *Study Intersections*

Alternative Site Layout With Action Condition
Weekday AM/ Weekday PM/ Saturday Midday Peak Hour Volumes

1.31.24



Source: Perkins Eastman

RSP-2 Zoning With Reduced Program - Conceptual Site Plan

800 EAST MAIN STREET

Figure 17-16

1.31.24

Source: Perkins Eastman

RSP-2 Zoning With Increased Building Footprint - Conceptual Site Plan

800 EAST MAIN STREET

Figure 17-17