



Town of Yorktown Comprehensive Plan

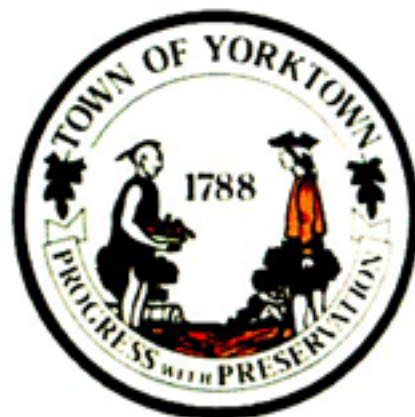
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Prepared for:
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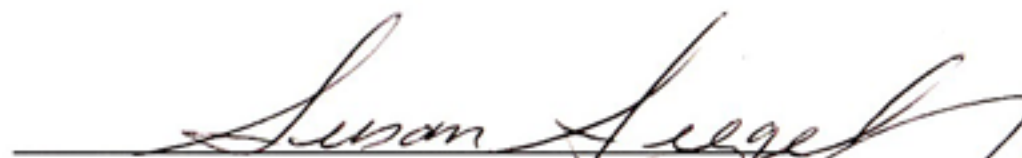
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The first meeting for the Comprehensive Plan was held in May of 2002. The Town Board, Planning Department, Comprehensive Plan Task Force, and many other Town staff as well as interested businesses and associations located in the Town of Yorktown worked hard to produce the completed plan, which was adopted by the Town Board on June 15, 2010.

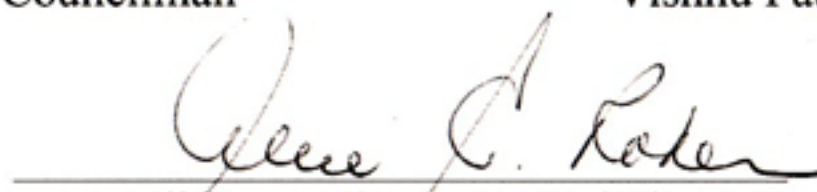

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Proposed Land Use Plan	Inside Back Cover

Executive Summary

This document represents the first significant update of Yorktown's Comprehensive Plan in the last 20 years and puts forth a renewed vision for Yorktown's future. This vision, as expressed herein, is extremely detailed and multi-faceted, encompassing all areas of day-to-day life, from land use, housing, and transportation, to parks and community facilities. By striving toward this vision, Yorktown can maintain, and even improve upon, its exceptional quality of life, so that future generations can enjoy living and working in Yorktown as much as residents do today.

The Comprehensive Plan was carefully crafted through an open and inclusive public outreach process, which revolved around monthly Task Force meetings between April 2002 and May 2003. Issues were discussed in a public forum, from beginning to end, and all ideas were subjected to the tough scrutiny of public discourse. Good ideas were carried forward and developed further. And throughout the process, Task Force participants learned from one another, found creative solutions, and identified areas for constructive compromise. In the end, not only did the process yield a Plan of exceptional quality and detail, but it also built the consensus and community support necessary for the Plan to be implemented in the future. *This is truly the community's plan.* The Comprehensive Plan was further refined as a result of the environmental impact assessment process, when the proposals in the draft plan were tested for their potential impacts on the natural and social environment. Environmental impacts were tested in a three-stage process, including the scoping period, where the key issues were identified; the draft environmental impact statement, which provided an analysis of the impacts of the Plan on 19 topic areas; and the final environmental impact statement, which responded to the public comments received on the draft statement. Changes were then made to the Plan to reduce, mitigate and eliminate potential negative impacts, and to further enhance those aspects of the Plan that were found to have beneficial impacts. Like the Task Force process, the environmental impact process was an open public process with extensive public hearings and public comment periods held at each step.

LAND USE

Vision Statement

Yorktown will continue to be primarily a low-density community of single-family homes, with strong neighborhoods that have a balance of developed areas and open space. Yorktown's five hamlet business centers should be vital centers of community life, with a mix of retail, office, civic, and residential uses. Throughout Yorktown, development should be carefully balanced with natural resource conservation and scenic and historic preservation, and it should be coordinated with circulation and infrastructure improvements.

Recommendations

- Promote residential development and preserve open space pursuant to Chapter 5, in a manner consistent with community character. Promote land uses and development patterns that help implement the conceptual vision established for each hamlet business center in Chapter 4, and encourage a mix of residential, retail, office, civic, and park uses in the hamlet centers.
- Ensure that land uses and development patterns are compatible with the goals and policies in this Comprehensive Plan which have been established to protect natural resources, historic resources, and scenic corridors and vistas.
- Adopt the Proposed Land Use Plan, enclosed inside the back cover of this document, as Yorktown's zoning map. The Land Use Plan synthesizes the concepts of Chapters 4 and 5, which deal with Yorktown's hamlet business centers and residential neighborhoods. The Land Use Plan includes upzoning of land areas of contiguous open space and/or larger lots.
- Establish new zoning districts and update existing zoning districts in the Town's zoning code, consistent with the Proposed Land Use Plan. These new districts are intended to help implement proposals in the various elements of the Comprehensive Plan. The commercial zoning districts, in particular, have been significantly updated.
- Where adequate infrastructure is not present, or sensitive environmental features are present, development should be restricted. This includes upzoning of larger contiguous vacant or underdeveloped parcels in areas that rely on well and septic systems and/or that are located within or adjacent to areas of highly impacted traffic conditions.
- Continue to support agricultural uses, including horse farms and the cultivation of fruits, vegetables and nursery stock.

TRANSPORTATION

Vision Statement

Yorktown should have a multi-modal transportation system that provides the full range of travel options for residents and improves the flow of traffic in Town. Roadways should be well-maintained and safe for cars, pedestrians, and cyclists, and traffic "hot spots" should be improved. To protect quality of life, local streets in residential neighborhoods should have low volumes and speeds, and minimal truck traffic. Transit and para-transit services should continue to be expanded. The five hamlet business centers should continue to have convenient automobile access and parking but should also become more pedestrian-friendly. Yorktown should have a Town-wide network of bike routes that links together parks, regional trails, the business centers, and residential neighborhoods.

Recommendations

Roadway & Intersection Improvements

- For immediate impact, improve intersections by: (1) providing STOP signs or traffic signals where turns are difficult or dangerous; (2) re-striping or widening intersections to provide turning lanes; (3) prohibiting left turns, possibly by means of raised median dividers; and/or (4) relocating bus stops to the far sides of intersections.
- Advocate for completion of the Bear Mountain Parkway. Support efforts to build the connection north of the current right-of-way to avoid wetlands.
- Widen Route 202 west of the Taconic to accommodate a center turning lane. Install bike lanes, improve sidewalks, and enhance landscaping along the commercial frontage.
- Considering both costs and benefits, and pending the completion of traffic studies, pursue the new roadway connections recommended in this Plan.
- In new subdivisions, require multiple roadway connections to existing streets and adjacent neighborhoods, wherever feasible.

Hamlet Business Centers

- Reinforce the street patterns leading into Yorktown Heights. Re-engineer the Route 202-Route 118 intersection for improved traffic flow and realign the Greenwood-Veterans intersection.
- Establish a centralized bus transfer point in Yorktown Heights. Increase local bus service into the Heights, and provide connections between local and commuter buses.
- Use access management tools to improve circulation in the business centers. Promote shared parking and cross-access agreements between adjacent commercial sites. Require bike racks on commercial sites.
- Promote pedestrian connections and amenities in all the hamlet business centers. Promote sidewalk-oriented development in "Main Street" areas.
- Traffic-calm streets through the hamlet business centers by means of curb extensions, on-street parking, and raised or articulated crosswalks.

Traffic Calming, Bicycles & Pedestrians

- Revisit residential roadway standards, and narrow overly wide residential streets by providing wider sidewalks or planting strips, and/or installing bicycle lanes.
- On a case-by-case basis, apply traffic calming measures along residential streets where they improve public safety or help meet local goals for reducing traffic or speeding. Examine effectiveness and impacts on a neighborhood-wide basis, with community input.
- Establish criteria to help determine what traffic calming measures would be most appropriate in what locations. Coordinate traffic calming measures with pedestrian and bicycle improvements.
- Undertake a public education program to educate about traffic calming measures and the tradeoffs involved.
- Provide sidewalks, crosswalks, and crosswalk signals on major walking routes leading into the hamlet centers. Traffic-calm busy local streets around the hamlet centers, particularly those experiencing truck traffic.
- Install sidewalks, crosswalks, and crosswalk signals along major walking routes leading to public schools and churches.
- Through the proposed greenway system, establish a network of shared bicycle-pedestrian trails throughout Yorktown. Post bicycle route maps at trail entrances.
- Connecting to the greenways, provide on-street bike lanes and marked bike routes that together form an interconnected biking system. Coordinate local bike planning with County and State efforts.
- Require bike racks for commercial sites, schools, parks, and public facilities. Encourage sites along bicycle routes to provide bike lanes in their driveways and parking lots.

Transit

- Encourage the County to increase commuter bus service from Yorktown to nearby train stations and into White Plains.
- Promote use of existing park-n-ride lots, and explore the need and feasibility of creating additional lots in key locations along commuter bus routes. Possible locations: (1) Underhill @ Route 129; (2) Route 6 west of the Taconic; (3) Route 134 @ the Taconic; (4) Bear Mountain Triangle in Crompond.
- Provide jitney service to take seniors to shopping and teenagers to sporting events.
- Improve safety and provide amenities at bus stop locations, such as shelters, kiosks, benches, route maps, and trash receptacles.
- Create a transit center for convenient bus transfers in Yorktown Heights, ideally in conjunction with a park-n-ride facility.

ECONOMIC DEVELOPMENT & HAMLET BUSINESS CENTERS

Vision Statement

Yorktown should have a vibrant economy that provides abundant job opportunities and contributes to an improved and fair local tax base. To better withstand market fluctuations, there should be a diverse range of businesses, with prosperous office and light industrial uses and thriving, attractive commercial centers. The five hamlet business centers should be enhanced and improved, so that they not only provide shopping and services, but also function as centers of community life. Uses within hamlet centers, including any intensification of those uses, should be compatible with (but not precede) existing or planned infrastructure improvements provided by the developer, other private entities, Town, State or others as appropriate.

- *Crompond.* The Bear Mountain Triangle, Yorktown's major opportunity site for economic development, should have a mix of senior housing, office, and retail uses, and possibly a hotel or country inn as well, and the commercial strip along Route 202 should be greened with preservation of open space on the north side of Route 202.
- *Jefferson Valley.* The mall should continue to serve as a major regional shopping destination. Meanwhile, Hill Boulevard should be transformed into a walkable "Main Street" with connections to the lakefront, which should have improved public access and recreational attractions for families and people of all ages, which should strengthen other hamlet uses.
- *Mohegan Lake.* While proactively working to improve infrastructure and traffic conditions along the Route 6 corridor, the Town should encourage pedestrian-oriented shopping, a diversity of housing (including senior housing), and upgrading of commercial sites.
- *Shrub Oak.* The historic and scenic quality of East Main Street corridor should be preserved, with landscaping and façade enhancements and the shopping nodes at the western and eastern ends of the corridor should be significantly improved in terms of circulation and attractiveness.
- *Yorktown Heights.* As Yorktown's downtown, this business center should continue to have a mix of civic institutions, parks, and shopping. A pedestrian-oriented "Main Street" with small shops and restaurants should be created along Commerce Street, complementing the large-format shopping centers and building a sense of place.

Recommendations

All Business Centers

- Building off the Comprehensive Plan, develop hamlet business center plans that make recommendations for improving circulation and parking, include streetscape and gateway design plans, identify resource areas for protection, and provide action items for park expansion.
- Address traffic and safety concerns by means of new roadway connections, roadway and intersection improvements, improved access/parking, and improved walkability.
- Provide parks and landscaping that balance and complement the built-up environment. Promote development that is aesthetic and compatible with surrounding neighborhoods.
- Increase Town resources in support of economic development objectives, potentially including the establishment of an economic development committee.
- Explore appointing a Main Street Manager to work with businesses in the hamlet business centers to promote ongoing economic vitality and to help improve parking, circulation, accessibility, walkability, aesthetics, and landscaping.

Yorktown Heights

- Establish a walkable "Main Street" along Commerce Street with shops and restaurants, while maintaining large-format stores with grocery shopping behind the new Main Street. Promote second-floor apartments in this area.
- Work with businesses to establish a parking district, whose purpose would be to connect and redesign lots into a coordinated network, shared by all businesses. The parking district could potentially be expanded into a business improvement district, with broader authority.
- Develop building design guidelines. Develop a streetscape plan with preferred façade treatments, signage, lighting, landscaping, circulation, sidewalk improvements, etc.
- Focus parkland acquisition and programming along the trailway, creating a linear park. Complete the trailway connection to FDR Park.
- Work with residents, businesses, and non-profit and public service organizations to create an expanded YCCC campus that weaves together community, public service, recreational, and cultural uses in and around the YCCC building.
- Redesign the Route 118-Route 202 intersection, and implement the following road links: (1) Front to Route 118; (2) Downing Street to Route 202; (3) realignment of the Veterans-Greenwood intersection.

- Make the Front Street area into a business park with improved landscaping, sidewalks, facades, and signs. Wherever possible, provide buffers along rear property lines.
- Create ornamental gateways (using signs, flags, trees, shrubs, decorative features) at the entrances to Yorktown Heights.

Crompond — Bear Mountain Triangle

- At the eastern end of the Crompond hamlet business center, promote retail and office uses with a regional draw. Create high-quality master-planned development while protecting wetlands and steep slopes.
- Working with property owners, businesses, and residents, the Town should develop a Planned Design District for the Bear Mountain Triangle that specifies preferred uses and development patterns for the area. The overall concept for the area, to be further refined, is as follows:
 - On the north side of Route 202, adjoining the Taconic State Parkway, the underlying zoning should be maintained, with an overlay allowing office and/or hotel uses at the top of the hill, a "village center" with small stores and limited mixed-use at the bottom of the hill (with pedestrian amenities, parkland, and public spaces), and senior housing and office uses in between. These areas should be integrated, rather than having each element oriented only to Route 202.
- This stretch of Route 202 should be a green corridor, with heavily landscaped buffers on both sides that hide the buildings and parking lots to the rear.

Crompond — Route 202

- Widen Route 202 to incorporate a center turning lane, promote completion of the Bear Mountain Parkway, and consider developing a connector road northeast across the Taconic Parkway to Strang Boulevard (see Chapter 3.)
- West of Pine Grove Court, continue to allow auto-oriented uses like car dealerships, gas stations, and fast-food restaurants, while promoting neighborhood-oriented shops and services.
- Adjacent to the Cortlandt border, south of the roadway, allow townhouses and compact residential uses in a "village center" format connected to the adjacent commercial area.
- Reduce curb cuts and improve auto circulation by adding rear access roads (western part), promoting cross-access agreements (eastern part), and promoting shared parking (both).
- Add sidewalks, pedestrian-scale lighting, landscaping, and possible bike lanes to the street frontage. Bike lanes could be added along the parkway right-of-way as an alternative. Promote upgrade of free-standing signs and other signage.

Mohegan Lake-Route 6

- The *Sustainable Development Study* calls for extension of the BMP and improvement of the BMP-Route 6 interchange in Cortlandt. Building off those projects, the Town should explore a 4-lane right-of-way for a realigned Route 6 south of Strawberry Road. The present Route 6 between Lexington and the new alignment would then be able to take on a more pedestrian-friendly quality.
- Promote neighborhood-oriented shopping and professional services. Continue to allow restaurants and auto-oriented uses (e.g., gas stations) that serve auto-oriented customers.
- Preserve the traditional center just east of the Lexington Avenue intersection, and foster another pedestrian-oriented area near the Lakeland-Mohegan intersection. Provide a continuous street wall with pedestrian-oriented shops. Promote restaurants, offices, and low-volume/high-image retail (i.e., antique stores).
- Preserve the woodland parcel at the Route 6-Mohegan intersection as parkland, with lakefront access. Next to the intersection, provide a celebratory space (i.e., monument, benches, flag poles, etc.) and retail uses.
- Protect wetlands extending north from the lake, and provide walking trails, if possible.
- Provide continuous sidewalks, and improve the crosswalks at the Mohegan-Lakeland and Lexington intersections.
- Use cross-access agreements and consolidated curb cuts to improve vehicular circulation.
- Encourage preservation of the LaFarge Chalet and Ansonia Lodge, and seek to have any development of these sites maintained as cultural attractions, community centers, or neighborhood parks.

Shrub Oak

- Preserve the residential and historic character of East Main Street, and develop an historically sensitive streetscape plan for East Main Street.
- Continue to expand and improve the cultural facilities along the corridor.
- At the eastern end of the corridor, create a pedestrian trail and bridge through the wetlands that connects the townhouse and office sites to the shopping village. Seek to preserve the existing nursery on Route 132, which lends a rural character to the area.
- Support improvement of the development on the A&P site, provided the parking lot is re-landscaped, access is improved, and wetlands are protected.
- Improve traffic circulation by linking the parking lots of the A&P and its retail neighbor, installing a traffic light at the Stony Street intersection, and consolidating curb cuts near the A&P center.

Jefferson Valley Mall & Business District

- Encourage expansion of the mall, provided there is no increase in impervious surface and no wetland encroachment; and provide for traffic mitigation.
- Due to environmental constraints, have the existing Par-3 golf course remain as a golf course or be converted into another recreational use.
- Establish a walkable Main Street along Hill Boulevard north of Route 6, with walkways and view corridors leading down to the Osceola lakefront. Provide retail uses that complement the mall, such as non-chain stores, sit-down restaurants, and family entertainment.
- Extend the Main Street area east onto East Main Street, north of the lake, where commercial uses would be slightly lower in density and would be oriented to lakefront recreational attractions, which would help to integrate housing and retail uses in the hamlet.
- Seek to establish public-access trails along the Osceola lakefront. Program recreational uses (private or public) along the north shore of the lake. Encourage multi-generational uses.
- Consider an overlay for recreational uses in the areas west, north and east of the lake.
- Improve walkability, pedestrian safety, curb cuts, and landscaping in the Lee Boulevard grocery/convenience shopping node.
- Continue to protect the scenic, woodland quality of the Route 6 corridor. Use signs and landscaping to create ornamental "gateways" at the Route 6 entrances of both Lee Boulevard and Hill Boulevard.

Office, Research, Light Industry & Warehousing

- Ensure that the IBM campus has adequate expansion potential, meeting its future needs for years to come.
- Promote office and light industrial space along Front Street in the Heights; Navajo Street in Jefferson Valley; and Lexington Avenue in Crompond.
- Promote professional office space (e.g., doctors, lawyers, accountants) in the hamlet centers, i.e., in second-floor space and in converted older homes.
- Strive to retain light industry, warehouses, and contractors by keeping available land zoned for such uses and making roadway improvements that can accommodate trucks.
- Limit self-storage uses to industrial areas.

Culture & Tourism

- Promote Yorktown as a center for the performing arts by working to establish additional theater space throughout Town.
- Promote awareness and appreciation of local history, by helping to preserve historic buildings and sites, encouraging the adaptive reuse of historic structures, opening up sites to occasional public visits, and possibly creating a Yorktown history trail.
- Promote FDR Park and possibly historic sites as day-trip destinations.
- Support efforts to create the Rochambeau Trail and the African American Heritage Trail through Yorktown.
- Entice day-trippers to explore the hamlet centers by installing kiosks or providing informational brochures at tourist destinations.

HOUSING & NEIGHBORHOOD QUALITY OF LIFE

Vision Statement

Yorktown should remain a community of primarily lower-density single-family homes, interspersed with open space preserves. Yorktown's high neighborhood quality of life is derived from a long history of preserving its rural quality and protecting its natural resources. Through upzoning, infrastructure improvements and additional protection of natural resources, Yorktown should seek to limit the threat of negative impacts associated with overdevelopment. In the interest of supporting adequate housing options for people of all ages, Yorktown should also strive for housing diversity throughout the Town. Yorktown seeks to balance the need for housing with the community's desire to limit and better manage the negative impacts of development.

Recommendations

- Upzone contiguous, larger-lot areas and/or open space areas throughout Yorktown (especially north of Route 6 and the southern part of Town). Upzoning has many potential benefits, including open space preservation, enhanced protection of water quality in aquifers and watersheds, conservation of other natural resources, and reduction of potential future traffic generation.
- Where adequate infrastructure is not available, development should be restricted. This includes appropriate upzoning of larger contiguous vacant or underdeveloped parcels in areas that rely on well and septic systems and/or such parcels that are located within or adjacent to areas of highly impacted traffic conditions.

- Ensure residential development in and around the hamlet business centers is compatible with surrounding neighborhoods and has amenities like parks and public plazas.
- Consider improving regulations governing the development of accessory housing units, but use performance standards to ensure compatibility with community character, maintenance of impervious surface limitations and adherence to other environmental design standards.
- Throughout the Town, require new residential development to provide a certain percentage of homes at levels affordable to middle-income households. Partner with non-profits and seek grant funding to provide ownership units at below-market prices.
- Consider allowing residential units above ground floor commercial (retail or office) development in the hamlet centers to enhance the diversity of housing types and affordability (and promote such uses in Yorktown Heights).
- Work with neighborhoods to prepare guidelines in the context of local improvement plans (for streets, sidewalks, traffic calming, scenic/historic preservation, etc.). Identify neighborhood street trees and woodland buffers worthy of preservation.
- Consider adopting a floor area ratio (F.A.R.) cap for residential development, in order to limit McMansions, a term which has come to be known to describe homes out of scale with their surroundings. Alternatively, considering adopting more strict bulk standards.
- Allow "home occupations" with minimal restriction, but establish strict performance standards for "home businesses".
- Further limit impervious coverage for non-residential uses in residential areas, and limit on-street parking around non-residential uses in residential neighborhoods.

SCENIC & HISTORIC PRESERVATION

Vision Statement

Yorktown has a distinctive scenic and historic character, comprised of farmland, woodlands, lakes and streams, historic structures and sites, and unique natural resource areas like the Croton Reservoir. These characteristics contribute to Yorktown's unique character and help make the Town an attractive place to live, work, and play. Yorktown's scenic and historic resources should be protected and carried forward into the Town's future, even as development continues to occur.

Recommendations

- Become a Certified Local Government, which will make Yorktown eligible for grant funding and technical assistance for the purposes of historic preservation.

- Establish a central repository for the Town's historical documents, and appoint a Town Historian.
- Prepare inventories of historic sites and districts, stonewalls, and scenic roads. Nominate appropriate structures or districts for listing on the National Register of Historic Places.
- Adopt a "Demolition Delay" local law that provides time to explore preservation options for historic structures proposed for demolition.
- Continue to use the site plan review process to promote historic preservation and protection of scenic landscapes.
- Seek conservation easements for privately owned sites that contain critical historic and or scenic resources worthy of preservation.
- Consider designating historic stonewalls as landmarks worthy of preservation, and protect other stonewalls through scenic corridor protection and site plan review.
- Establish a system for designating and protecting scenic roads. Options include: (1) pursue designation under the NYS Scenic Road Program, or (2) adjust zoning along identified scenic corridors to help protect their corridor (i.e., Scenic Overlay Zone).
- Expand the Farmland Protection District to include additional farm sites.
- Expand heritage tourism through historic and scenic preservation, adaptive reuse of historic sites, and development of the greenway network.
- Promote establishment of the Rochambeau and African American Heritage trails, as noted.
- Consider adopting a Tree and Forest Management Plan for the purpose of eventually establishing a tree preservation and planting program.
- Expand local beautification programs and maintenance strategies, working with volunteer organizations or business associations.

NATURAL RESOURCE CONSERVATION

Vision Statement

Yorktown's natural resources are integral to the long-term health, safety, and well-being of not only Yorktown but also neighboring towns and the region. The Town should expand efforts to preserve open space and natural resources throughout Yorktown. The ecological integrity of Yorktown's natural resources, including groundwater, streams and wetlands, trees and woodlands, steep slopes, and areas rich in bio-diversity, must be maintained and protected, even as new development occurs.

Recommendations

Open Space Preservation & Sustainable Development

- Continue efforts to expand the Open Space fund. Seek to supplement the fund with other funding sources. Set priorities for what types of parcels should be preserved.
- Continue to foster partnerships with public agencies, land trusts, and foundations for open space preservation. Keep meeting with project applicants to explore preservation options.
- Promote sustainable development patterns through a dual approach: (1) upzone contiguous open space areas; and (2) require "conservation subdivisions" in sensitive resource areas (which often include open space).
- Use Conservation Overlay Zones to promote environmentally sensitive development in sensitive resource areas. Study the potential for adopting density yield calculations to exclude wetlands, steep slopes, and other natural features.
- Adopt a steep slope ordinance to help limit development on unsuitable lands and address long-term erosion problems.
- Promote energy conservation and "green" buildings.

Wetlands, Streams & Water Bodies

- Improve wetland mitigation to better reflect wetland function and to help restore wetlands that have been compromised over time. Improve inspection of mitigated wetlands.
- Establish criteria where wider wetland buffers may be appropriate. Protect wetland buffers through clearing limits, restrictions on fertilizer use, and continued prohibition of dumping landscaping materials.
- Conduct a survey of vernal pools in Yorktown, and consider regulatory options.
- Establish an "Adopt a Wetland" program.

Woodlands, Wildlife & Plants

- Strengthen the Town's anti-clear cutting regulations, particularly with regard to wetland buffers and steep slopes. Protect woodland buffers along scenic corridors and "green" corridors. Protect street trees in historic districts and along residential streets.
- Promote use of native plant species for landscaping.

- Work with environmental organizations like the Metropolitan Conservation Alliance and Hudsonia Institute to study bio-diversity and other environmental issues, and work with surrounding communities on environmental protection.
- Support appropriate forest management techniques to protect and maintain the quality of forested land.
- Develop a Green Corridor Plan that will physically and/or visually connect parks, open space areas, lakes and ponds, stream corridors, and other natural features.

Stormwater, Drainage & Flooding

- Adopt a stormwater ordinance to implement the Phase II Storm Water Program. Monitor stormwater flows and pollutant levels. Continue to improve Town-owned stormwater devices as needed.
- For newly developed areas in Yorktown, establish stormwater management districts. For existing privately owned stormwater devices, provide incentives for proper maintenance.
- Strive for better regional coordination of stormwater management and flood control.
- Revisit impervious surface standards and establish performance standards that further encourage on-site recharge of stormwater.
- Strengthen Yorktown's erosion and sediment control regulations.
- Complete the Town's GIS mapping project of stormwater devices, and consider mapping impervious surfaces as well.
- Work with FEMA to update flood hazard area maps for Yorktown.

Stormwater Quality, Watersheds & Aquifers

- Continue working with the County to consider requiring septic tank maintenance and/or pump-outs.
- Explore ways to limit the use of fertilizers, pesticides, and herbicides in areas with sensitive natural resources, and develop an Integrated Pest Management program for municipal and school facilities.
- Consider bolstering current regulations regarding wastewater disposal or recycling for car washes or other water-intensive uses.
- Explore environmentally sensitive alternatives or improvements to de-icing practices.
- Update the Yorktown code for consistency with the Croton Plan.
- Continue to explore whether additional underground aquifers exist in Yorktown.

Enforcement & Education

- Continue to improve environmental enforcement, including enhanced use of the Town's GIS system. Establish volunteer programs to aid in monitoring conservation areas. Improve public education and informational resources.

INFRASTRUCTURE

Vision Statement

Infrastructure is a basic building block of the community — essential for the health, safety, and welfare of residents. Utilities should continue to be expanded to meet Yorktown's growing needs. At the same time, the Town should strive to limit any potential negative impacts from infrastructure expansions on Yorktown's natural, historic, or scenic resources.

Recommendations***Water***

- Advocate adding a fifth filter to the Catskill Treatment Plant, in order to ensure an adequate public water supply for Yorktown and the region in the future.
- Study the potential for expanding the Northern Westchester Joint Waterworks (NWJWW) water supply system into southern Yorktown, as NWJWW may be able to provide water there at a lower cost.
- Protect surface and groundwater quality by upzoning areas of Yorktown with contiguous areas of open space or larger-lot development, limiting increases in impervious surface, and encouraging stormwater recharge.
- Work with other watershed municipalities, Westchester County, and Putnam County to establish a regional approach for the protection of watersheds.
- Continue to expand, monitor, and maintain the water distribution system as needed. Promote water conservation.

Sewer

- The Hallock's Mill wastewater treatment plant was upgraded in 2008 to a flow capacity that is able to accommodate the existing known flow rates into the plant. However, the rules and regulations governing the wastewater treatment plant do not allow

additional flow above the existing allowed rate under the SPDES permit.. Yorktown should work with NYCDEP to secure amendment to those regulations that would allow a amendment to the permit. .

- Before expanding any existing sewer districts, make sure enough capacity is set aside for existing unconnected homes as well as vacant or underutilized sites in existing district boundaries.
- Strive to provide sewer service to areas with failing septic systems or any other areas where lots sizes are not considered adequate for the soils to properly handle septic effluent.
- Outside existing district boundaries, where vacant sites are subdivided, ensure that minimum required lot sizes are suitable for septic use.
-

Electricity, Natural Gas & Telecommunications

- Continue to expand electric and natural gas infrastructure in Yorktown as necessary.
- Promote expansion of cable, FIOS, and DSL internet services.
- Continue to require undergrounding of utility wires in new subdivisions. Work with utility companies to underground existing overhead wires as roads are improved.
- Establish parameters for the location and design of cell antennae and towers. Prohibit cell towers and antennae along scenic corridors and on historic sites. Continue to allow development of cellular infrastructure on Town property.

PARKS & RECREATION

Vision Statement

Yorktown is and should continue to be a recreation-oriented community, with a network of parks, athletic amenities, and greenways. Parks and recreational facilities should provide Yorktown residents with a diverse range of recreational opportunities, from exercise, to team sports, to experiencing the natural environment. They should contribute to community character and quality of life and should be coordinated with efforts to protect natural resources and scenic landscapes.

Recommendations

- Building off the North County Trailway and the planned Trailway-FDR Park trail, create a greenway network throughout Yorktown. Possible new recreational trail locations include: the aqueduct right-of-way, utility rights-of-way, and the Taconic State Parkway right-of-way.
- Establish and/or improve hiking trails on Turkey Mountain, in Sylvan Glen, along the Hunterbrook, and on Piano Mountain. This effort should build off recommendations made by the Yorktown Land Trust.
- Consider providing at least one new major community park with active recreational facilities.
- Consider providing a wide range of new recreational facilities, based on funding availability and local interest. Options include: an indoor recreational center, more all-purpose fields, and another outdoor track.
- Make the Holland Sporting Club site into a self-sustaining multi-use cultural and /or recreational facility.
- Make sure parks allow for multi-generational and barrier free use.
- Improve pedestrian, bike, and automobile access to parks.
- Promote greater use of FDR Park by Yorktown residents.
- Continue partnering with the school districts and neighboring towns to consider developing joint recreational facilities for mutual use.
- Allow commercial recreation facilities in certain parts of the hamlet centers.

COMMUNITY FACILITIES & SERVICES

Vision Statement

Community facilities and services should protect public safety and enhance Yorktown's quality of life. They should be improved and/or expanded to meet growing needs, and they should be provided in a cost-effective manner. The Town's cultural and community facilities should help build a rich civic life for all Yorktown residents to enjoy.

Recommendations

- Explore school district unification, or as an alternative, work with the districts to merge some school services and/or establish a magnet high school. Monitor school enrollment and space needs. If a new school site is needed in Yorktown, work with the districts

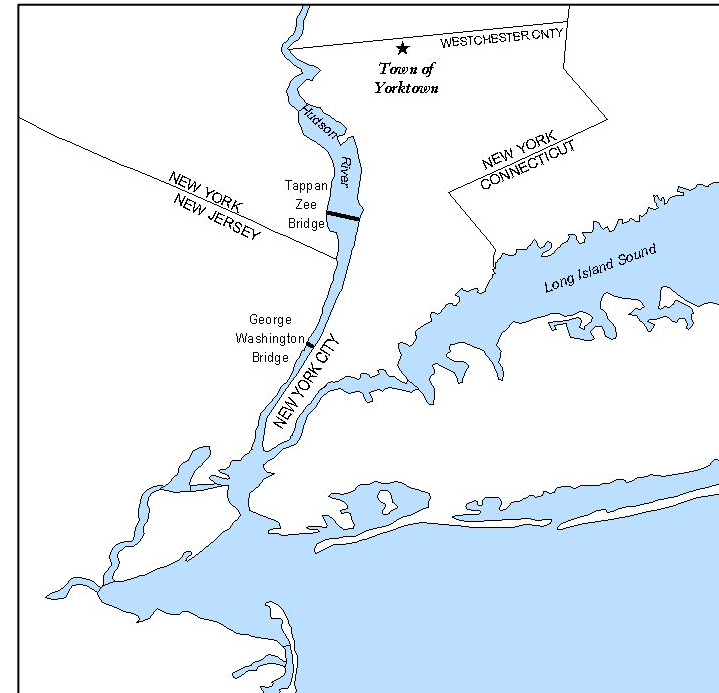
to identify a potential site. Consider a hamlet center location, taking into account space needs and potential traffic impacts (i.e., busing).

- Establish a library branch in Yorktown Heights. Consider expanding the Hart Library on its current site, and/or onto the adjacent School District site. Consider establishing a library district with an elected board and explore additional grant funding. Continue to improve library technology, site access, and outreach to youth and seniors.
- Consider establishing a full-service senior center in existing space or in a separate building. Improve youth activities and expand the Teen Center.
- Develop shared parking agreements with adjacent sites, or as a more bold vision, seek to create a YCCC campus. Use any available space to expand the Teen Center, arts programs, sports programs, and the museum, and/or provide a branch library.
- Keep expanding the police force in accordance with future needs. Improve dispatch and use of technology. Explore ways to make more efficient use of the police building.
- Advocate for shared fire services or facilities between the fire districts. Address long-term personnel needs and continue promoting volunteerism. Expand use of technology and improve dispatch. Continue to identify sites for new fire stations, as needed.
- Consider shared ambulance services and/or a merger between the two Volunteer Ambulance Corp's, and explore the potential for a regional emergency response system. Promote volunteerism.
- Further consider options for either expanding or relocating Town Hall. If relocation is preferred, consider a hamlet center location, ideally Yorktown Heights. Relocate records storage back to Town Hall. Expanding on the Town's web site, create a virtual Town Hall on the internet. Provide better pedestrian linkages between Town Hall, the Highway Department building, the YCCC, and other Town facilities in Yorktown Heights.
- Continue to expand town enforcement capabilities. Work with the fire and ambulance districts to address public safety needs. Consider closing the Highway Department garage on Front Street, and relocate it to the Spillway, Greenwood, and/or other sites.

1. Introduction

Yorktown is a diverse community that encompasses many landscapes: the Croton Reservoir and Mohegan Lake; the Jefferson Valley Mall, one of the largest retail centers in the County; the Teatown Lake Reservation, Turkey Mountain, and FDR Park; athletic fields of all kinds, the Shrub Oak pool and the Yorktown Community and Cultural Center; old stone walls; extensive hiking paths and the North County Trailway; historic sites and districts dating to the Revolutionary War; two fire districts; four school districts; five commercial hamlet centers; and 12 distinct residential neighborhoods, each with its own unique character and identity.

Yet Yorktown is more than just the sum of its parts. With a vibrant civic and cultural life; one of the most frequently visited libraries in the County; many sporting clubs; a dynamic Chamber of Commerce; active neighborhood and homeowner's associations; dedicated religious leaders, teachers, police officers, fire fighters, and volunteers; and multi-generational facilities like the YCCC, Yorktown has a rich quality of life.



1.1 YORKTOWN & REGIONAL GROWTH

In the 1950's and 1960's, Yorktown was at the edge of the New York metropolitan region and experiencing rapid growth. Since the 1970's, growth in Yorktown has been occurring at a very slow pace. Today, it is an established community of more than 36,000 residents, and suburban growth reaches as far north as Poughkeepsie. (See Table 1-1.) Slow growth results from the relatively small amount of remaining vacant, developable land in Yorktown. (See Table 1-2.) As of 2002, about 20 percent of the Town's total land area is developable and zoned for residential use. Another 15 percent of the Town's residentially zoned land is underutilized, that is, in the form of oversized lots that can be subdivided.

Table 1-1: Historical Population Growth in Yorktown, 1950-2000

	<i>Total Population</i>	<i>Average Annual Growth Rate Over Prior 10-year Period</i>
1950	4,731	
1960	16,453	13.3
1970	28,064	5.5
1980	31,988	1.3
1990	33,467	0.5
2000	36,318	0.8

Source: Westchester County Data Book 2001

Table 1-2: Estimated Population in Yorktown, 2001 - 2004

	<i>Total Population</i>	<i>Growth Rate</i>
July 1, 2001	36,616	
July 1, 2002	37,061	1.20%
July 1, 2003	37,161	0.26%
July 1, 2004	37,175	0.04%

Source: Westchester County Data Book 2005

Recognizing this limitation, the Comprehensive Plan cannot and will not fundamentally alter the Town's established development patterns. Nevertheless, the Plan puts forth targeted proposals and strategies for improving traffic congestion, enhancing the hamlet centers, reducing allowable development densities in residential areas, and so on. These adjustments, while individually small in scope, will cumulatively bring forth significant long-term benefits for Yorktown's quality of life. That is, without re-inventing the wheel, without compromising the qualities that make Yorktown such a great place to live, the Plan moves away from suburban sprawl.

Slow growth has advantages and disadvantages. On the one hand, slow growth may limit the availability of housing and place upward pressure on housing costs, but on the other hand, less open space is lost in any given year. Business opportunities may evolve more slowly, but commercial sprawl is limited to a handful of locations. The Town has the time to plan out expansions of community facilities and services as demand increases, but Town tax revenues, which pay for those expansions, are slow to increase. Whether growth is fast or slow, natural resources and systems experience more stress as new tracts of land are subdivided.

Traffic congestion is only partly the result of new development. National trends have shown that there are more cars per household and people are spending more time in their cars and traveling more miles. In Yorktown, more than 71 percent of households have two, three, or more cars, compared to 49 percent for the County as whole and 30 percent for the metropolitan region. Therefore, even if all new development came to halt, traffic congestion would still be expected to increase.

Recognizing these opportunities and pressures, the Town Board embarked upon the preparation of this new Comprehensive Plan in 2001. This effort represents the first significant update of the Town's Comprehensive Plan since 1983. The overriding goal of the Comprehensive Plan is to build off of the Town's strengths, while improving upon its weaknesses. In the future, Yorktown should continue to be a multi-faceted place, but ever stronger in the commonalities that bring residents together.

1.2 COMMUNITY OUTREACH PROCESS

From the start, the Town established a goal to develop the Plan through an inclusive process that would engage the community in an active dialogue about Yorktown's future. Working with consultants, the Town established an outreach process that has been unusually successful in eliciting input from the full Yorktown community. The process included everything from newsletters, to web-based outreach, to public workshops, to surveys, to interviews with key stakeholders. By using a variety of techniques, the Town obtained a wide range of perspectives from a cross-section of the community, including business leaders, residents, Town department heads, and neighborhood and homeowner's associations.

Although public outreach increased the time needed to prepare the Comprehensive Plan, it was time well spent. The viewpoints, concerns, and comments expressed by participants played *the* essential role in developing and refining the goals and policies in this document, ultimately resulting in a Plan that is both broad-based and detailed.

The Comprehensive Plan was further refined as a result of the environmental impact assessment process, when the proposals in



the draft plan were tested for their potential impacts on the natural and social environment. Environmental impacts were tested in a three-stage process, including the scoping period, where the key issues were identified; the draft environmental impact statement, which provided an analysis of the impacts of the Plan on 19 topic areas; and the final environmental impact statement, which responded to the public comments received on the draft statement. Changes were then made to the plan to reduce, mitigate and eliminate potential negative impacts, and to further enhance those aspects of the Plan that were found to have beneficial impacts. Like the Task Force process, the environmental impact process was an open public process with extensive public hearings and public comment periods held at each step. In short, the entire process, from inception to adoption, was designed to be fully open and inclusive.

TASK FORCE WORKSHOPS

The key constant to the public outreach process was the creation and empowerment of a citizen's Task Force, which in fact can be viewed as the primary author of this Plan. The Town invited more than 250 residents, property owners, businesspeople, and members of the community to join the Task Force, which first convened in April 2002, before any technical work on the Plan was started. People who participated in the Task Force meetings are listed on the Acknowledgments page.

In the period between April 2002 and May 2003, there were 12 Task Force meetings. The purposes of the meetings were: (1) to listen to and understand community concerns and issues; (2) to allow the Town's consultants to propose and test out new ideas and creative solutions; (3) to allow participants an opportunity to put forth their own ideas or ask questions. All meetings were interactive, audience-based discussions and were facilitated by the Town's consultants. Comments were recorded, and notes were then written up and posted to the Town's web site. All meetings were open to the public and were noticed in local newspapers.

- *April 3, 2002 — S.W.O.T.* During the first workshop, the Town's consultants facilitated a S.W.O.T. discussion. The acronym S.W.O.T. stands for Strengths, Weaknesses, Opportunities and Threats. The exercise was intended to identify those attributes of the Town that participants liked or disliked (strengths and weaknesses) and those evolving trends that had the potential to positively or negatively impact the Town (opportunities and threats.)
- *May 1, 2002 — Visioning.* During the visioning session, participants worked together to develop preliminary visions for the Comprehensive Plan. This provided the consultants with some initial insight into the types of ideas to be explored.
- *Topical Workshops.* What followed were 6 separate workshops, each focusing on a particular topic of concern. During each topical workshop, the consultants provided a technical analysis and a list of "ideas to be tested." These ideas became the topic of discussion, and through the discussion, the consultants and the participants reached a general consensus about which ideas made the most sense and were worthy of further study. The discussion topics were as follows:
 - *June 5, 2002 — Parks and Community Facilities,*

- *July 10, 2002 — Scenic & Historic Resources*
- *September 18, 2002 — Transportation*
- *October 16, 2002 — Natural Resources*
- *November 20, 2002 — Housing & Neighborhood Quality of Life*
- *January 15, 2003 — Economic Development & Hamlet Business Centers*
- *Technical Memoranda.* Subsequent to each topical workshop, the consultants prepared a Technical Memorandum on the topic with draft recommendations for discussion purposes. The memoranda were made available to the Task Force at subsequent meetings and were posted on the Town's web site.
- *Review of Draft Recommendations.* Four final workshops were held to review the contents of the Technical Memoranda and to solicit further comment from Task Force participants on the more controversial and complex of the draft recommendations. Task Force participants were given a draft summary of each chapter, including a vision statement and major goals and policies.
 - *March 5, 2003 — Parks, Community Facilities, Infrastructure, Natural Resources, Scenic & Historic Resources*
 - *April 3, 2003 — Housing, Neighborhood Quality of Life*
 - *April 24, 2003 — Transportation, Hamlet Business Centers*
 - *May 14, 2003 — Land Use Plan.* The Land Use Plan synthesizes all of the recommendations of the other chapters into a single, unified map that serves as the basis for future zoning.

The Task Force meetings were designed to be interactive, with an experienced facilitator shepherding the discussion. In each meeting, consultants and participants entered into a constructive dialogue where they learned from each other, and through mutual revision, inched together toward draft goals and policies for the Plan. Using professional facilitation techniques, the consultants sought to provide all participants with an opportunity to be heard, while at the same time moving the discussion along in a manner that made efficient use of the Task Force's time and energy.

INTERVIEWS & INFORMATION MEETINGS

While the Task Force meetings were taking place, the Town was also busy conducting interviews and informational meetings. The Town's consultants met with key individuals and groups who by nature of their positions or experiences had the potential to provide unique perspectives on the planning effort. By way of an overview:

- Interviews were conducted with emergency service directors and boards to understand long-term infrastructure and staffing needs.

- Meetings were held with Town Department heads to review each Department's operating procedures and long-term staff and space requirements.
- Interviews with the Planning Board, Conservation Board, Community Housing Board, Landmarks Preservation Committee, and ABACA were conducted to understand policy issues.
- Meetings were held with local realtors to discuss housing trends and needs.
- A special meeting with the New Chamber of Commerce was held to review economic development interests and concerns.

NEWSLETTERS & SURVEYS

Two newsletters discussing the Comprehensive Plan were prepared and mailed to every household and business in Yorktown. The first newsletter, released in spring 2002, introduced the Comprehensive Plan process and invited residents to attend the Task Force meetings. The newsletter included a phone-in survey with questions relating to a variety of Comprehensive Plan topics.

The second newsletter, circulated in fall 2002, reported the results of the first survey and the first few Task Force meetings. Dates for future Task Force meetings were listed as well. A second phone-in survey was included in the newsletter, providing residents another chance to respond.

Approximately 1,100 residents responded to the first survey, and approximately 1,300 responded to the second survey. Such response levels yielded statistically significant results. Each survey asked respondents to indicate what part of Yorktown he or she lived in. The geographic distribution of the respondents closely resembled that of the general population, confirming the reliability of the results.

The results of the survey played a major role in developing ideas and

Yorktown 30 Second TouchTone Survey*

Please consider the survey before and place your number answers in the boxes provided. To properly register your responses, call 1-800-763-7563. This call will be billed to your phone. Thank you to advance for your participation. Open 14 hours.

Section 1: Demographics

1. How long have you lived in Yorktown?

- 1-5 years
- 6-10 years
- 11-20 years
- 21-30 years
- More than 30 years
- Do not live in Yorktown
- Don't know

2. How long have you lived in Yorktown?

- 1-5 years
- 6-10 years
- 11-20 years
- 21-30 years
- More than 30 years
- Do not live in Yorktown
- Don't know

3. Please indicate how you feel about the following statement: "The Town of Yorktown should adopt ordinances to protect roads and streets that contribute to the natural beauty and character of the Town."

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion

4. Where do you work?

1. Yorktown
2. New York City
3. White Plains
4. Connecticut
5. New Jersey
6. Maryland
7. New York State
8. Other
9. Don't work

Section 2: Satisfaction

5. How would you rate your level of satisfaction with the following?

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

1. Sleeping
2. Location in the region
3. Access to the Tidewater
4. Neighborhood
5. Housing costs
6. Diversity of age groups
7. Schools
8. Roads & infrastructure
9. Natural beauty & scenery
10. Parks & recreational facilities
11. Historic character
12. Municipal services, town government
13. Police, fire & EMS services
14. Cultural life

Section 3: Opinions

6. Which actions do you believe would best improve traffic conditions in Yorktown? Choose the top three items in order of importance to you.

1. New roadways/interchanges
2. Widening of existing roads/interchanges
3. Traffic management techniques (i.e. changing one-way streets, adding left-turn lanes)
4. Expanded bike lanes and trails
5. Improved sidewalks in business centers
6. Improved sidewalks in residential neighborhoods
7. Increased bus service to town
8. Provide additional park and ride lots
9. Promote clustered development patterns that make people less auto-dependent

7. How long is your commute to work, home to school?

1. Less than 15 minutes
2. 15-30 minutes
3. 30-45 minutes
4. 45-60 minutes
5. More than 60 minutes
6. I work from home
7. Don't work

8. How would you rate the visual appearance of your neighborhood? Consider the appearance of buildings, landscaping, parking areas, streets, lawns, parks and schools, and the natural scenery.

1. Very attractive
2. Attractive
3. Not attractive at all
4. Disagree
5. Strongly disagree
6. No opinion

9. How would you rate the quality of the sidewalks in your neighborhood?

1. Excellent
2. Good
3. Fair
4. My neighborhood doesn't have sidewalks
5. If additional bike trails/paths were available, would you like your bike to work for your shopping?
1. Yes
2. No
3. Maybe
4. Does not apply

10. Would you use a neighborhood jitney service to a nearby train station?

1. Yes
2. No
3. Maybe
4. Does not apply

11. Would you use a neighborhood jitney service to go shopping?

1. Yes
2. No
3. Maybe
4. Does not apply

Section 4: Registration

How To Register Your Responses With MarketFAX®

In order to answer the survey questions in the questionnaire, you MUST answer all questions in register format. This call 1-800-763-7563 and enter Ext. 317 when prompted.

1. [] 2. [] 3. [] 4. [] 5. [] 6. [] 7. [] 8. [] 9. [] 10. [] 11. [] 12. [] 13. [] 14. [] 15. [] 16. [] 17. [] 18. [] 19. [] 20. [] 21. [] 22. [] 23. [] 24. [] 25. [] 26. [] 27. [] 28. [] 29. [] 30. [] 31. [] 32. [] 33. [] 34. [] 35. [] 36. [] 37. [] 38. [] 39. [] 40. [] 41. [] 42. [] 43. [] 44. [] 45. [] 46. [] 47. [] 48. [] 49. [] 50. [] 51. [] 52. [] 53. [] 54. [] 55. [] 56. [] 57. [] 58. [] 59. [] 60. [] 61. [] 62. [] 63. [] 64. [] 65. [] 66. [] 67. [] 68. [] 69. [] 70. [] 71. [] 72. [] 73. [] 74. [] 75. [] 76. [] 77. [] 78. [] 79. [] 80. [] 81. [] 82. [] 83. [] 84. [] 85. [] 86. [] 87. [] 88. [] 89. [] 90. [] 91. [] 92. [] 93. [] 94. [] 95. [] 96. [] 97. [] 98. [] 99. [] 00. []

Enter your zip 2 + 3

Enter your 3 choices

*Copyright © 1999 Yorktown, Virginia. All rights reserved. This survey is for informational purposes only. It is not a binding contract.

draft policies for the Comprehensive Plan. Survey statistics are noted throughout. The results of the surveys are included as an appendix to the Plan.

TOWN WEB SITE

The Comprehensive Plan process made extensive use of the Town's web site, <www.yorktownny.org>. A "Comp Plan" link was added to home page, which lead to a separate page dedicated entirely to the Plan. This page included "Frequently Asked Questions," agendas for upcoming meetings, notes of past meetings, the results of the two surveys, and the completed Technical Memoranda. The page also allowed residents to include themselves on the Comprehensive Plan's email list, so that they could receive notices electronically, and to send emails to the Town with comments or questions. Throughout the SEQRA process, relevant materials were also posted including the Draft and Final Environmental Impacts Statement and a red-lined version of the Draft Comprehensive Plan.

1.3 CONTENTS OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is composed of nine different elements, each dealing with a distinct topical area of the community. The Proposed Land Use Plan in Chapter 2 weaves together those goals and recommendations into a single, coherent proposal for development and conservation, providing a snapshot of what the Town would be expected to look like in the future. The eight other elements of the Plan are organized as follows:

- Chapter 3: Transportation
- Chapter 4: Economic Development & Hamlet Business Centers
- Chapter 5: Housing & Neighborhood Quality of Life
- Chapter 6: Scenic & Historic Preservation
- Chapter 7: Natural Resources Conservation
- Chapter 8: Infrastructure
- Chapter 9: Parks & Recreation
- Chapter 10: Community Facilities

Each chapter includes a vision statement and a list of overarching goals. Specific policy statements, with detailed discussion paragraphs, are provided as well. These statements represent the specific "action items" of the Comprehensive Plan. An "overview" section starts off each chapter and provides a brief summary of the technical analysis, survey results, and Task Force input. More detailed background information is included in an appendix at the end of the chapter.

The Plan process was structured such that draft policies were developed first, and the vision statements and goals are an outgrowth of those recommendations. As a result, the vision statement and goals have a level of specificity and nuance that provides a meaningful long-term direction for the Town's future.

1.4 RELATIONSHIP TO OTHER PLANS & PROJECTS

Preparation of the Comprehensive Plan was undertaken concurrently with several other planning efforts. The evolving studies and recommendations of those efforts have been taken into account in this Plan, to the greatest extent possible.

- *The Route 202/35/6 Bear Mountain Parkway Sustainable Development Study.* A joint effort between the State DOT, the County, the New York Metropolitan Transportation Council (NYMTC), and the municipalities of Yorktown, Peekskill, and Cortlandt, this study is put forth long-range proposals to address traffic congestion and land use patterns west of the Taconic Parkway.
- *Comprehensive Croton System Water Quality Protection Plan.* Spearheaded by the County, this plan identifies sources of pollution to the Croton watershed and recommends measures to be taken by watershed municipalities, the County, and the New York City Department of Environmental Protection (NYCDEP) to maintain and improve water quality.
- *Hallock's Mill Sewage Treatment Plant Wastewater Diversion.* The Hallock's Mill Wastewater treatment plant was studied to determine whether it should be diverted to the county's plant in Peekskill or be upgraded to handle the existing flow and meet current water quality standards. It was determined to upgrade the plant and in 2008 this construction was completed.
- *Metropolitan Conservation Alliance's Biodiversity Study.* This study identifies areas throughout northern Westchester which have the ability to support a rich diversity of species.
- *Stearns & Wheler Biodiversity Study.* This study recommends measures that could be implemented by the Town to more effectively conserve biodiversity within Yorktown, thereby protecting the resilience and long-term sustainability and viability of ecosystems throughout the town.

1.5 IMPLEMENTATION OF THE COMPREHENSIVE PLAN

Implementation of the Comprehensive Plan will be an incremental process. When the Comprehensive Plan is completed, the Town's zoning ordinance will be updated to reflect the Land Use Plan and newly adopted goals and policies. Then, as development proposals come forward, those new projects will have to conform to the new zoning. State and County agencies, when undertaking projects in Yorktown (e.g., roadway improvements) will be required to consider the Comprehensive Plan's goals and policies.

Implementation will be relatively inexpensive and cost-effective. Many aspects of the Plan would be implemented incrementally over time, and implementation tasks would be folded into the Town's day-to-day administrative tasks. Thus, implementation for the most part would cost no more than the normal costs that the Town already incurs for the purposes of administration. The Comprehensive Plan includes some recommendations for new, expanded, or improved public facilities, like parks, roads, or maintenance facilities. However, the Comprehensive Plan does not make budgetary decisions. The Town Board would have to decide whether and how much money to spend on implementing such facility improvements when considering and voting on the Town budget each year.

Ultimately, the Plan's implementation is dependent on continued political support. The document can and should be changed as trends, needs, and priorities inevitably evolve, but the basic vision, goals, and concepts put forth in the Plan should serve as guideposts for the future that the entire community believes in, whatever political affiliation, whatever neighborhood. Thus, the exhaustive community process undertaken for the Plan was not only essential to ensuring its quality and responsiveness to present-day concerns, but is also essential for its ongoing implementation.

2. Land Use

The Land Use chapter is the keystone of the Comprehensive Plan. It synthesizes all of the goals and policies of the other elements into a single, coherent vision.

2.1 VISION STATEMENT

Yorktown will continue to be primarily a low-density community of single-family homes, with strong neighborhoods that have a balance of developed areas and open space. Yorktown's five hamlet business centers should be vital centers of community life, with a mix of retail, office, civic, and a diversity of residential uses. Throughout Yorktown, development should be carefully balanced with natural resource conservation, scenic and historic preservation, and promotion of recreational opportunities, and it should be coordinated with circulation and infrastructure improvements.



Maple Court, Yorktown Heights.

2.2 GOALS

Goal 2-A: Provide for low-density development and preserve open space throughout Yorktown's residential neighborhoods, as discussed in Chapter 5, in a manner consistent with community character.

Goal 2-B: Promote land uses and development patterns that help implement the conceptual vision established for each hamlet business center in Chapter 4, and encourage a mix of residential, retail, office, civic, and park uses in the hamlet centers.

Goal 2-C: Ensure that land uses and development patterns are compatible with the goals and policies in this Comprehensive Plan, which have been established to:

- Protect wetlands, water bodies, habitat areas, steep slopes, and other sensitive areas from encroachment;
- Protect drinking water supplies, including both reservoirs and aquifers;
- Protect historic resources, including archaeological sites;

- Protect and enhance the community character of residential neighborhoods;
- Protect the visual quality of scenic corridors, as well as key scenic vistas.

Goal 2-D: Closely coordinate land use and development with intended modes of access, including automobiles, pedestrians, bicycles, and transit.

Goal 2-E: Land uses, densities, and development patterns should be compatible with the existing or planned sewer, road, and water infrastructure in an area. Where adequate infrastructure is not present, or sensitive environmental features are present, development should be restricted. This includes appropriate upzoning of larger contiguous vacant or underdeveloped parcels in areas that rely on well and septic systems and/or that are located within or adjacent to areas containing sensitive natural resources or of highly impacted traffic conditions.

Goal 2-F: Promote housing for people in all stages of life, from young adults and couples, to families with children, to seniors.

2.3 OVERVIEW OF LAND USE

- Yorktown's residentially zoned areas are mostly developed but are dotted with significant areas of open space. Some of these open spaces are publicly owned or permanently preserved, but others are available for future development. Long-term economic forces and housing demand in Westchester County and the Hudson Valley are strong. There is concern that development of remaining areas of open space would further deplete Yorktown's natural resources and place further stress on the roadway infrastructure.
- Yorktown's five hamlet business centers already serve as centers of community life and provide shopping and conveniences. However, in varying degrees, each of the hamlet centers lacks the mixed-use, pedestrian-oriented character that distinguishes more vibrant business districts. The proposed completion of the Bear Mountain Parkway and improvements to Route 6 and 202, per the *Sustainable Development Study*, will create unique opportunities to enhance the Mohegan Lake and Crompond business districts.
- The *Sustainable Development Study* has proposed a reduction in allowable densities for vacant, developable parcels located between Route 6 and Route 202 west of the Taconic State Parkway. The Study also calls for a mixed-use hamlet business center in the Bear Mountain Triangle within Crompond.¹

¹ Route 202/35/6 Bear Mountain Parkway: Sustainable Development Study: Linking Land Use and Transportation: 2004

2.4 POLICIES

Policy 2-1: Adopt the Proposed Land Use Plan, enclosed inside the back cover of this document, as Yorktown's zoning map.

- The Land Use Plan synthesizes the concepts of Chapters 4 and 5, which deal with Yorktown's hamlet business centers and residential neighborhoods. Whereas many of the land use-related goals and policies espoused in those chapters are general in nature, the Land Use Plan is specific and puts forth a zoning scheme that can help implement those concepts.



Deerhollow Estates, Crompond.

- As discussed in Chapter 5, upzoning is being recommended in many residential areas throughout Yorktown. Upzoning is focused on areas with a pattern of contiguous open space and/or larger lots. (See Chapter 5 for more detail.) Upzoning has many potential benefits, as discussed throughout the Comprehensive Plan. First, it promotes natural resource conservation and open space preservation. With lower densities, less land is generally disturbed for the purpose of development, meaning that natural features and sensitive ecological areas can be better protected. Second, with fewer homes and septic systems, upzoning helps protect the water quality of aquifers and watersheds. Finally, by allowing a smaller number of homes to be built, upzoning helps to reduce potential future traffic generation.

Policy 2-2: Use Tables 2-1 through 2-20 as the basis for establishing new zoning districts and updating existing zoning districts in the Town's zoning code.

- The Proposed Land Use Plan includes several new zoning and overlay districts. These new districts are intended to help implement proposals in the various elements of the Comprehensive Plan. Some of the previous zoning districts are being replaced or changed, while others are being maintained. Most of the new or revised zoning districts are for commercial areas.
- Each district is summarized in a single table, which includes a purpose statement, a list of allowable land uses, and a description of "development and design concepts."

The descriptions included in these tables serve as the basis for the Yorktown's zoning district regulations.

- The updated zoning ordinance regulations may go beyond the provisions outlined under the "development and design concepts." For example, most of the tables do not discuss building height, but maximum heights are currently, and will continue to be, regulated under the zoning ordinance.
- Although Yorktown's residential districts have remained largely unchanged, the commercial districts are being altered and updated. Currently, the commercial zoning districts promote auto-oriented development patterns, which promote automobile access and parking. New zoning districts provide for pedestrian-oriented environments as well.

Policy 2-3: Ensure that new development and roadway and infrastructure improvements are compatible with the Proposed Land Use Plan, as well as with the other provisions of this Comprehensive Plan.

- This will help work toward the overall vision espoused throughout this Plan. It will promote better circulation and natural resource conservation, as well as an enhanced quality of life overall.

Policy 2-4: Monitor future development and population trends, and regularly update the Land Use Plan and Comprehensive Plan.

- As new development occurs, portions of the Land Use Plan may no longer make sense, or new ideas may spring forth. The Town should regularly reevaluate and update the Plan, so that it remains current and relevant. The Town should establish a reasonable time horizon for a comprehensive update.

Policy 2-5: Consider using Overlay Zones to protect unique resources from the impacts of development.

- On an ongoing basis, the Town should study new areas where such overlay zones might provide a benefit to the environment or the community.



Hilltop Hanover Farm, Croton Heights.

Policy 2-6: Continue to support agricultural land uses, including horse farms and the cultivation of fruits, vegetables and nursery stock.

- The presence of the farms helps diversify Yorktown's economy, constitutes an important scenic and aesthetic resource, and serves as a continuing reminder of the Town's agricultural past.
- Consider using the Farmland Preservation overlay zone in agricultural areas subject to development pressure. The Farmland Preservation Overlay Zone was recently used to protect Hilltop-Hanover Farm. The Town should consider applying this overlay zone in additional locations where farmland is subject to development pressure and whether the farm contributes to the scenic and natural qualities of the area.

Policy 2-7: Develop the parameters for the Conservation Overlay zones.

- Identify appropriate areas in Town with significant and unique natural resources which could be further protected by an overlay zone.
- These areas can include critical habitat areas, aquifers and other water resources. Priority areas should include those water sources feeding into public water supplies.

Table 2-1: Single-family Residential (R1-10, R1-20, R1-40, R1-80, R1-160, & R1-200)

Purpose: To promote and protect single-family residential neighborhoods throughout Yorktown, with lots and houses in scale and in character with surrounding areas.

Typical Land Uses include single-family homes, as well as other compatible uses, such as schools. Charitable organization and places of worship will require special use standards.

Design & Development Concepts

- Minimum lot size is the main distinguishing characteristic of each zone:
 - R1-10: 20,000 sq. ft.
 - R1-20: 20,000 sq. ft.
 - R1-40: 40,000 sq. ft.
 - R1-80: 80,000 sq. ft.
 - R1-160: 160,000 sq. ft.
 - R1-200: 200,000 sq. ft.
 - Residential lots smaller than 40,000 sq. ft. in size should have sanitary sewer and public water service.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
 - Supplementary standards should be revisited for compatible non-residential uses, such as larger minimum lot size, required location on collector or arterial roads, etc. to ensure proper fit with surrounding neighborhoods.
 - Increased setback, building coverage, and impervious coverage requirements should be revisited for the R1-80, -160, and -200 zones.
 - Floor area ratio limits should be considered in order to limit potential for McMansions.
-

Table 2-2: Two-Family Residential (R2)

Purpose: To promote and protect residential neighborhoods with a mix of single-family and two-family homes in the appropriate areas immediately in or around the hamlet business centers.

Typical Land Uses include single-family and two-family homes, as well as other compatible uses, such as schools and places of worship. The R2A zone is being merged into the R2 zone.

Design & Development Concepts

- Two-family homes should have a minimum lot area of 20,000 sq. ft.
 - All residential lots should have sanitary sewer and public water service.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
 - Supplementary standards should be revisited for compatible non-residential uses, such as larger minimum lot size, required location on collector or arterial roads, etc. to ensure proper fit with surrounding neighborhoods.
-

Table 2-3: Townhouses & Multi-family (R3)

Purpose: To promote housing diversity in Yorktown by providing areas of townhouses and other multi-family development in and around the hamlet centers.

Typical Land Uses include two-family homes and townhouses, as well as other compatible uses, such as schools and places of worship. The R3A zone is being merged into the R3 zone.

Design & Development Concepts

- Campus-like layout.
 - Significant open space requirement, with woodland buffers along street frontage(s) and adjacent single-family residential zones.
 - Maximum density: 12 units per acre after open space set-aside (same as previous zoning).
 - All residential units should have sanitary sewer and public water service.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
 - Supplementary standards should be revisited for compatible non-residential uses, such as larger minimum lot size, required location on collector or arterial roads, etc., to ensure proper fit with surrounding neighborhoods.
-

Table 2-4: Senior Independent Living (RSP-1)

Purpose: To provide opportunities for senior citizens to find appropriately sized housing units for their years as empty nesters and young retirees. This zone helps to meet the growing demand among retirees and seniors for age-restricted housing, where they can live in greater tranquility with other people of the same age and in an environment more tailored to their needs.

Typical Land Uses include two-family homes and townhouses for independent senior living (age-restricted).

Design & Development Concepts

- Campus-like layout, forming a complete village or community (e.g., Jefferson Village).
 - Large minimum tract size.
 - Significant open space requirement with woodland buffers along street frontage(s) and adjacent to single-family residential zones.
 - Maximum density: 12 units per acre after open space set-aside (same as previous zoning).
 - All residential units should have sanitary sewer and public water service.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-5: Senior Living with Assisted Housing (RSP-2)

Purpose: To allow for assisted living facilities, nursing homes, hospices, and other residential facilities that also provide health care, personal care, and/or household services for the elderly. This zone helps to meet the growing demand among retirees and seniors for age-restricted housing, but also the need among more elderly persons for residential-plus-care facilities.

Typical Land Uses include two-family homes and townhouses for independent senior living (age-restricted), as well as assisted living facilities.

Design & Development Concepts

- Significant open space requirement (e.g., not less than 20 percent), with woodland buffers adjacent to single-family residential zones.
 - Maximum floor area ratio: 0.175 (roughly equivalent to 8 to 10 units per acre in a residential development)
 - All development should have sanitary sewer and public water service.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-6: Continuous Care (RSP-3)

Purpose: To allow for a mix of independent senior living, assisted living facilities, nursing homes, hospices, and other residential facilities that also provide health care, personal care, and/or household services for the elderly. The purpose is to provide living environments for seniors such that they can receive increasing levels of health care or personal care over time as they require, without forcing them to move.

Typical Land Uses include two-family homes and townhouses for independent senior living (age-restricted), as well as geriatric centers.

Design & Development Concepts

- Campus-like layout.
 - Large minimum tract size.
 - Significant open space requirement (e.g., not less than 40 percent), with woodland buffers along street frontage(s) and adjacent to single-family residential zones.
 - Maximum floor area ratio is 0.175, and maximum density is 8 units per acre, after open space set-aside.
 - Independent and assisted living uses should be integrated and balanced, to allow seniors the opportunity to "age in place."
 - All development should have sanitary sewer and public water service.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-7: Country Commercial (CC)

Purpose: To allow low-intensity, small-scale, commercial establishments throughout Yorktown.

Typical Land Uses include retail stores, personal services, and restaurants. This zone is similar to the previous CC zone.

Design & Development Concepts

- Small-scale lots and structures.
 - Woodland buffers adjacent to single-family residential zones.
 - Maximum F.A.R. should be established, closely tailored to existing structures, so as to allow only limited expansions.
 - Establish design guidelines for buildings, parking lots, and signage that promote compatibility with the rural and woodland setting.
 - Limited entrances from roadways, with wide shoulder near entrances to accommodate cars turning in and out.
 - Shared parking and cross-access agreements.
 - Significant landscaping requirement in parking lot (e.g., 10 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
 - Limited outdoor lighting. Standards should require outdoor light to be focused downward and away from residential areas. Standards should strive to reduce glare effects.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-8: Commercial Recreation (CR)

Purpose: To promote commercial recreational facilities for the enjoyment of Yorktown residents in the areas in or around the business hamlet centers.

Typical Land Uses include golf courses, beaches, playing fields, and other commercial recreational facilities, as well as bed-and-breakfast inns. This zone is similar to the previous CR zone, except that residential uses are not permitted.

Design & Development Concepts

- Minimum lot size: could be 2 acres.
 - Significant open space requirement (e.g., not less than 40 percent), with woodland buffers along street frontage(s) and significant setback (e.g., 100 feet) from water's edge.
 - Significant landscaping requirement in parking lot (e.g., 10 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
 - Establish design guidelines for buildings, parking lots, and signage that promote compatibility with the waterfront setting.
 - Limited entrances from roadways, with wide shoulder near entrances to accommodate cars turning in and out.
 - Shared parking and cross-access agreements. All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-9: Commercial Shopping Center (CSC or C-1)

Purpose: To provide adequate locations for medium-size community-oriented shopping centers in the hamlet centers, where residents can purchase daily necessities like groceries.

Typical Land Uses include shopping centers that have a range of retail stores, personal services, restaurants, banks, etc. This zone is similar to the C1 zone, except that larger parcels would be required and auto dealerships would not be permitted.

Design & Development Concepts

- No strip development, i.e., where small-scale businesses line the street. All businesses are organized into a shopping center format.
 - A mix of large-scale and ancillary small-scale stores.
 - Large minimum lot size, possibly tailored to accessibility (e.g., 3 acres if access is from a local road, 10 acres from a collector road, 20 acres from an arterial road).
 - Woodland buffers adjacent to single-family residential zones, and minimum 20-foot landscaping strips along street frontages.
 - Maximum F.A.R. should be established, but it should be set at a level that allows some expansion of existing centers.
 - Limited, signalized entrances from adjacent roads.
 - Significant landscaping requirement in parking lot (e.g., 10 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-10: Commercial Hamlet Center (CHC or C-2 & C-2R)

Purpose: To make hamlet commercial nodes into vibrant hamlet centers with small shops, restaurants, and services in a compact, pedestrian-oriented setting.

Typical Land Uses include ground-floor retail stores, personal services, and restaurants and professional offices. In Yorktown Heights upper-floor apartments would be allowed. Civic uses, such as museums, government offices, libraries, and community centers, should be allowed as well. This zone replaces the C2, C2-A & C2-AR zones. Auto dealerships will no longer be permitted, and bulk standards can be revised to promote pedestrian-oriented shopping.

Design & Development Concepts

- Small-scale buildings and uses clustered along a traditional "Main Street" area.
 - Small minimum lot size.
 - Higher F.A.R; maximum height of two and a half stories.
 - No front or side setbacks for buildings.
 - Sidewalk-oriented entrances, display windows, and signs.
 - Ground-floor space should be reserved for retail uses; professional offices should be encouraged above.
 - Apartments should be allowed in a special new C2-R zone for Yorktown Heights, which allows residential apartments above.
 - Shared parking and cross-access agreements and consolidated entrances. Parking behind or beside buildings, not in front.
 - Significant landscaping requirement in parking lot (e.g., 10 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
 - Establish design guidelines for buildings, parking lots, and signage that promotes compatibility with the historic context.
 - Sidewalks throughout including connections between commercial and adjacent residential areas.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-11: Commercial Limited (CL or C-3)

Purpose: To allow for small, freestanding, roadside commercial uses, along major arterial roadways in the business hamlet centers, but excluding auto-oriented uses that attract heavy volumes of traffic.

Typical Land Uses include retail stores, personal services, and restaurants, but does *not* include auto-oriented uses such as car washes and auto dealerships. This zone replaces the C3 zone.

Design & Development Concepts

- Freestanding businesses
 - Small minimum lot size
 - Significant open space requirement (e.g., not less than 30 percent).
 - Woodland buffers adjacent to single-family residential zones, and minimum 20-foot landscaping strips along street frontages.
 - Cross-access agreements and consolidated entrances, wherever possible.
 - Sidewalks along the street frontage, and walkways connecting store entrances on adjacent lots.
 - Lighting standards should require outdoor light to be focused downward and away from residential areas. Standards should also strive to reduce glare effects.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-12: Commercial General (CG or C-4)

Purpose: To allow for freestanding, roadside commercial uses, along major arterial roadways in the business hamlet centers.

Typical Land Uses include retail stores, personal services, and restaurants, as well as auto-oriented uses such as car washes and auto dealerships. This zone replaces the C4 zone. Industrial uses will no longer be permitted.

Design & Development Concepts

- Freestanding businesses
 - Small minimum lot size
 - Significant open space requirement (e.g., not less than 30 percent).
 - Woodland buffers adjacent to single-family residential zones, and minimum 20-foot landscaping strips along street frontages.
 - Cross-access agreements and consolidated entrances, wherever possible.
 - Sidewalks along the street frontage, and walkways connecting store entrances on adjacent lots.
 - Lighting standards should require outdoor light to be focused downward and away from residential areas. Standards should also strive to reduce glare effects.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-13: Commercial Regional Center (CRC)

Purpose: To provide a location for large retail centers that attract customers from the greater Yorktown region, in locations with excellent accessibility from the Taconic State Parkway.

Typical Land Uses include enclosed shopping malls that have a range of retail stores, personal services, restaurants, banks, cinemas, etc. This zone is similar to the previous CRS zone.

Design & Development Concepts

- No strip development, i.e., where small-scale businesses line the street. All businesses are organized into a shopping center format.
 - Mostly large-scale buildings (i.e., 20,000 square feet or more), with relatively few free-standing uses, such as banks or restaurants.
 - Large minimum lot size. The Jefferson Valley Mall is currently 64 acres.
 - Significant open space requirement (e.g., not less than 20 percent), with woodland buffers along street frontage(s) and adjacent to single-family residential zones.
 - Maximum F.A.R. should be established, but it should be set at a level that allows expansion of the Jefferson Valley Mall, while keeping impacts manageable.
 - Allow a parking garage integrated with the surrounding area, subject to design standards. Cap the size and height of the garage, and require it to be hidden from major roadways and from residential areas.
 - Limited, signalized entrances from arterial roads.
 - Significant landscaping requirement in parking lot (e.g., 10 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
 - Lighting standards should require outdoor light to be focused downward and away from residential areas. Standards should also strive to reduce glare effects.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-14: Light Industry (I-1 and I-2)

Purpose: To allow light industrial and warehouse uses in and around the hamlet business centers in a business park setting.

Typical Land Uses include light manufacturing, offices, warehouses, and health clubs. This is the only zone where self-storage facilities would be permitted. This zone combines all of Yorktown's industrial areas into two zones and replaces the previous M1, M1-A, M1-B, and M2 zones. I2 would only be for Yorktown Heights.

Design & Development Concepts

- Large minimum lot size.
 - Significant open space requirement for the tract (e.g., not less than 20 percent).
 - Lower F.A.R. compared to hamlet centers (e.g., 0.40). This would allow a 24,000-sq.ft. building on an 60,000-sq.ft. lot.
 - Woodland buffers adjacent to single-family residential zones, and minimum 20-foot landscaping strips along street frontages.
 - Limited, signalized entrances into the tract from major arterial roadways, aligned with other commercial entrances or roadway intersections.
 - Lighting standards should require outdoor light to be focused downward and away from residential areas. Standards should also strive to reduce glare effects.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-15: Office (O)

Purpose: To provide locations for professional offices in and around the hamlet business centers and to serve as a transition zone between hamlet business centers and adjacent residential neighborhoods.

Typical Land Uses include professional offices, day care, and health clubs. This is a new zone.

Design & Development Concepts

- Significant open space requirement (e.g., not less than 30 percent), with woodland buffers adjacent to single-family residential zones and along street frontages.
 - F.A.R. provides a transition between hamlet center and surrounding residential and industrial areas (e.g., 1.0); lot coverage should be limited to allow for adequate parking (e.g., 35 percent); maximum height of two and a half stories.
 - Significant landscaping requirement in parking lot (e.g., 10 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
 - Lighting standards should require outdoor light to be focused downward and away from residential areas. Standards should also strive to reduce glare effects.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-16: Office Business Campus (OB)

Purpose: To provide locations for major office and research campuses that promote the economic and fiscal health of Yorktown, are located on State or County routes, and are easily accessible from major arterials.

Typical Land Uses include offices and research laboratories. This zone is similar to the previous OB-1 zone and is combined with the OB-2 zone.

Design & Development Concepts

- Campus-style setting.
 - Very large minimum lot size.
 - Significant open space requirement (e.g., not less than 40 percent), with woodland buffers adjacent to single-family residential zones and along street frontages.
 - Low F.A.R. (e.g., 0.20). On a 30-acre parcel, this would allow a 260,000-sq. ft. building with 500 employees. The IBM campus (more than 170 acres) has an F.A.R. currently of 0.10, so a significant expansion would be possible.
 - Allow a parking garage, subject to design standards. Cap the size and height of the garage, and require it to be hidden from major roadways and from residential areas.
 - Significant landscaping requirement in parking lot (e.g., 15 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
 - Limited, signalized entrances from major arterial roadways, aligned with other commercial entrances or roadway intersections.
 - Lighting standards should require outdoor light to be focused downward and away from residential areas. Standards should also strive to reduce glare effects.
 - All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
-

Table 2-17: Farmland Preservation Overlay District (FPO)

Purpose: To promote the conservation, in whole or in part, of farms that hold a significant place in the historic or historical landscape of Yorktown, that contribute to the diversity of the Town's economic base, and that benefit the quality of life of Yorktown's residents.

Typical Land Uses include farms and clustered single-family homes. This is identical to the previous FPO zone.

Design & Development Concepts

- Allow residential development pursuant to the base zoning, but only in the form of cluster.
 - Provide a density incentive to encourage the creation of an "operating farm preserve" and a "farm preservation and maintenance plan." Any development using the density incentive should still be required to cluster.
 - The preserve should be no less than 35 percent of the tract and no less than 10 acres in size. It should be located on that part of the farm that was actively used for growing, grazing, or other agricultural activity and that is still viable for farming use.
-

Table 2-18: Planned Designed District Overlay (PDD-Overlay)

Typical Land Uses include the following:

- All PDD's: civic uses, such as government offices, libraries, and community centers.
- PDD Commercial Recreation: golf courses, beaches, playing fields, and other commercial recreational facilities, as well as bed-and-breakfast inns, retail stores, and restaurants.
- PDD Office Business Campus: offices, research laboratories
- PDD Mixed Use: retail stores, personal services, restaurants, professional offices, hotel/country inn, senior housing.

Design & Development Concepts

All PDD's

- For each mapped PDD, a PDD Specific Plan should be prepared that outlines preferred uses and site planning. Compliance with the Plan should be a condition of obtaining the right to develop the allowable uses and intensities under the PDD Overlay. Otherwise, the underlying zoning holds.
- The Town should encourage creativity in site planning and architectural design, such that the development creates a unique "sense of place" that adds to the character of the area and the identity of Yorktown as a whole.
- Significant open space requirement (e.g., not less than 35 percent), with woodland buffers adjacent to single-family residential zones and along street frontages.
- Along lakefronts, easements allowing for publicly accessible walking trails shall be provided.
- Significant landscaping requirement in parking lots (e.g., 15 percent of parking lot); landscaped planter or tree every 10-15 parking spaces, not just around the edges.
- Limited, signalized entrances from major arterial roadways, aligned with other commercial entrances or roadway intersections.
- Lighting standards should require outdoor light to be focused downward and away from residential areas. Standards should also strive to reduce glare effects.
- All areas should be subject to natural resource protection requirements relating to wetlands, water bodies, steep slopes, tree clearing, etc.
- All uses should have sanitary sewer and public water service.

PDD Commercial Recreation

- The area should have a mix of retail and recreational uses.
- The shopping center should have a low F.A.R. (e.g., 0.25 to 0.30) to accommodate parking and a minimum lot size of 10 to 15 acres.
- Sidewalks throughout, including connections to adjacent commercial and residential areas.

PDD Office Business Campus

- Minimum lot size: 10 acres
- Campus-like layout, with maximum F.A.R. of 0.175 after open space set-aside and maximum building height of two to three stories.
- The preferred layout is a grouping of smaller structures, rather than a single large mass. Development should be compatible with the countryside or scenic setting.

PDD-Mixed Use

- Must have a commercial core with a mix of small-scale shops and professional offices in a "Main Street" or "village center" environment. If present, this commercial core should build off of existing adjacent commercial areas.
 - All residential development would not be allowed to exceed the yield permitted by the underlying zone.
 - Surrounding residential areas should have a mix of housing types, with a gradual transition of intensities out from the commercial core, such that the area blends in seamlessly with adjacent single-family residential areas.
 - Outside the commercial core and residential areas, space permitting, there can also be office business park development in a campus style setting
 - Sidewalks throughout, including connections to adjacent commercial and residential areas.
-

Table 2-19: Conservation Overlay Zone (COZ)

Purpose: To promote the protection of natural resources in areas where resources may be particularly sensitive to the impacts of development.

Typical Land Uses include single-family homes and parks. All other uses otherwise permitted by the underlying zoning within the COZ. This is a new zone.

Design & Development Concepts

All COZ's

- More strict building coverage and impervious coverage limits.
- Increased restrictions on vegetative clearing.
- Encouraged use of quasi-permeable surfaces for parking lots, where in whole or in part, such as pavers or brick.
- Adherence to "Green Building" techniques to reduce environmental impacts.

COZ-Aquifer

- Flexible application of curbing requirements for roadways and parking, in areas where swales can be established for overland recharge.

COZ-Lake Communities

- More strict limits on steep slope development.
- Limits on use of fertilizers, provided an effective enforcement/inspection mechanism can be established.
- Required use of native species for any planting required by the Town.
- Limit encroachment on the lakefront and work with property owners to provide better access to the lakefront.

COZ-Floodplain

- In case of subdivision application for more than two lots, required use of "Conservation Subdivision" techniques (see Chapter 7).
- Flexible application of curbing requirements for roadways and parking, in areas where swales can be established for overland recharge.
- Limitation on development within identified vernal pools.

COZ-Biodiversity/Critical Habitat

- In case of subdivision application for more than two lots, required use of "Conservation Subdivision" techniques (see Chapter 7).
 - Required use of native species for any planting required by the Town.
 - More strict limits on brush dumping.
 - Limits on fertilizer use, provided an effective enforcement/inspection mechanism can be established.
 - Limit on development within vernal pools.
-

3. Transportation

3.1 VISION STATEMENT

Yorktown should have a multi-modal transportation system that provides the full range of travel options for residents, and improves the flow of traffic in the town. Roadways should be well-maintained and safe for cars, pedestrians, and cyclists, and traffic "hot spots" should be improved. To protect quality of life, local streets in residential neighborhoods should have low volumes and speeds, and minimal truck traffic. Transit and para-transit services should continue to be expanded. The five designated business districts should continue to have convenient automobile access and parking but should also become more pedestrian-friendly. Yorktown should have a Town-wide network of bike routes that links together parks, regional trails, the business centers, and residential neighborhoods.

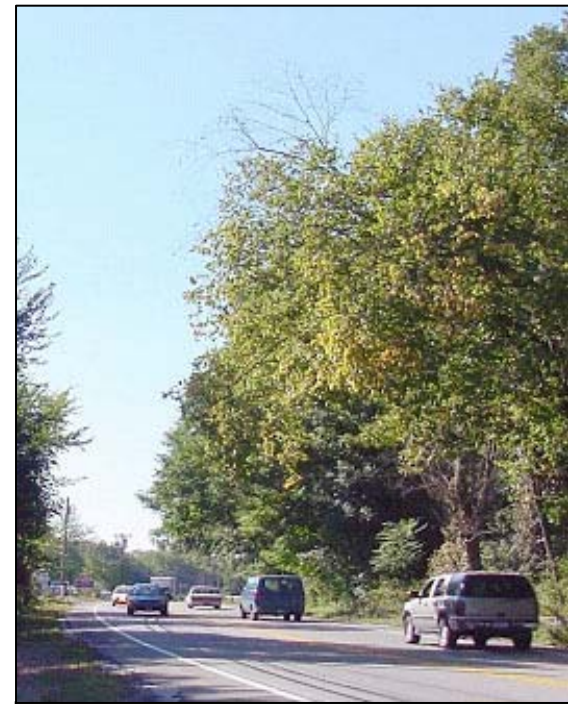
3.2 GOALS

Goal 3-A: Undertake roadway improvements that are compatible with the land uses and development intensities in the Town's adopted Land Use Plan (see Chapter 2.)

Goals 3-B: Reduce traffic congestion along arterial roads, such as Route 6 and Route 202, and improve safety, and traffic movements at major intersections. Work to improve access management along commercial strips. Work with the State to improve access to the Taconic State Parkway.

Goals 3-C: Strive to maintain acceptable levels of service for traffic along collector streets throughout Yorktown.

Goal 3-D: Utilize site plan and subdivision standards that facilitate efficient traffic flow, minimize safety hazards, and encourage pedestrian- and bicycle-friendly development.



Routes 202/35 (Crompond Road), Crompond.

Goal 3-E: Work to reduce speeding and traffic volumes along local residential streets and to create a safe environment for pedestrians and bicyclists in those areas.

Goal 3-F: Encourage walking in and around the five hamlet business centers, and ensure safety for pedestrians walking to and from schools, community institutions, park and other public or quasi-public sites.

Goal 3-G: Promote walking and biking along greenway trails, and facilitate bike circulation on streets throughout Yorktown.

Goal 3-H: Encourage major employers in Yorktown to adopt transportation demand management strategies that help reduce traffic volumes during the daily commute to work.

3.3 OVERVIEW OF TRANSPORTATION

- During the SWOT discussions of the Task Force, participants indicated that Yorktown has a good transportation system with excellent access to the region's network of highways. Yorktown is within a reasonable travel time to White Plains, New York City, East Fishkill, and other major employment and commercial centers.
- The primary weakness identified was traffic congestion, especially on Route 6, Route 202, Route 35, Underhill Road, and at the Triangle intersection (Commerce Street @ Routes 202 and 118.) Reasons for congestion include the lack of sufficient east/west roads, especially the lack of a highway connection between the Bear Mountain Parkway and Taconic State Parkway. Traffic congestion was noted to occur during the morning and evening rush hours, during the mid-afternoon hours when school ends, and on Saturdays within the hamlet centers.
- While the Comprehensive Plan is a twenty-year vision, it would fail to address the real and present concerns of residents if it did not include a series of actions to offset congestion straight away. Therefore, this chapter puts forth specific short-term recommendations for improving traffic conditions now. The suggested long-term improvements are more costly, but more substantial in their potential benefits. They attempt to address the basic problems in the Town's roadway network, especially by making new roadway connections and otherwise increasing roadway capacity.
- Yet roads are not just for cars and trucks. Roads are shared by pedestrians and cyclists, as evident in the strong preference stated in the Task Force workshops for pedestrian-friendly hamlet centers and bicycle amenities. Roads also define the character of neighborhoods and create residential value, as evident in the varying preferences of residents to live on cul-de-sacs, or sidewalk lined streets close to hamlet centers, or narrow and winding country roads.

- "Traffic calming" refers to a variety of measures that shift the balance away from the fast and efficient movement of vehicles, towards pedestrian/bicycle safety and comfort and the quiet enjoyment of adjoining uses. Most traffic calming measures reduce vehicular speeds and improve safety; traffic volumes may or may not be affected. Traffic calming measures emphasize changes to the roadway itself or to its immediate physical environment.
- In the year 2000, only 8.4 percent of Yorktown's residents commuted by public transit. These are mainly rail commuters traveling to one of the several Metro North railroad stations located *outside* of Yorktown, and bound for either White Plains or Manhattan. The present importance of transit has less to do with the number of users, than with the dependence of certain populations upon it. Transit is also important in terms of creating a sense of transportation *choice* for residents.
- Yorktown Heights presents a unique opportunity to create a dynamic town center, with both a much stronger pedestrian focus, and greater vehicular capacity. Transportation improvements for Yorktown Heights must be integrated as part of an overall economic, development, urban design, and transportation plan for that commercial core (see Chapter 4.) It is informative to single out Yorktown Heights in this chapter on transportation, for two reasons. First, it is the most important hamlet center from the viewpoint of Town identity. Second, it is the scene of many of the traffic and safety problems noted by Task Force participants.



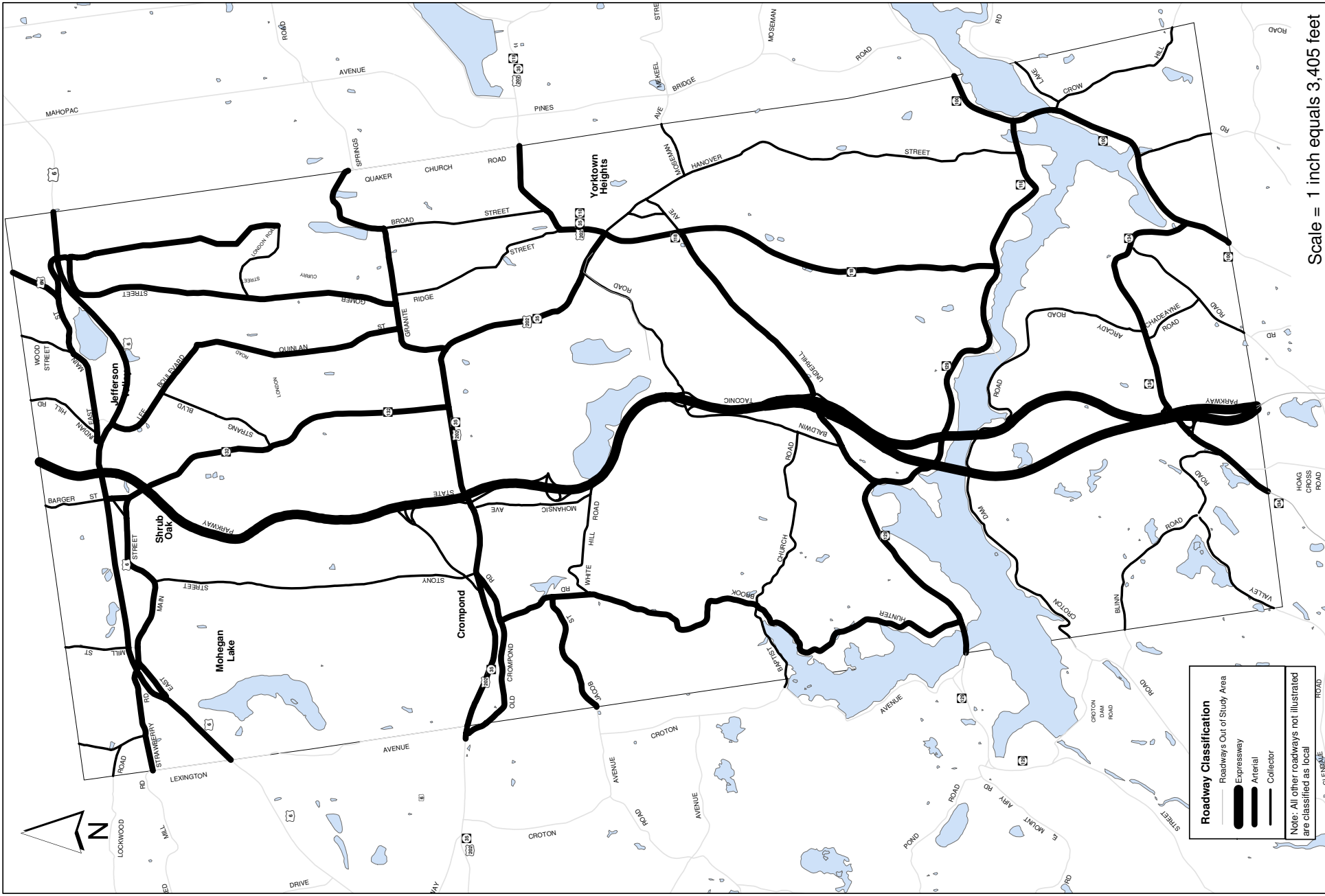
Commerce Street & Veterans Road, Yorktown Heights.

3.4 POLICIES

Roadway & Intersection Improvements — Short Term

Policy 3-1: Adopt the roadway classification system shown on Figure 3-1.

- Yorktown's roadway network consists of limited-access roads (a.k.a. expressways); arterial roads; collector roads; and local streets (a.k.a. residential neighborhood streets.)
 - **Highways:** The Taconic State Parkway and Bear Mountain Parkway provide a higher level of traffic capacity per lane and have limited opportunities for traffic access and egress. They do not provide direct access to adjacent land uses.



- **Arterial Streets:** Primary roadways whose main function is to channel higher volumes of traffic, with limited, signalized intersections. They may also provide local land use access in certain locations. State Routes 6 and 202 are considered arterials.
- **Collector Streets:** Roadways that link together arterial roadways and also connect local streets with those arterials. They are frequently intersected by local streets and are generally residential in character. Examples: Stony Street and Baldwin Road.
- **Local Streets:** Roads intended to primarily provide access to their adjoining uses and which are not major through streets.

Policy 3-2: Without widening, install STOP signs or traffic signals, enhance existing signalization, or reconfigure turning movements at intersections for improved traffic flow.

- Many intersections in Yorktown experience high accident rates or delays due to inadequate provisions for turning movements. Other intersections experience high accident rates because of visibility problems.
- The short-term improvements for addressing such issues include the following:
 - Provide traffic signals or STOP signs at intersections where turning maneuvers are difficult or unsafe. Locations where improvements have reduced accident rates include the Town-installed traffic signal at Ridge Street and Granite Springs Road and the four-way STOP sign at Strang Boulevard and Oakside Road, which had previously been high-accident locations.
 - Reconfigure lanes at intersection approaches and/or add turning lanes using available shoulder space in order to better suit traffic patterns, prohibit left turns at critical intersections for safety or capacity reasons. Left-turn prohibitions have been effectively used to reduce accident rates and traffic congestion in many suburban areas in New York and New Jersey and may be necessary at Route 202/35 at Hallock's Mill Road, Route 202/35/118 and Commerce Street entrances to the Triangle Center, and Route 6 at East Main Street near Indian Hill Road.



London Road, Yorktown Heights.

Policy 3-3: Implement the recommendations in Table 3-1, pending the completion of detailed traffic analysis.

- Intersections observed as having safety, congestion, or other problems are listed in Table 3-1. Options to be considered for each intersection are also shown in the table.
- It must be emphasized that further traffic studies will be needed for each intersection to determine the best course of action. Detailed signal analyses must satisfy technical traffic requirements regarding minimum volumes and/or accident histories before a signal can be installed.

Policy 3-4: On a case-by-case basis, make roadway or intersection improvements that improve land utilization and increase the throughput capacity of roadway corridors without undertaking roadway widening.

- For example:
 - Replace the climbing lanes on Route 202/35 between Baldwin Road and Springhurst Street with left-turn lanes. If traffic studies determine that the climbing lane does not provide a significant capacity advantage, then left-turn lanes may be preferred. Currently, vehicles queue behind left-turning vehicles, causing delays and rear-end accidents.
 - Work with the County to relocate bus stops to the far side of busy intersections to increase intersection capacity.

Table 3-1. Intersection Improvements

<i>Intersections</i>	<i>Observation, 2002-03</i>	<i>Recommendation, Pending Future Traffic Studies</i>
<u>Shrub Oak & Mohegan Lake</u>		
Route 6 @ Lexington Avenue	Heavy traffic, both weekdays and weekends, based on field observations. High accident rate.	Provide capacity improvements compatible with the Sustainable Development Study by adding additional through and/or turning lanes.
East Main @ Stony Street	Heavy traffic.	Add new signal.
East Main @ New Road (eastern intersection)	Poor sight distance, based on Traffic Safety Officer (TSO) observations.	Use traffic calming to slow down traffic.

Table 3-1. Intersection Improvements

<i>Intersections</i>	<i>Observation, 2002-03</i>	<i>Recommendation, Pending Future Traffic Studies</i>
Route 132 @ Barger Street	Unsafe turns; current alignment directs Route 132 traffic onto East Main Street.	Realign the intersection, so that Barger Street becomes a continuous roadway with the southern leg of Route 132, with the western leg of Route 132 meets it at a "T". This would lead northbound traffic on Route 132 out to Route 6 instead of through the Shrub Oak hamlet center.
Route 6 @ Barger Street	Unsafe left turn, based on TSO observations	Only allow left turns (from Route 6 to Barger and from Barger to Route 6) during protected left-turn signal phases.
<u>Jefferson Valley</u>		
Route 6 @ East Main Street (across from Par-3 Golf Course)	High accident rate.	Prohibit left turns, to reduce accident rate. Left turns would take place at either Hill or Lee under a protected left turn phase.
Route 6 @ Lee Boulevard	High accident rate.	Upgrade traffic signal so that east-west rear-end accidents are mitigated and allow left turns during protected left-turn signal phase.
East Main @ Hill Boulevard	Fast travel speeds on East Main makes turns difficult.	Realign intersection, such that Hill Boulevard and the eastern leg of East Main Street form a continuous roadway, with western leg of East Main Street joining it at a "T" intersection. This forces East Main traffic to come to a stop, effectively traffic-calming East Main Street. In combination with restricting left turns on Route 6 at East Main Street (across from the Par-3 Golf Course), this improvement will help accommodate traffic that currently makes left turns at that intersection.

Table 3-1. Intersection Improvements

<i>Intersections</i>	<i>Observation, 2002-03</i>	<i>Recommendation, Pending Future Traffic Studies</i>
<u><i>Crompond</i></u>		
Route 202 @ Lexington Avenue	Heavy traffic, both weekdays and weekends, based on field observations.	Westbound left-turn lanes are being planned currently. Ensure that signal timings are optimized so that southbound left-turns move concurrent with westbound right-turns. As discussed in Table 3-3, a new connection up to Old Crompond Road should be considered. In that case, signalization will have to be re-designed for the resulting four-way intersection.
Route 202 @ Pine Grove Court; Route 202 @ Old Crompond Road (BJ's intersection); Stony Street/Old Crompond Road @ the Bear Mountain Parkway ramps. <i>These three intersections are in close proximity and should be examined and addressed comprehensively.</i>	<i>Pine Grove Court intersection:</i> Fast travel speeds and heavy traffic on Route 202 make turns difficult. <i>BJ's intersection:</i> High accident rate. <i>BMP ramps intersection:</i> Fast travel speeds and heavy traffic on BMP exit make crossing difficult.	Short-term solutions: <i>Pine Grove Court intersection:</i> Add new signal and westbound left-turn lanes on Route 202. <i>BJ's intersection:</i> Study further to understand source of high accident rate. <i>BMP ramps intersection:</i> Add signal, to be removed once BMP is completed. In the long-term, the BMP connection will result in the elimination of the ramps. Stony Street should be realigned to form a four-way signalized intersection with Pine Grove. Old Crompond Road should meet Stony at a "T" intersection, serving as an entrance to the mixed-use center in the Triangle.
Route 202 @ Taconic Parkway ramps	Heavy traffic, weekdays, based on field observations.	Study further upon completion of Taconic Parkway overpass construction project.
Mohansic Avenue @ Park Lane	Poor sight distance, based on TSO observations.	Improve sight distance by eliminating curves; or slow down traffic on Mohansic Avenue using traffic calming or signs.

Table 3-1. Intersection Improvements

<i>Intersections</i>	<i>Observation, 2002-03</i>	<i>Recommendation, Pending Future Traffic Studies</i>
<u><i>Route 202 Corridor</i></u>		
Route 202 @ Route 132	Heavy traffic.	Lengthen existing eastbound left-turn storage lane and add full right-turn lane on westbound Route 202 to increase capacity of intersection. Add a southbound right-turn lane on Route 132.
Route 202 @ Granite Springs Road	Unsafe left turns, based on TSO observations.	In the short term, add left-turn lanes and protected left-turn signal phase. In the longer term, coordinate intersection improvements with the proposal to turn the High School driveways into a one-way pair. Part of the former Old Crompond Road right-of-way is found next to Route 202. It could potentially be used to create an expanded intersection or even an oval-shaped, elongated roundabout. Wetlands, grades, and the overhead power lines may make this impossible, but it should be explore further.
Ridge Street @ Elizabeth Road	Poor sight distance, based on TSO observations.	Improve safety by slowing down traffic on Ridge Street using traffic calming or signs, or improve sight lines by widening the shoulders.
<u><i>Yorktown Heights</i></u>		
<i>Intersections in Yorktown Heights are in close proximity and should be examined and addressed comprehensively.</i>		
Route 202/35/118 @ Commerce Street	Heavy traffic, weekdays and weekends, based on surveys and field observations. High accident rate.	Completely redesign this intersection for better traffic flow and safety, pursuant to Policy 3-39 in this Chapter.
Route 202/35/118 @ Ridge/Hallock's Mill Roads	Unsafe movements, based on TSO observations.	Add new signal, with three phases, one for Route 118, another for Ridge Street, and the last for Hallock's Mill Road.

Table 3-1. Intersection Improvements

<i>Intersections</i>	<i>Observation, 2002-03</i>	<i>Recommendation, Pending Future Traffic Studies</i>
<i>Underhill Corridor</i>		
Baldwin Road @ Underhill Avenue	Poor sight distance, based on TSO observations.	Close the lower part of the intersection and realign the upper part to form a "T."
Underhill Avenue @ Echo Hill Path	Poor sight distance, based on TSO observations.	Widen eastbound shoulder for improved visibility; upgrade warning signs on Underhill Avenue.
Underhill Avenue @ Route 129	Poor sight distance, based on TSO observations.	Realign to form more discrete "T."

Roadway & Intersection Improvements — Long Term

Policy 3-5: Ensure that long-term roadway and intersection improvements build on the recommendations of the Sustainable Development Study.



Route 6, Mohegan Lake.

The Comprehensive Plan assumes that the recommendations of the *Sustainable Development Study* will be implemented. As elaborated upon throughout this Chapter, the Comprehensive Plan builds on the *Sustainable Development Study* to posit the best features of the options considered (Table 3-2), namely:

As of December 2004, the committee that guided the study also continued to refine the recommendations through more detailed study. The traffic consultant modeled the recommendations and found the traffic network is improved to the greatest extent with connection of the Bear Mountain Parkway, a Route 6 bypass and a widened Route 202 to accommodate a center turn lane.

The Comprehensive Plan assumes that the recommendations of the *Sustainable Development Study* will be implemented. As elaborated upon throughout this Chapter, the Comprehensive Plan builds on the *Sustainable Development Study* to posit the best features of the options considered, namely: as noted above, a continuous two lane connection for the Bear Mountain Parkway; a two-way, four lane roadway (parallel to Route 6 (realigned Route 6)); and the widening of Route 202 a continuous turning lane.

Policy 3-6: Fully support and advocate for completion of the Bear Mountain Parkway (BMP.) If a two-lane extension is decided upon, urge consideration of long-term expansion to four lanes.

- The completed parkway, while it may not be a "silver bullet" that fixes all of Yorktown's transportation problems, will provide an importation regional linkage that better connects Yorktown to the rest of northern Westchester. Also, it will turn the Bear Mountain Triangle into an important highway interchange, with increased opportunities for business and economic development. And last but not least, it will dramatically improve congestion on Route 202 in Crompond and could help ease congestion on Route 6 as well. Congestion on surface streets would be improved whether the connection is in the form of two lanes or four, but a four-lane extension, with double the capacity, would be even more effective in this regard.
- Travel on expressways is the preferred for many drivers. With the completion of any major roadway connection, not only is traffic congestion on nearby surface roads improved, but the connection often brings in additional regional traffic. The two-lane roadway, once built, will soon be unable to handle all the traffic it attracts. Thus, it should be designed with the need for an eventual four-lane expansion in mind.
- Consistent with the *Sustainable Development Study*, cooperate with the State to build the connection to the immediate north of the current right-of-way, so as to avoid the wetlands found immediately north of Route 202 in Crompond.
- Also consistent with the *Sustainable Development Study*, explore the possibility of truck traffic on the Bear Mountain Parkway. This would likely justify sound attenuation walls in the occasional places where the new parkways abut residential property in Cortlandt and Peekskill. In Yorktown, most of the Parkway abuts ridgelines and commercial/industrial zoned property.

Policy 3-7: Fully support and advocate for the widening of Route 202 west of the Taconic to accommodate a center turning lane, and use the expansion as an opportunity to "green" the commercial frontage along the south side of the roadway.

- The Route 202 Boulevard should feature open space views to the north, and a handsomely landscaped bicycle lane and sidewalk on the south.
 - The sidewalk and bike lane, taking up the equivalent of a single lane of traffic, should be carried out within Route 202's new right-of-way; the parking areas for existing developments are generally too constrained.
 - In addition, a bike lane could be added along the BMP right-of-way, or in between the Route 202 and BMP right-of-ways, which could also provide access to Sylvan Glen.

- While wetland mitigation or replacement may be required, the widening would represent a vast improvement to safety and visual quality and provide an alternative node in the area. The new BMP connection will be located significantly farther north than there could be adequate room for wetland mitigation, even if Route 202 is expanded.
- Use the reconstruction of Route 202 as an opportunity to develop an access management plan for the corridor. This would involve fewer curb cuts, cross access agreements, etc. to reduce the "friction" caused by cars turning in and out of the many driveways associated with businesses in this area.

Policy 3-8: Make small capacity improvements to Underhill Avenue and Baldwin Road without undertaking widening.

- Aside from the *Sustainable Development Study* corridors (Route 202 and Route 6), these are two additional connector roadways carrying significant daily traffic volumes that may need additional capacity in the next 20 years.
- Underhill Avenue and Baldwin Road have sections with narrow lane widths and sharp curves; increasing the radius of dangerous curves and adding shoulders will increase through-traffic capacity without requiring additional travel lanes.
- If, after undertaking such measures, traffic conditions continue to degrade, the Town should then consider widening as an option.

Policy 3-9: Taking into account both pro's and con's, pursue the roadway connections listed in Table 3-3 and shown on Figure 3-2.

- Fixing such "missing links" will be a gradual process, involving significant traffic assessment, environmental study, consideration of neighborhood character, and community input. Some street extensions may involve utility relocations, wetlands encroachment, and/or impact on community facilities or character.

Policy 3-10: In new subdivisions, require multiple roadway connections to existing streets and adjacent neighborhoods, where feasible.

- The roadway extensions and connections described in this Chapter are to correct existing problems. Promoting multiple connections are the best ways to make sure that these problems are not replicated in the future.

Policy 3-11: Use access management tools to improve circulation in the business centers. Promote shared parking and cross-access arrangements.

- In all hamlet centers, prohibit curb cuts within 100 feet of an intersection, which would promote safer conditions for motorists, especially in commercial areas.

- On arterial roads, limit the number of curb cuts and potential vehicular conflict points by working with property owners to consolidate driveways. This would be particularly useful along Route 202 in Crompond, along Route 6 in Mohegan Lake, and for the A&P shopping center area along East Main Street in Shrub Oak.
- Along Route 6 in Mohegan Lake, limit commercial driveways to right-in/right-out only operations. In high-traffic locations such as Route 6, this would help reduce conflicts that often arise from left-in/left-out movements. There may be additional location in the future where such restrictions are appropriate, but none are now apparent. This will not be necessary along Route 202 in Crompond, because of the planned addition of a center turning lane.

Table 3-2. Roadway Connections

<i>Possible Roadway Connections</i>	<i>Pro's</i>	<i>Con's</i>	<i>Recommendation, Pending Future Traffic Studies</i>
1. New Road from Strang Boulevard (north) to Route 202 in Crompond. .	Provides a new connection across Taconic. Links the populated northeastern quadrant of Yorktown to the BMP, relieving Routes 6 and 202. Provides a more direct connection between Route 202 and the Mall.	Crossing slopes and wetlands may be problematic. Could add traffic to Route 202 in Crompond. Direct access to BMP may not be possible, as no entrance is planned for Crompond.	Continue to study. Design as a "park drive" with no access to property (i.e., no driveways or curb cuts; no intersections except for Stony Street), a landscaped median, and woodland buffers. Avoid major re-grading or wetland crossings. If they cannot be avoided, provide wetland mitigation and slope stabilization.

Table 3-2. Roadway Connections

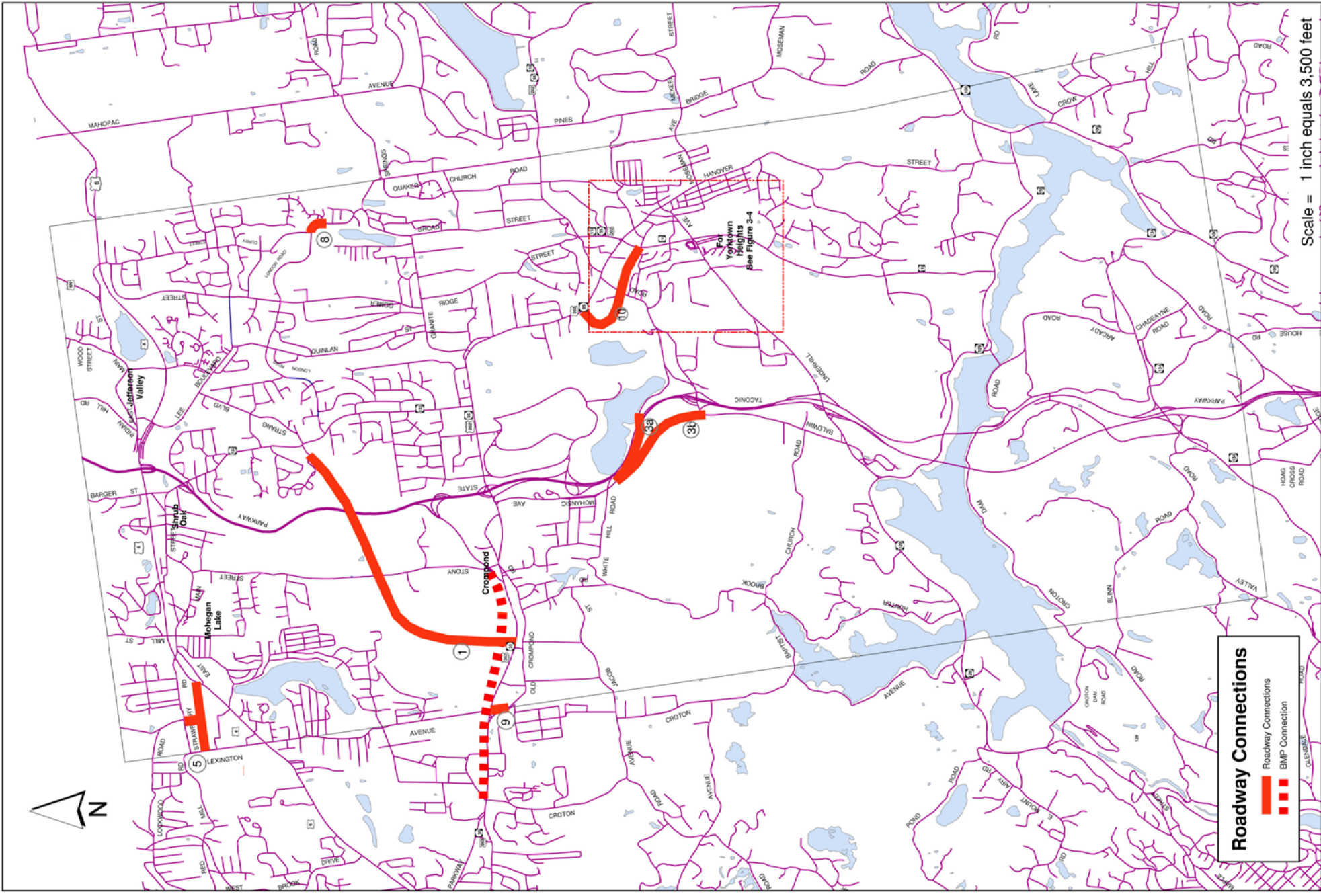
<i>Possible Roadway Connections</i>	<i>Pro's</i>	<i>Con's</i>	<i>Recommendation, Pending Future Traffic Studies</i>
(3a) Mohansic Avenue north to south or (3b) Mohansic Avenue to Baldwin Road. <i>Options are alternatives to one another.</i>	Provides alternate link between Crompond and Yorktown Heights, relieving congestion on Route 202. Also, it provides a bypass to Hunterbrook Road, which is scenic and winding.	Both could increase traffic on residential streets, including Mohansic Avenue itself, White Hill Road, Baldwin Road, and the side streets thereof. <i>Option 3a:</i> Would require additional Taconic overpass; Grade could be hard to negotiate. Comes close to Mohansic Lake. <i>Option 3b:</i> Would cross Mohansic Golf Course, albeit along the eastern edge	This connection, if done, should happen after the Downing Street extension (see Option 9), to limit traffic on side streets between Baldwin and the Yorktown Heights business center. Of the two, Option 5b is preferred, provided the roadway design would blend in with the natural topography and not disrupt golfing activity. Part of the existing Mohansic Avenue is in the form of a boulevard. The boulevard design should be expanded along the rest of the roadway, including the new connector road.

Table 3-2. Roadway Connections

<i>Possible Roadway Connections</i>	<i>Pro's</i>	<i>Con's</i>	<i>Recommendation, Pending Future Traffic Studies</i>
(5) Route 6 bypass	Would provide bypass of congested Route 6 corridor and Lexington Avenue intersection.	Would increase traffic through a residential area.	In the short term, endorse the <i>Sustainable Development Study</i> recommendations and focus on Lexington Avenue intersection widening/improvement. In the long term, reserve a right-of-way for a four-lane, two-way bypass that also serves as a collector street. Work with Cortlandt to encourage a similar right-of-way to be west of Lexington and connection back down to Route 6 near the Cortlandt Town Center. Design the bypass as a “park drive” with woodland buffers on the sides. There should be a signalized intersection at Lakeland, but no curb cuts.
(7) Lexington Avenue to Old Crompond Road	Improves upon the existing intersection of Route 202 and Old Crompond Road (in Cortlandt), which suffers from poor visibility. Would provide better access to multi-family housing and the continuum of care facility south of Route 202. Would provide better access to the hamlet center, Route 202, the BMP, and Lexington corridor.	Grade could be hard to negotiate. Would cross private property and could require removal of existing structures.	Construct, pending further study of acquisition costs and displacement impacts.

Table 3-2. Roadway Connections

<i>Possible Roadway Connections</i>	<i>Pro's</i>	<i>Con's</i>	<i>Recommendation, Pending Future Traffic Studies</i>
<u><i>Yorktown Heights</i></u>			
(8) Downing to Baldwin Road and Route 202	Allows bypass of Route 202-Route 118 intersection. Provides a more direct route into and out of the Yorktown Height commercial center.	Would increased traffic adjacent to French Hill School and some residences.	Construct with effective wetland mitigation, STOP sign at Baldwin Road, and traffic signals at both Route 118 and Route 202. Provide roadside buffers for residential and school uses. Maintain separate trailway alongside the road, consistent with current trailway plans.
(9) Front Street to Route 118	Alternate truck route.	Would cross wetlands, trailway.	Construct with effective wetland mitigation, STOP sign at trailway.
(10) Realign Veterans and Greenwood	Completes loop road.	Would cross wetlands.	Construct, in connection with Option 19, with effective wetland mitigation.



Traffic Calming

Policy 3-12: Revisit residential roadway standards, and narrow overly wide residential streets by providing wider sidewalks, bicycle lanes, and/or planting strips.

- For streets in new subdivisions, considering reducing the required width. At the same time, in order to ensure adequate emergency access, restrict the number and length of cul-de-sacs, and require at least two connections to outside streets. Through the review process, encourage use of an interconnected street network, which is more conducive to walking and biking.
- Where existing streets are being narrowed, the appropriate design solution for each street depends upon several factors, including the prospect of connecting to or completing networks of sidewalks and bicycle routes and input from local residents.

Policy 3-13: On a case-by-case basis, apply traffic calming measures along residential streets where they improve public safety or help meet local goals for reducing traffic or speeding.

- The decisions as to when to use traditional or traffic calming design, and then which traffic-calming design, requires a problem-solving approach, balancing traditional street engineering (maximizing sight lines and capacity, for instance) with quality of life considerations (reducing speed and noise, for instance.) Ideally, traffic calming measures should be used where they can divert through-traffic back to arterial roads, like Route 202 and Route 6, and/or slow down traffic speeds enough to have a meaningful improvement in pedestrian or bicycle safety.
- The more successful traffic calming programs take a comprehensive look at an entire neighborhood or district, mindful that one road's traffic calming may be another's traffic generator. The more successful programs also tailor the specific measures to the needs and desires of the neighborhood and call for education and enforcement, not just engineering. To be fully successful, traffic calming should be pursued with both community input and technical study.
- Use the neighborhood planning process (see Chapter 5) to identify problem areas for congestion, speeding, and/or pedestrian/bicycle safety; to develop acceptable solutions for neighborhood traffic calming; and to plan pedestrian and bicycle improvements. Traffic-calming measures and pedestrian and bicycle safety improvements can be one in the same. For example, a speed table, which slows down traffic, can also be used as a crosswalk.



Allan Avenue, Yorktown Heights.

Policy 3-14: Use the parameters shown in Table 3-4 to determine which traffic-calming measures might be suitable for particular roadways.

Table 3-3: Suitability and Effectiveness of Traffic Calming Measures for Different Types of Streets

Traffic Calming Measures	<u>Suitability by Type of Street</u>			<u>Effectiveness</u>	
	Type I (15 mph or less)	Type II (25 to 35 mph)	Type III (35 to 50 mph)	Speed Reduction ¹	Volume Reduction ¹
<u>Vertical Shifts</u> ²					
Raised Crosswalks	Suitable	Suitable up to 30 mph	Not Suitable	Yes	Possible
Raised Intersections	"	"	"	"	No
Speed Humps	"	"	"	"	Possible
<u>Lateral Shifts</u>					
Alternate Side Parking	Suitable	Suitable	Not Suitable	No Information	No Information
<u>Constrictions</u>					
Neck-downs, Chokers ³	Suitable	Suitable	Not Suitable	Slight	No
One-way Entry/Exit	"	"	"	Yes	Yes
Curb Extensions	"	"	Suitable ⁴	Slight	No
Pedestrian Refuge Islands	"	"	Suitable	"	"
<u>Narrow Pavement Widths</u>					
Pavement Narrowing	Suitable	Suitable	Not Suitable	Possible	Possible
<u>Entrance Features</u>					
Gateways	Suitable	Suitable	Suitable	Yes	Yes
<u>Streetscape Treatments</u>					
Color Contrast or Patterns/ Markings	Suitable	Suitable	Suitable	Possible	Not Likely
Landscape Development	"	"	"	"	No
Sidewalks, Shoulders	"	"	"	No Information	No Information
Street Furniture and Lighting	"	"	"	Possible	"

Table 3-3: Suitability and Effectiveness of Traffic Calming Measures for Different Types of Streets

<i>Traffic Calming Measures</i>	<u><i>Suitability by Type of Street</i></u>			<u><i>Effectiveness</i></u>	
	<i>Type I (15 mph or less)</i>	<i>Type II (25 to 35 mph)</i>	<i>Type III (35 to 50 mph)</i>	<i>Speed Reduction¹</i>	<i>Volume Reduction¹</i>
Surface Textures	"	"	"	"	Unlikely
<u><i>Uncategorized Measures</i></u>					
Reduced Intersection Radii	Suitable	Not Recommended ⁵	Not Suitable	Yes	No Information
Single-Lane Roundabouts	Suitable	Suitable	Possible ⁶	Yes	Not Likely
<u><i>Route Modifications</i></u>					
Bike Facilities	Suitable	Suitable	Suitable	No Information	No Information
One-way Operation	"	"	"	"	"
Truck Prohibitions	"	"	"	No	Minor
Cul-de-sacs	"	"	Not Suitable	Yes	Yes
Diversers	"	"	"	Likely	"
<u><i>Traffic Control Devices</i></u>					
Higher Visibility Crosswalks ⁷	Suitable	Suitable	Suitable	Possible	No
Signing	"	"	"	"	"
Walk Phase on Signals	"	"	"	No	"
Regulations/Enforcement	"	"	"	Likely	"
<i>Source: NYSDOT Highway Design Manual</i>					

Definitions:

Type I – Design speed is 15 to 25 mph. Examples include neighborhood streets and areas intended for shopping, recreation, or entertainment activities where the intended or preferred transportation modes are walking or bicycling.

Type II – Design speed is 25 to 35 mph. Included in this grouping are most collector streets in residential or commercial areas, as well as some local streets.

Type III – Design speed is 35 to 50 mph. This includes arterials and collectors, and most state highways, county or town roads, such as Route 202 and 35.

Notes:

(1) This information is based on the experience of agencies that have implemented traffic calming and monitored the results. Individual results may be influenced by the combination of traffic calming measures used, the frequency of use, street type, and the intended function of the facility or area, and other site-specific factors. Sources: A Guidebook for Residential Traffic Management and Neighborhood Traffic Management and Calming Program.

(2) Speed humps/bumps are not used on New York State highways to control speed. These guidelines extend this restriction to include all vertical shift measures. Use of vertical shifts on local roads is subject to the approval of the local authority having jurisdiction.

(3) In locations where no parking is provided, tapered lanes should precede neck-downs or chokers.

(4) Curb extensions are suitable for Category III roads only with upstream parking.

(5) Those measures shown as "Not Recommended" may be considered in case-specific projects.

(6) Any proposal for a roundabout on a Category III road should be tested on a case-by-case basis with input from the NYSDOT Design Quality Assurance Bureau.

(7) Crosswalk markings must be white, in accordance with the NYS Manual of Uniform Traffic Control Devices.

General Note: Traffic calming measures should not be used on principal emergency response routes. Their proposed use should be coordinated with and approved by the local police/fire/emergency medical services.

Policy 3-15: Traffic-calm streets through the hamlet centers.

- Curb extensions at crosswalk locations can increase pedestrian visibility, shorten the pedestrian crossing distance, and provide the perception of a narrower travel lane, thereby slowing traffic.
- On-street parking buffers pedestrians from pass-by traffic. Cars have to slow down to accommodate people parallel parking.
- Raised and articulated crosswalks draw attention to crosswalks, increase pedestrian visibility, and usually slow traffic.

Policy 3-16: Undertake a public education program to educate about traffic calming measures and tradeoffs involved.

- Involve local residents and businesses in future traffic calming efforts. Centerline rumble strips, speed humps, stop signs, neck downs, etc. are not without consequence. Local residents and businesses should be consulted about the tradeoffs involved. Within the limits of public safety, there should be full consideration of neighborhood concerns.
- Use as a model the education programs developed by cities like Madison, Wisconsin, using materials obtained by Town officials who attended a traffic calming workshop in that city.

Policy 3-17: Establish a process for notifying residents about scheduled roadway improvements.

- Too often, neighborhoods are unaware of traffic planning and roadway improvement time-tables, and are surprised when construction begins on their streets.

Pedestrians***Policy 3-18: In residential areas, provide sidewalks in those locations where there are safety concerns or where neighborhood plans call for sidewalks.***

- Most residential areas of Yorktown do not currently have sidewalks. Through the neighborhood planning process, local residents can identify locations where there is a general consensus that sidewalks would be appropriate.
- The Town should avoid installing sidewalks along scenic corridors or areas with a unique woodland or rural character. In such areas, the Town should consider clearing brush alongside the road in order to allow a pedestrian to walk outside the path of oncoming cars.

Policy 3-19: Provide sidewalks, crosswalks, and crosswalk signals along the major walking routes near schools, places of worship, parks, and other community gathering places, and leading into the hamlet centers.

- Possible locations near schools include Route 132 from Wildwood Street to Beaver Drive near Copper Beech Elementary School and Route 202/35 between Strang Boulevard and Hawthorne Drive near Yorktown Middle and High Schools.
- Candidate locations include, but are not limited to, Hanover Street and Allan Avenue in Yorktown Heights; Stony Street and New Road in Shrub Oak; Hill Boulevard south of Route 6 in Jefferson Valley; and Lakeland and Mohegan in Mohegan Lake.

Policy 3-20: Provide continuous sidewalk connections in the hamlet centers.

- Require wider sidewalks in the hamlet centers to accommodate higher volumes of pedestrians and promote a safer walking environment. The preferred standard is a minimum of 12 feet (compared to the five-foot minimum Townwide.) Within those 12 feet, street trees, street lamps, planters, and street furniture (i.e., mailboxes, newspaper vending machines, benches) would be permitted.

- Provide walkways between rear parking lots and the sidewalk, where businesses would have their entrances.
- Encourage new commercial sites to share access/egress with neighboring sites and provide connecting sidewalks. This can be carried out through site plan review and zoning incentives (e.g., reduced parking requirements.)
- On a case-by-case basis, allow sidewalk improvements to serve as partial mitigation for development-related traffic impacts.
- Sidewalk and walkway improvements should be coordinated with overall streetscape enhancements and with pedestrian-oriented development/redevelopment projects.

Policy 3-21: Provide attractive streetscapes and pedestrian amenities in the hamlet centers.

- The specifics vary by hamlet center, with Yorktown Heights and Jefferson Valley providing walkable "main streets," Crompond and Shrub Oak having walkable "village centers," and other hamlet areas simply providing safer crosswalks and better walkway connections (see Chapter 4,) but some general standards are as follow.
- Sidewalks: Provide pedestrian-scale lighting, street trees, landscaping, and awnings along sidewalks. Provide street furniture such as benches and trash receptacles where appropriate. Maintain parking as a buffer between pedestrians and moving vehicles both on-street and in parking lots. Allow outdoor tables for restaurants and cafes.
- Crosswalks:
 - Enhance with articulated pavers or high visibility crosswalk markings, such as the traditional striped ("zebra") markings. In areas with heavy pedestrian traffic, raised crosswalks can be considered.
 - Provide crossing signs at non-signalized intersections and pedestrian signals at signalized ones. Consider a "pedestrian only" phase at busy or dangerous intersections.
 - Provide adequate lighting at each crossing. Ensure all crosswalks are delineated with materials that provide day and night visibility.

Policy 3-22: Encourage uses and development patterns in the hamlet centers that create a truly pedestrian-oriented environment, particularly along "Main Street" areas.

- Again, the specifics will vary from hamlet to hamlet (see Chapter 4.) "Main Street" or "village center" areas are planned in varied amounts in all of the hamlet centers.

- Sidewalk Orientation: Encourage, if not require, buildings to abut and front on sidewalks, and to be designed in such a way as to facilitate pedestrian circulation. Discourage, if not prohibit, solid blank walls, solid roll-down gates, and other design features that make sidewalks less appealing.
- Mixed Use Development: Promote a mix of ground-floor retail with second-floor offices or apartments. This would promote walking as well as more of a 24/7 character. Promote civic and community uses as well.
- Parking: Create public parking lots, and provide parking waivers for developments that contribute in land or money ("payments in lieu of parking.") Allow on-street parking in "Main Street" areas. Encourage, if not require, shared parking. Encourage, if not require, cross-access agreements between parking lots.

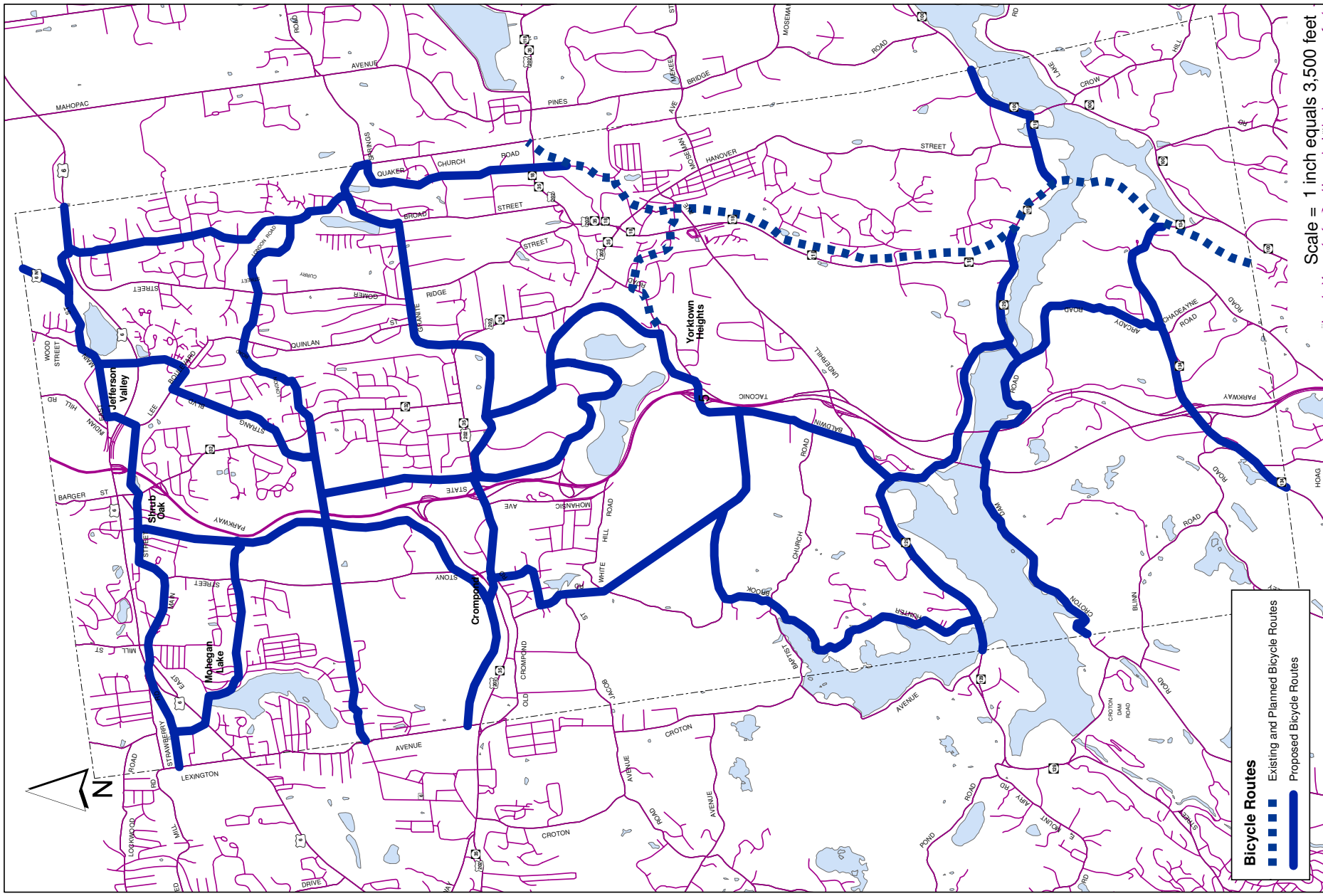
Bicycling

Policy 3-24: Building on the proposed greenway system, (see Chapter 9) establish a Townwide network of bicycle routes consistent with Figure 3-3.

- The goals of the bike network include: increased recreational opportunities and improved pedestrian/bike connections between Yorktown's parks, hamlet centers, and residential neighborhoods.
- The network should include a mix of dedicated bike paths/greenways (e.g., the North County Trailway), marked on-street bike lanes, and streets with extra-wide shoulders with posted "Bike Route" signage.
- The Town should focus first on developing the greenway system. There is a current plan to build a greenway connection from the North County Trailway to FDR Park (see Chapter 4.) Existing utility rights-of-way create opportunities for establishing north-south greenways. Wherever practicable, greenway should have shared walking and biking paths.
- Once those are in place, bikers will have the same problems as motorists in Yorktown. It will be easy to travel north-south, but harder to travel east-west. To provide such east-west connections, the Town should work to establish bike lanes and routes along existing streets, with partial off-street bike paths through parks or open space preserves.



North County Trailway.



- As shown on Figure 3-3, roadways which should be the priority for installing bike lanes or wider shoulders include the following:
 - Route 202/35 in Crompond. The *Sustainable Development Study*'s proposed redesign of Route 202/35 in Crompond provides a rare opportunity to create a dedicated bike lane or path. This could connect to bike paths in FDR Park, which lead to the Yorktown Heights hamlet center.
 - Bear Mountain Parkway. Off-street bike paths could also be added to the BMP right-of-way, with connections to Sylvan Glen.
 - Granite Springs Road, leading to Sparkle Lake and east into Somers.
 - Route 129. A bike path could be established along this scenic roadway bordering the New Croton Reservoir.
 - Strawberry Road-East Main Street-Mahopac Avenue. Because Route 6 carries such heavy traffic volumes, the adjacent side streets are the more appropriate bike routes.

Policy 3-25: Adopt standards for bicycle routes of all types, consistent with any applicable NYSDOT standards for bike lanes and curb lanes, as shown in Table 3-4.

Table 3-4: Bicycle Routes — Minimum Widths

<i>Bike Paths</i>	<i>Bike Lanes</i>	<i>Shoulders</i>
5 feet for one-way, 10 feet for two-way.	4 feet, 6 feet on downgrades in excess of 5%.	13.7 feet. May require adjustments to drainage grates, longitudinal roadway joints, and gutter sections.

Source: Eng-Wong Taub

Policy 3-26: Provide "Bike Route" signage on arterial and collector streets where cyclists are encouraged to use the shoulders.

- On road with wide shoulders, cars sometimes double-up and interfere with biking. For this reason, bike lanes are still preferred on arterial and collector roads with greater traffic volumes and higher speeds.
- However, because shoulders are necessary whether bike lanes are present or not, the addition of a bike lane may require additional right-of-way, a potentially costly and difficult undertaking. Wider shoulders may be the only practical means of providing room for bikes on certain roadways.

- Signage serves both cyclists and motorists. They indicate to cyclists the preferred routes, and they alert motorists to the presence of bikes.

Policy 3-27: Require bike racks and amenities for commercial sites, schools, parks, and public facilities.

- Encourage shopping centers along bicycle routes to provide bike racks, as well as bike lanes in their driveways and parking lots.
- Work with the school districts to provide bike lanes in their driveways and parking lots, as well as bike lanes along major routes leading to school entrances.

Policy 3-28: Continue to coordinate bike planning with the County and the State.

- The Town has been working with the County and Cortlandt to study possible routes for connecting the North County Trailway to the Hudson Valley Greenway. The initial idea is to wind a bike path through FDR Park and up Strang Boulevard and then to a construct a new pedestrian-bike bridge across the Taconic State Parkway. From that point, there are a variety of potential future routes that could be used to reach the Greenway. The Taconic bridge is the critical link.
- The County has developed a system of bike routes and trails, and various future off-street and on-street paths are proposed. Specifically, the County envisions on-street paths along Route 6, East Main Street, Strang Boulevard (south), and Route 202 near the Bear Mountain Triangle. Off-street paths are envisioned along the Catskill Aqueduct (north of Mohansic Golf Course), the Bear Mountain Parkway, the Taconic State Parkway (north of the Bear Mountain), through FDR Park, and a highway crossing near Strang Boulevard (north).
- Many of these concepts, with slight modifications, have been incorporated into the proposed plan of bike routes shown in Figure 3-3.

Policy 3-29: Increase public awareness of the Townwide bicycle network.

- Post standardized, weather-proof maps along bike routes, particularly where bicycle paths intersect, at bike "rest" stops (e.g., Railroad Station Park in Yorktown Heights), and at trailway entrances.
- Create and publish a bicycle network map and make it available in Town Hall, at the Hart Library, and in the YCCC.

Transit

Policy 3-30: Encourage the County to increase commuter bus service from Yorktown to nearby train stations and into White Plains.

- Typically, people will not commit to using transit for commuting purposes unless buses come at least once every 10 minutes. The County should ideally adopt this standard for the morning and evening rush hours, and for the remainder of the day, buses should abide by a timetable that is coordinated with train schedules.
- Currently, the only express service to White Plains traverses the entire northern part of Yorktown and ultimately enters the Taconic at Underhill Avenue. Encourage the County to consider adding another express bus route to White Plains that enters the Taconic at the Route 6 or Route 202 entrances.
- Also consider adding one or more express bus routes that service some of the other train stations used frequently by Yorktown residents, including Ossining, Cortlandt, Peekskill, Golden's Bridge, or Katonah. For example, an offshoot of the existing routes could enter the southbound Taconic at Underhill Avenue, exit at Route 134, and travel west to the Ossining Station.

Policy 3-31: Maintain, improve, and encourage use of existing park-n-ride facilities in Yorktown.

- Work with the County to improve bus service to the FDR Park commuter lot. Currently, the park-n-ride lot is not listed as an official Westchester County park-n-ride. With official designation, investment in advertising, facility upgrade, it could be served by existing routes, which currently pass by but do not stop to pick up passengers.
- If the Par-3 golf course in Jefferson Valley is developed, work with the developer to provide an off-street park-n-ride lot. Currently, people park on the street in front of the golf course. Alternatively, work with the Jefferson Valley Mall to allow commuters to use a portion of the parking lot. The mall could tap into the commuters as a customer base.
- Consider establishing a small-scale transportation center in the hamlet in conjunction with the existing park-n-ride facility. (See separate discussion in this Chapter.)

Policy 3-32: Provide additional park-n-ride facilities in key locations along commuter bus routes, while ensuring that any new lots do not unnecessarily duplicate existing lots.

- Candidate locations:
 - Underhill Avenue at Route 129. This is on a current bus route, which goes to the Croton-Harmon train station. It would provide a park-n-ride lot in southern and western Yorktown, where none currently exists.

- Route 6 west of the Taconic Parkway. This is on a current bus route. It would provide a park-n-ride facility in the northwestern part of the community where none exists. A possible location would be the parking lot of the proposed shopping center use in the Mohegan Lake hamlet center (see Chapter 4.)
- Route 134 at the Taconic Parkway. A bus route passes by this area on the parkway. The bus could pull off the parkway, load passengers at a new lot, and then return to the parkway. This would provide a commuter lot in southern Yorktown, where none currently exists.
- Crompond Triangle. Once the Bear Mountain Parkway is completed, the County should be encouraged to provide a commuter bus that starts in Peekskill or Cortlandt, travels east on the Bear Mountain Parkway, and then south on the Taconic. In this scenario, the Crompond Triangle would provide an ideal location for a park-n-ride facility. In this scenario, it might also make sense to close either the Downing Park or FDR Park lots.
- Other lots. If express routes are changed or increased over time, additional lots in other locations may become necessary or appropriate.

Policy 3-33: Provide jitney service to take seniors to shopping and teenagers to sporting events.



- Provide a weekly or monthly scheduled jitney service that brings senior citizens to local shopping areas. Expand this service to accommodate teenagers for sporting and cultural activities.
- Consider working with local businesses or neighboring towns to sponsor the service.

Policy 3-34: Improve safety and provide amenities at bus stop locations, such as shelters, kiosks, benches, route maps, and trash receptacles.

- Provide for increased safety and amenities at many bus stop locations, especially where there is no weather protection and minimal space to wait for buses. Provide signage/information kiosks, especially in the hamlet centers, at high-volume stops, and at triangular points.
- Work with local businesses and the New Chamber of Commerce to seek funding to design and pay for more bus shelters and aesthetically pleasing shelters.

Policy 3-35: Better coordinate existing bus service by establishing a central transfer point.

- This would ideally be located in Yorktown Heights, which is the most centrally located of the five hamlet business centers. See separate discussion in this Chapter.

Yorktown Heights Hamlet Center

Refer to Figure 3-4

Policy 3-36: Reinforce the radial street patterns leading into Yorktown Heights.

- Upgrade Greenwood Street as an entry into Yorktown Heights from the north. For instance, provide signage directing people to Yorktown Heights at the Route 202/Greenwood intersection and widen Greenwood.
- Extend Downing Drive as an entry into Yorktown Heights from the west. This would involve an extension to Route 202, with a four-way intersection at Baldwin Road.

Policy 3-37: By connecting existing streets and realigning an intersection, create a loop road around the Yorktown Heights commercial center.

- Explore options to facilitate improved traffic flow at Commerce Street and Veterans Road.

- Realign the intersection of Veterans Road with Greenwood Street to fit into the loop scheme.

Policy 3-38: Undertake the following roadway connections and intersection improvements to improve traffic flow and reduce truck impacts on residential areas.

- Extend Front Street to Route 118.
- Provide traffic signals at intersections where left-turn maneuvers are difficult and can be unsafe, namely Downing Street at Route 118. Another possibility is the Commerce-Hanover intersection.
- Install a traffic signal or an all-way STOP at the Underhill/Kear intersection and at the Veterans/Maple Hill intersection.
- Consider closing the last block of Moseman Road on the east side of Front Street.

Policy 3-39: Redesign the Triangle intersection and adjacent intersections for improved traffic circulation.

- For the Triangle intersection, prohibit left turns in as many directions as possible, so as to reduce "friction" from turning movements. For those directions where left turns are restricted, the Towns should make sure that motorists would have the opportunity to turn left at other adjacent intersections.
- Reduce the potential for turning movements at adjacent intersections, so as to prevent adjacent back-ups that could interfere with the function of the Triangle intersection.
- Signalize the intersection of Route 118 and Hallock's Mill Road/Ridge Street, and restrict left turns from Route 118. This would improve safety at the intersection and help prevent cut-through traffic along Hallock's Mill Road.
- Consider relocating the bus stops to the far side of the intersection to increase intersection capacity, specifically at the northbound approach of Commerce Street at the Triangle intersection.



Figure 3-4:
Yorktown Heights
Circulation Plan

Yorktown, NY

Phillips Preiss Shapiro Associates, Inc. 2005



- Stop signs
- Traffic lights
- Roadway connections
- Road closures
- Pedestrian improvements
- Bike paths
- Bike lanes
- Transit center/fire station (conceptual locations)
- Restrict left turns
- Traffic calming

Policy 3-40: Encourage the County to enhance transit service to Yorktown Heights.

- Encourage the County to provide more frequent local and commuter bus service.
- Provide distinctive shelters unique to the hamlet center.

Policy 3-41: Establish a central bus transfer point in Yorktown Heights.

- This would be larger-than-normal outdoor bus stop, potentially double or triple the normal size. All bus services in Yorktown would meet there, including express buses, local buses, and jitneys, thereby providing easy and convenient transfers. A taxi stand or dispatch office should be located adjacent to the transfer station.
- Amenities should be provided at the transfer point, which can be called "Yorktown Heights Station," including a public phone, kiosk, public restrooms, a heated shelter, and a park-n-ride lot (which can be used in the evenings and on the weekends by shoppers, YCCC patrons, and people using the Trailway). The Town should work with local businesses to solicit a unique architectural design for the station, contributing to the unique identity of Yorktown Heights.
- Ideally, the station should be located on or immediately adjacent to the proposed "Main Street" shopping area along Commerce Street. Cafes, newsstands, dry cleaning drop-off/pickup, small convenience stores, drug stores, and other commuter-oriented shops and services should be encouraged to locate next to the station.

APPENDIX TO CHAPTER 3: EXISTING CONDITIONS REPORT

Roadways & Traffic

- Based on a survey of Yorktown residents, the roadways that were cited most often as being congested included:
 - Route 6 in Mohegan Lake (weekends);
 - Route 202 in Crompond (weekday evening rush hour, 4-7 p.m.);
 - Route 6 in Mohegan Lake (weekdays); and
 - Triangle intersection: Routes 35, 118, and 202 (weekdays).
- Peak period field observations confirmed the survey results and the input from the Task Force. The following locations were observed to be the most congested: *(Refer to Figure 3-5)*
 - Route 6 in Mohegan Lake — weekdays and weekends;
 - Route 6 intersection at Lexington Avenue — weekdays and weekends;
 - Route 202 in Crompond — weekday rush hours and weekends;
 - Route 202 at the Taconic State Parkway ramps — weekday rush hours (this congestion is partially the result of the Parkway reconstruction project);
 - The Route 202/Route 18/Commerce Street intersection (a.k.a. the Triangle intersection) in Yorktown Heights — weekdays and weekends;
 - Route 202 intersection at Lexington Avenue — weekday rush hours and weekends; and
 - Strawberry Road from Route 6 to Lexington Avenue — weekdays and weekends, when Route 6 is backed up.
- As shown in Table 3-5, traffic increased significantly in Yorktown in the 1990s. Traffic has increased only partly because of new development within Yorktown itself. Increased development in nearby parts of Westchester and Putnam Counties is also a contributing factor to congestion on surface streets. Increased congestion on the Taconic is a factor of regional growth.
- More significantly, traffic has increased because more trips are now made per household (for errands, for school and extracurricular activities, etc.); and more cars are owned per households (for the older kids as well as each parent), and people are driving longer distances. From 1990 to 2000, the population growth rate of both Yorktown and Westchester County was less than one percent per year. BUT traffic growth rates on the major roadways through Yorktown were much higher (refer to Table 6-6.)

- The most heavily trafficked roadways in Yorktown, other than the Taconic Parkway, include Route 6, Route 202, Route 118, East Main Street in Shrub Oak and Jefferson Valley, Route 132, Granite Springs Road, and Route 100. (See Figure 3-6: Daily Two-Way Traffic Volumes.)

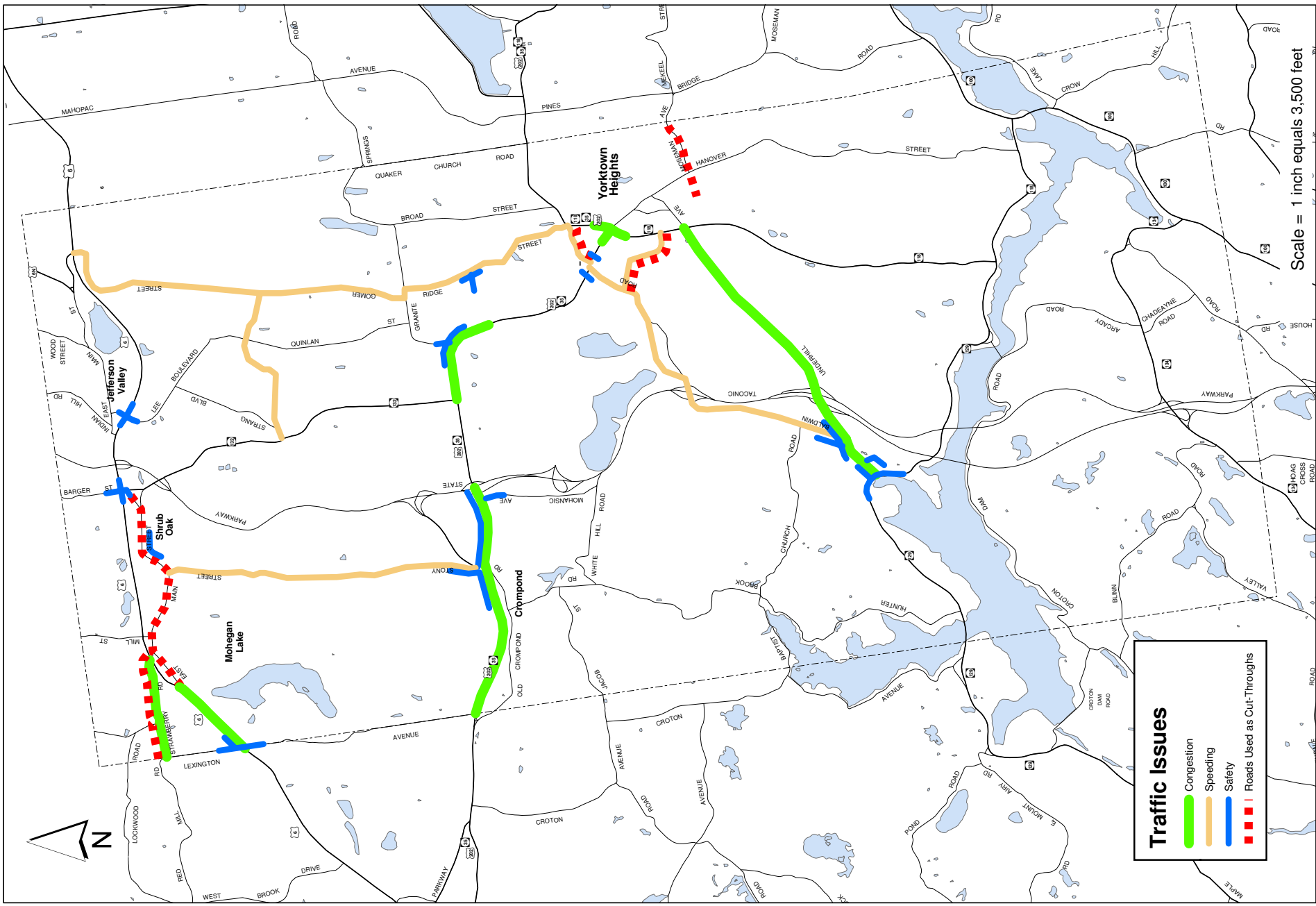
Table 3-5: Traffic Growth Rates

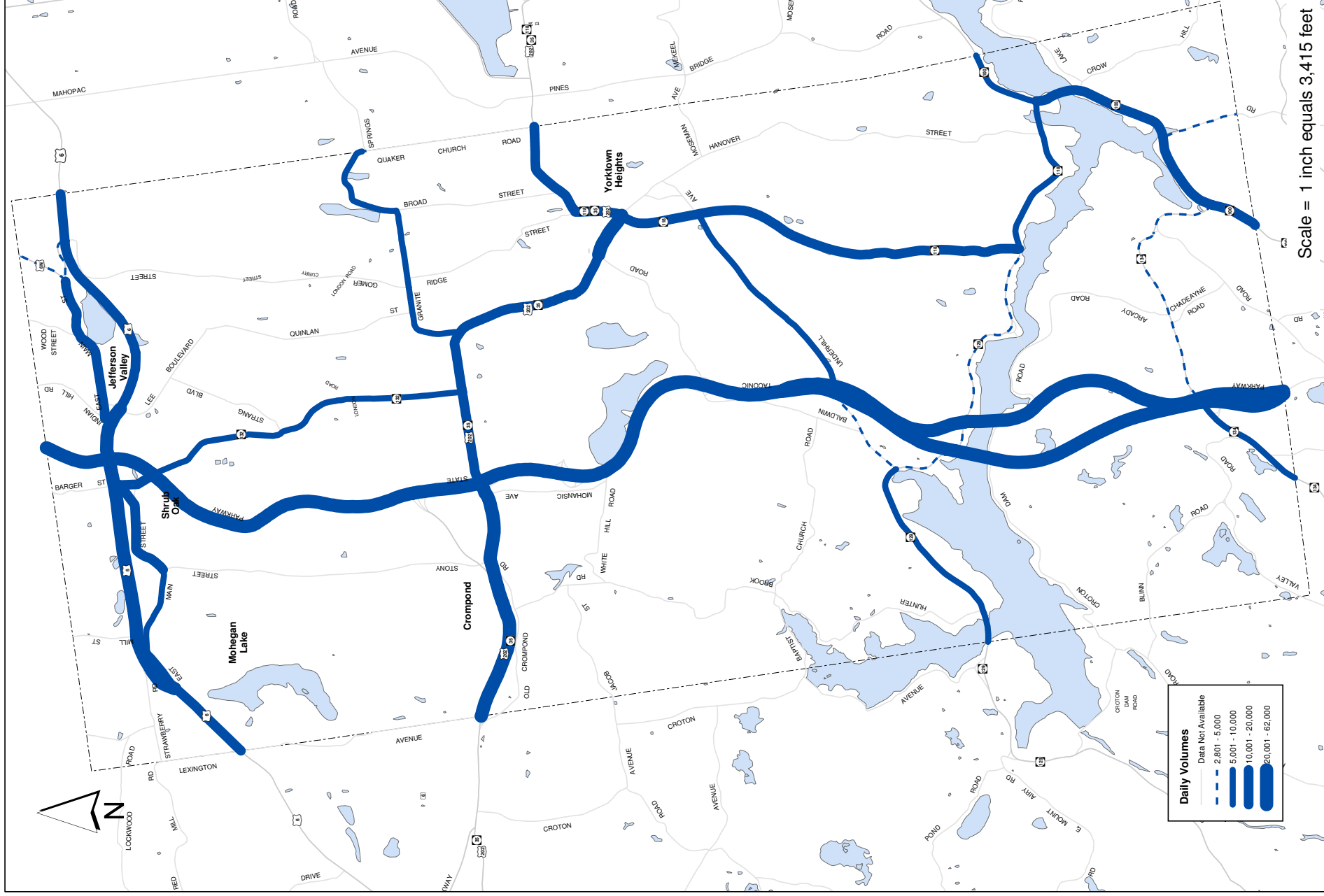
<i>Yorktown Roadway Segment</i>	<i>Annual Average Daily Traffic Volume (vehicles)</i>	<i>Average Annual Growth Rate</i>	<i>Total Growth Rate</i>
Taconic State Parkway from Route 134 to Route 202	45,010 (1993)	2.6%	36.5%
	50,240 (1996)		
	59,940 (1999)		
	65,800 (2004)		
	70,840 (2007)		
Route 202 from Lexington Avenue to Taconic State Parkway	18,600 (1990)	4.6%	47%
	27,300 (2000)		
Route 202 from Baldwin Road to Route 118	16,800 (1991)	1.3%	20.8%
	19,950 (1999)		
	20,240 (2002)		
	20,580 (2005)		
	21,220 (2007)		
Route 118 from Route 129 to Commerce Street	8,700 (1992)	2.1%	18%
	10,300 (2000)		
Route 6 from Taconic State Parkway to Lee Boulevard	30,300 (1990)	1.5%	14%
	34,600 (1999)		
	36,670 (2002)		
	39,540 (2007)		

Source: 2004 & 2007 NYSDOT Traffic Volume Reports

- Congestion has resulted in motorists using residential streets in order to bypass intersections known to operate at poor level of service conditions. Examples of bypass routes include: (Refer to Figure 3-5.)

- Hallock's Mill Road is used as a bypass for Route 202 eastbound cars to avoid the Route 202/35/Route 118/Commerce Street intersection in Yorktown Heights.
- Allan Avenue is used as a bypass for Route 202 eastbound motorists who want to avoid the same intersection, yet go to the K-Mart shopping area or continue south on Route 118. Some people leaving the hamlet center may use it as an alternate way to get to the Taconic State Parkway.
- Strawberry Road is used as a bypass by Route 6 motorists who want to avoid the Lexington Avenue intersection, in addition to being a connector road to Peekskill, Putnam Valley, and the Bear Mountain Bridge. Strawberry Road experiences two-way, hourly traffic volumes of 800 to 1,000 vehicles during rush hours. These are the same volume levels observed on Route 118 south of its intersection with Route 202.
- It is becoming more difficult to make left turns onto or off of the major arterials due to congestion. This issue was documented in a 1998 traffic study prepared by John Collins Engineers, which cited that long delays are experienced by left-turning (westbound) vehicles at the Route 202 intersections at Lexington Avenue and Pine Grove Court. (*Refer to Figure 3-5.*) The study recommended a traffic signal at the Pine Grove Court intersection with a westbound left-turn lane. It also recommended a westbound right-turn lane (since built) at the Lexington Avenue intersection.
- Truck traffic is also reportedly using certain residential roads to avoid congestion on major routes. As one example: trucks originating from Front Street use the primarily residential Moseman Road to access Route 100 and destinations to the east, instead of driving through Yorktown Heights to Route 202 and Route 118. (*Refer to Figure 3-5.*) Moseman is viewed as a residential street by its neighborhood, but functions more like a connector road.





- Task Force participants were in favor of keeping traffic on the primary arterials (e.g., Route 202) and off of residential streets, although interconnected residential streets could help reduce traffic on some major roads. Some residents who attended the September 18, 2002 Task Force Meeting supported roadway connections such as Downing Drive to Route 202/35 or Baldwin Road and Front Street to Route 118. Another attendee suggested the Town provide a new southern access road to the Yorktown High/Middle School on Route 202/35 in the vicinity of Elizabeth Road.
- At the September 18, 2002 Task Force Meeting, traffic congestion on Routes 6 and 202/35 was the primary concern of most residents. The attendees' ideas included new roadway connections (i.e., Downing), select roadway closures (i.e., one block of Moseman east of Front Street), promoting carefully managed mixed-use, pedestrian-friendly environments in the hamlet centers, traffic-calming, restricting left turns at problem intersections, expanding shuttle/jitney service to train stations and the hamlet centers.
- Based on the surveys, respondents said that the actions they felt would best improve traffic conditions were new roadway connections, road widening, and better traffic management (i.e., signal timing, left-turn pockets.) In contrast to the Task Force meetings, the surveys suggested that respondents had little confidence that nontraditional approaches would help improve traffic conditions (i.e., bike lanes/trails, improved sidewalks, increased bus service, and providing more park-n-ride lots), except for clustered development patterns that help make people less auto-dependent. This does not mean that sidewalk, bike, and transit improvements are unnecessary, but it confirms that they are likely to be more about improving quality of life than serving as a long-term traffic solution.
- Confirming this notion, most survey respondents said that they would not be likely to use jitney service for shopping trips or ride their bikes for shopping or work trips. However, about 27% of respondents said they would use jitney service to reach a nearby train station. This reflects the fact that many respondents work in New York City (21%) and White Plains (8%).

Roadway Safety

Refer to Figure 3-5.

- Traffic safety problems also translate into pedestrian and bicyclist safety problems.
- The most recently available accident data (May 1, 1998 to April 30, 2001) was obtained from NYSDOT for the State and County routes in Yorktown. High accident locations identified include:
 - Route 6 at Lexington Avenue — 117 accidents over three years.
 - Route 6 in the vicinity of Barger Street and Route 132 — 63 accidents over three years.
 - Route 6 at Lee Boulevard — 58 accidents over three years.

- Route 202 from Old Crompond Road to the Taconic State Parkway's Northbound Ramps — 63 accidents over three years.
 - The Route 202/Route 118/Commerce Road intersection (a.k.a. Triangle intersection) — 61 accidents over three years.
 - Route 202 in the vicinity of Baldwin Road and Hallock's Mill Road — 54 accidents over three years.
 - Route 202 at Stony Street — 51 accidents over three years.
- Traffic Safety Officer Eidelman and field observations also identified several high accident situations, namely:
 - Unsafe left turns: for instance Route 6 at Barger Street, Route 202 at Baldwin Road, and Route 202 at Granite Springs Road.
 - Poor sight distances: for instance Baldwin Road at Underhill Avenue, East Main Street at New Road, Mohansic Avenue at Park Lane, Ridge Street at Elizabeth Road, Underhill Avenue at Echo Hill Path, and Underhill Avenue at Route 129.
 - Absence of needed traffic signal or storage area: for instance Stony Street at the Bear Mountain Parkway, and Route 202 west of Old Crompond Road.
- The Town has been working to address such problems. As examples:
 - Strang Boulevard at Oakside Road was a high-accident location until the Town installed four-way stop signs.
 - A high-accident location caused by sight-distance problems was mitigated by the installation of a traffic signal at the Town's expense (one of five Town-owned signals) at the Ridge Street/Granite Springs Road intersection.

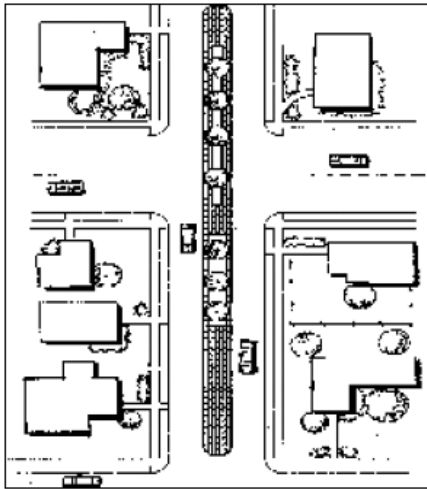
Traffic Calming

- According to Yorktown's Traffic Safety Officer, speeding is a problem on many residential streets. Examples include Allan, Baldwin, Gomer, Hallock's Mill, London, Mohansic, Ridge, and Stony.
- Many local residential streets are wider than necessary. Yorktown's subdivision standards call for very wide streets for the purpose of accommodating emergency vehicle access and high vehicular volumes. However, because actual traffic volumes on local streets are low, the excessive width only encourages high travel speeds. Examples include Curry, Gomer, Quinlan, and London between Quinlan and Gomer.
- Many Task Force participants said that vehicles (autos, trucks, and buses) have been using residential streets as bypass roads and said they felt concerned about excessive vehicle speeds near schools (e.g., Copper Beech School) and along narrow and winding roads (e.g., Crow Hill Road and Hanover Street.)
- The Town has been working to reduce traffic volumes and speeds on local streets and near schools. Examples:

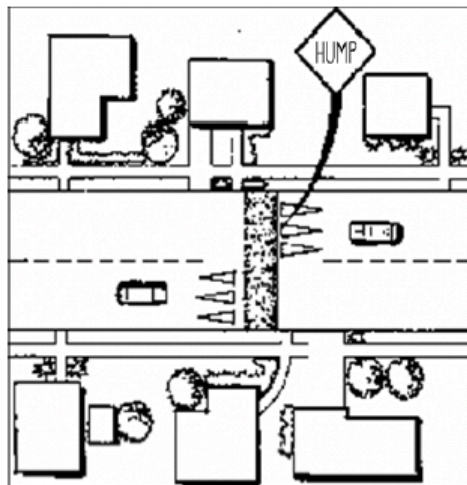
- The Town is currently planning to install a permanent variable speed sign along Route 132 near the Copper Beech School to reduce the speed limit during school hours.
- The Town has a mobile speed trailer board that is used to enforce local speed limits and measure spot speeds.
- The Town has recently installed centerline rumble strips on narrow, winding roads (e.g., Crow Hill Road) in order to keep motorists from driving over the centerline at sharp curves. There are evidently some concerns about the noise from such strips.
- The Town initiated a test case for speed humps on Allan Avenue in 2003 to slow speeds. There are community concerns about the effectiveness and impacts of speed humps.
- The traffic-calming "toolbox" includes the following. (*See Figure 3-7: Sample Traffic Calming Measures.*)
 - Stop signs and traffic signals.
 - Notice to drivers in the form of signs, pavement markings, lights and other features in and along the street; for instance, signs alerting drivers to bike lanes, pedestrian crossings, radar-checked speed zones, etc.
 - On-street parking, thick landscaping, and "street furniture" such as benches and light poles which reduce "optical width" and create a buffer between pedestrians and passing automobiles.
 - Offset street alignments, in which connections are made but only through a circuitous route that discourages through-traffic.
 - Traffic circles or rotaries, which work best when there are cross streets with fairly equal and moderate levels of traffic. Also "roundabouts," which are very small traffic rotaries or circles, which are suited to local and residential streets.
 - "Neck downs" ("pinch points" and "chokers"), where build-outs are provided on both sides of a street, to reduce optical width or to allow only one-way travel.
 - Speed humps to make driving fast uncomfortable. Note that the more gradual speed *humps* pose significantly less problems in terms of snow clearance, trucks and noise than traditional speed *bumps*. Humps have a gradual rise on their leading and trailing edges, so that they can be easily negotiated by street sweepers, buses, snowplows, fire trucks, and ambulances. This not true of more conventional speed bumps, which have a nearly perpendicular angle to the underlying roadway.
 - Rumble strips, to produce vibration in vehicles passing over the strip. Note, however, that noise from rumble strips may impact adjacent residences.

Figure 3-7: Sample Traffic Calming Measures

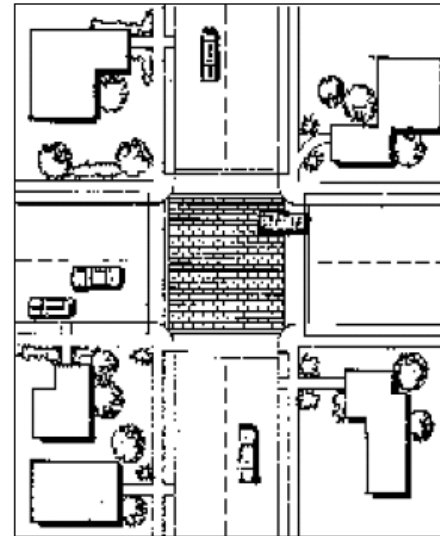
MEDIAN DIVERTER



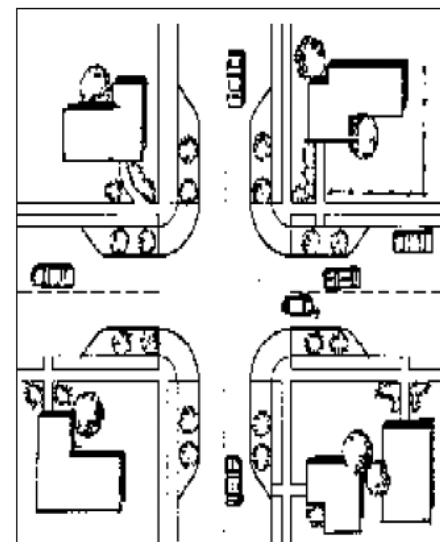
SPEED HUMPS



RAISED INTERSECTIONS



CURB EXTENSIONS



Pedestrians

- Walking is important in the hamlet business centers, as well as around schools, places of worship, and other centers of community life. In the hamlet centers, walking reduces the need for parking, contributes to the area's street life and vitality, and provides business opportunities for sidewalk-fronting shops and restaurants.
- Walking is also a popular form of recreation, which provides health benefits. The North County Trailway is a popular place for walking. The Braircliff-Peekskill Trail runs through the southwestern part of Yorktown. Also, there are walking and hiking trails in the Teatown Lake Reservation, Sylvan Glen, Turkey Mountain, and the Kitchawan Preserve. See Chapter 9 for a more detailed discussion.
- Task Force participants expressed support for pedestrian amenities in the hamlet centers and near public schools, libraries, and other community gathering places.
- Condition of sidewalks in the hamlet centers:
 - Most streets in the Shrub Oak and Yorktown Heights hamlet centers have paved sidewalks, which are in relatively good condition. In Shrub Oak, new sidewalks have recently been constructed along East Main Street between Route 6 and New Road, using grant funding.
 - In the Mohegan Lake hamlet, the sidewalks in some areas have become deteriorated. Parts of the Route 6 frontage in Mohegan Lake and most of the Route 202 frontage in Crompond lack sidewalks altogether.
 - In Jefferson Valley, there are well-maintained sidewalks along parts of Hill Boulevard but there are gaps in the sidewalk network elsewhere. There are plans to install sidewalks along East Main Street just east of Hill Boulevard.
- According to the Comprehensive Plan surveys, nearly 82 percent of respondents said that their neighborhoods lack sidewalks. Of those who do have sidewalks, more than half said that their sidewalks were in either excellent or good condition, and slightly less than half said that their sidewalks were in only fair condition.
- Many hamlet centers are centered on high-volume intersections. Channelized right-turn lanes increase traffic capacity but diminish the ease and safety of pedestrian crossings. An attempt has been made to increase pedestrian safety with high visibility pavement markings, brick pavers, and mid-roadway "yield to pedestrian" signs.

Bicycling

- Bicycling, like walking, has multiple benefits. In addition to serving as an alternative to the automobile, it provides recreational and health benefits and is especially popular with youth and teenagers who otherwise would have to be chauffeured by parents.
- Existing Town bicycling amenities:
 - The North County Trailway passes through the southeastern portion of Yorktown. The Trailway is well-maintained and popular among residents.
 - There are plans, at present, to connect this bike trail to FDR Park.
- There is a proposal to create a bike lane or path through FDR Park, running north along Strang Boulevard, crossing the Taconic on a new pedestrian/bike bridge, and providing a connection to Mohegan Lake via Scofield Road and Mohegan Avenue. This also would provide a connection to Route 6, a proposed future bike route, according to the State Department of Transportation (DOT).¹
- Since there is only one off-street bike path currently in Yorktown, most cyclists ride on public streets, where they share the roadway with cars.
 - Local residential streets are typically good for biking. .
 - On major streets like Route 202, the combination of narrow shoulders, high traffic speeds, and heavy congestion make biking unsafe, uncomfortable, and inconvenient. Intersections can be particularly difficult to negotiate on a bike.
 - Providing additional bike lanes, routes, and paths would increase biking opportunities, promote more safe conditions, and provide a greater outlet for local biking interest.
- Some Task Force participants expressed support for establishing long-distance bicycle routes and connecting existing parks and open spaces with bicycling/walking trails.
- According to the NYSDOT *Highway Design Manual*, the establishment of a signed bicycle route is based on the following criteria:
 - The municipality with jurisdiction for each bicycle route segment has mapped the route as part of a comprehensive bicycle plan.
 - The route provides through and direct travel in bicycle-demand corridors.
 - Surface imperfections have been corrected, e.g., adjusting utility covers and installing bicycle safe drainage grates.

¹ New York State Department of Transportation, *Hudson Valley Trailways and Maps*, www.dot.state.ny.us/reg/r8/bikes/hudsb_t_map.html, visited March 21, 2003.

- The route will be periodically maintained, dealing with the accumulation of dirt, broken glass and other debris at the sides of the road.
- The lane and/or shoulder widths along the bicycle route are consistent with specified guidelines.

Transit

- Although Yorktown itself does not have any train stations, many residents use trains for commuting purposes on a daily basis. Area train stations used by Yorktown residents include, in order of popularity according to the Comprehensive Plan surveys, Croton-Harmon or Ossining, White Plains or North White Plains, Peekskill or Cortlandt, Golden's Bridge or Katonah, Bedford Hills or Mt. Kisco.
- Participants during the Task Force SWOT session indicated that not enough non-resident parking is available at train stations, and that there is not enough connecting bus service to the stations.
- Buses are primarily used by commuters going to the train station, but also by employees working in Yorktown (e.g., at the Jefferson Valley Mall) and local residents.
- The Westchester County Bee-Line Bus System provides plastic bus shelters for free at the request of the Town. Some bus stops do not provide adequate room for waiting patrons, resulting in unsafe conditions.
- Yorktown provides four park-n-ride locations: at Town Hall, next to Downing Park, in FDR Park, and an on-street parking area in front of the Par-3 golf east just east of the Taconic State Parkway off Route 6. Of the four locations, the Town Hall park-n-ride is the most heavily used (approximately 30 to 40 cars per day.)
- Yorktown provides jitney service for senior citizens. It operates by appointment and is primarily used for medical-related trips.

Yorktown Heights Hamlet Center

Vehicular Access and Circulation

- Yorktown Heights is centrally located in terms of the Town's internal geography, but it is off-center in terms of commuters and others using the Taconic State Parkway. The Heights draws clientele from a wider area, so it is essential that it remain an easy and convenient place to get to.

- Yorktown Heights is well-served by a network of roads that disperses traffic to and within the hamlet center. A radial street pattern meets in Yorktown Heights at a series of locations, tied together by a loop system consisting of Route 118, Commerce Street, and Underhill Avenue, unified by a grid-like street pattern.
- The one notable exception is the Route 202/Route 118/Commerce Street intersection (a.k.a., the "Triangle intersection" due to the proximity of the Triangle Shopping Center.) Both by objective measures and by all accounts, this is one of the most congested intersections in the town.

Parking

- Yorktown Heights, thanks to urban renewal and new development, has ample parking facilities, in aggregate. While most businesses have the right amount of parking, some do not, and many have a surplus. Problematically, people drive from store to store, rather than walking. This increases the amount of parking needed, and adds to local congestion.
- The parking lots were designed in response to idiosyncratic site conditions. As such, they are not always efficiently laid out. Parking lot consolidations would yield an equal or greater amount of parking, even after accounting for more landscaping.

Pedestrians, Bicyclists, Transit

- Much of the original pedestrian-oriented fabric of Yorktown Heights was removed in connection with urban renewal projects during the 1960's. Yet the scale and intensity of development could still allow pedestrian circulation. The entire hamlet center is encompassed within a half-mile radius from the Downing-Veterans intersection.
- Sidewalk conditions include the following:
 - Most of Yorktown Heights has paved sidewalks, in relatively good condition.
 - An attempt has been made to make them attractive with decorative plantings, e.g., the plantings and brick border along the sidewalk across from the YCCC.
 - The brick pavers and painted crosswalks on Downing Street are fairly narrow and are not highly visible.
 - The pavers across Commerce Street and Underhill Avenue at the North County Trailway Bike and Pedestrian Path are wider and more visible.
- At the Triangle intersection, channelized right turns increase traffic capacity but make the pedestrian crossing unsafe. There is only one pedestrian crosswalk near the intersection, located about 100 feet east of the intersection with no signals. Motorists typically expect pedestrians at the intersection and not before it, which makes this crossing dangerous. The Triangle intersection is, simply, a mess for pedestrians.

- Overly wide streets in the hamlet center (e.g., Commerce Street and Downing Street) encourage speeding and the doubling-up of cars at intersections. Street widths could be narrowed to provide wider sidewalks and safer crosswalks or to "green" the streets with attractive plantings separating pedestrians from vehicles. Alternatively, on-street parking could be permitted on one or both sides of the street.
- The North County Trailway passes right through the center of Yorktown Heights, using the former railroad right-of-way. A trailway connection from Railroad Station Park to FDR Park is being planned.
- Several County bus routes pass through Yorktown Heights. The Town's most popular park-n-ride facility is next to Town Hall, with 30 to 40 users per weekday.

4. Economic Development & Hamlet Business Centers

4.1 VISION STATEMENT

Yorktown should have a vibrant economy that provides abundant job opportunities and contributes to and improved and fair local tax base. To better withstand market fluctuations, there should be a diverse range of businesses, with prosperous office and light industrial campuses and thriving, attractive commercial centers. The five hamlet business centers should be enhanced and improved, so that they not only provide shopping and services. They also should function as centers of community life, featuring civic uses, greening and park features. As additional development occurs, infrastructure improvements must be provided.

- *Crompond.* The Bear Mountain Triangle, Yorktown's major opportunity site for economic development, should have a mix of housing, office, and retail uses, and possibly a hotel or country inn as well, and the commercial strip along Route 202 should be greened, also with preservation of open space over the north side of Route 202.
- *Jefferson Valley.* The mall should continue to serve as a major regional shopping destination. Meanwhile, Hill Boulevard should be transformed into a walkable "Main Street" that includes residential and retail uses with connections to the lakefront, which should have improved public access and recreational attractions for families and people of all ages; this should strengthen other hamlet uses..
- *Mohegan Lake.* While working to improve traffic along the Route 6 corridor, the Town should encourage pedestrian-oriented shopping, upgrading of commercial sites, and connectivity to the neighborhoods to the north. The Town should evaluate the possibility of adding senior housing.
- *Shrub Oak.* The historic and scenic quality of East Main Street corridor should be preserved, with landscaping and façade enhancements, and the shopping nodes at the western and eastern ends of the corridor should be significantly improved in terms of circulation and attractiveness.



Commerce Street, Yorktown Heights.

- *Yorktown Heights.* As Yorktown's downtown, this business center should continue to have a mix of civic institutions, parks, and shopping. A pedestrian-oriented "Main Street" with small shops and restaurants should be created along Commerce Street, complementing the large-format shopping centers and building a sense of place.

4.2 GOALS

Goal 4-A: Facilitate a positive business climate in Yorktown and provide opportunities for non-residential development and local employment where appropriate.

Goal 4-B: Maintain diversity in the economic base and job base so that Yorktown can withstand the effects of changing business cycles and fluctuations in different industries.

Goal 4-C: Strive for tax and fiscal stability for Yorktown residents by continuing to seek out stable, low-impact, high-quality ratables.

Goal 4-D: Bolster the long-term economic vitality of Yorktown's five hamlet business centers, building on their current strengths, and taking into account retail trends and competition.

Goal 4-E: Promote the five hamlet business centers as hubs of civic life and community identity, and promote a mix of retail, professional office, park/civic uses, and compatible residential uses that create an atmosphere of vitality.

Goal 4-F: Avoid sprawl along Yorktown's commercial corridors, and encourage a high standard of architectural design, landscaping, and maintenance for all development.

Goal 4-G: Promote the continued success of the Jefferson Valley Mall, and seek to keep the mall competitive with other major retail outlets in the region.

Goal 4-H: Promote Yorktown Heights as Yorktown's "downtown," with a concentration of commercial, civic, and park uses that create a special sense of place.

Goal 4-I: Improve access into and circulation throughout the five hamlet business centers through roadway and intersection improvements, but also promote walking and biking by creating safer and more comfortable environments for pedestrians and cyclists.

Goal 4-J: Promote convenient parking, while also promoting more efficient parking patterns and striving to reduce unnecessary expanses of blacktop.

Goal 4-K: Ensure that infrastructure improvements are provided before or concurrent with significant new development.

4.3 OVERVIEW OF ECONOMIC DEVELOPMENT

- Hamlet business centers that have vacant or underutilized land can accommodate new business activity for the purpose of economic development. In some parts of the hamlet business centers, parking lots are poorly laid out. If some of the parking lots were connected and reorganized, some land could be freed up for infill development. By attracting more business activity, the Town can gain more tax revenue to pay for Town services.
- At the same time, in all of the hamlet business centers (particularly Yorktown Heights, Crompond, and Mohegan Lake), there are serious concerns about traffic congestion. Before any significant new development takes place, traffic problems need to be addressed. There needs to be a link between continued development and infrastructure improvements. In particular, infrastructure improvements must be provided before or concurrent with significant development.
 - The automobile will continue to be the primary mode of travel for most customers, and therefore, the Town needs to continue to provide convenient access and parking.
 - At the same time, creating more walkable environments can actually help reduce traffic congestion and parking needs. Some of the land now given over to roads and parking lots is excessive and can be broken up and used for a combination of infill buildings, expanded pedestrian areas, and landscaping.
- Hamlet business centers are not just places of business activity. They are also centers of community life. Their character and quality contribute to the Town's quality of life and community pride and identity. There are many opportunities in the hamlet business centers to provide additional park space, village greens, and landscaping. Such green space complements the built-up nature of the hamlet business centers and adds to the unique identity and character of the place.
- An attractive commercial area not only contributes to community pride, but also helps attract customers. The hamlet business centers can be improved in terms of their overall attractiveness, the quality and mix of stores, and walkability. Many of the hamlets also have historic buildings or scenic qualities that warrant protection.

4.4 POLICIES

All Hamlet Business Centers

Policy 4-1: Promote a mix of retail shopping, professional offices, and housing in the hamlet business centers, and in specified locations, promote mixed-use "Main Street" or "Village Center" development.

- Retail-only districts are most active on weekends, whereas office-only districts are active mornings and evenings. Mixing the two creates a district that is vital and busy every day, all week long.
- Residential uses would add more evening and weekend activity to the hamlet business center. More importantly, housing units in hamlet business centers would tend to be smaller than single-family homes, providing much-needed housing diversity and greater affordability to Yorktown's housing supply (see Chapter 5.) Second-floor apartments over retail uses should be permitted where appropriate.
- "Main Street" or "Village Center" development would have a mix of housing units, offices, and shops, all in a pedestrian-oriented setting. Such sites should generally have the following characteristics:
 - Sidewalk connections throughout and connecting to surrounding areas.
 - A Main Street or village green accessible to the general public.
 - Parks and abundant landscaping.
 - Requirement that a portion of housing units be set aside for seniors.
 - High-quality architectural design, effective traffic and parking schemes, wetland and slope protection, buffering (where appropriate), etc.
 - Coordinated signage.

Policy 4-2: Based on the Comprehensive Plan, develop more detailed business center plans, and update the Town's zoning map to reflect the conceptual maps included in this Chapter. Also, update the Town's use regulations and bulk, landscaping, parking, and lighting standards as they relate to the hamlet business centers.

- The business center plans should make recommendations for improving circulation and parking, include streetscape and gateway design plans, and identify resource areas for protection, and provide action items for park expansion.
- Significant revisions to the commercial zoning regulations are warranted, as discussed in Chapter 2. In particular, bulk standards (i.e., coverage, height, setbacks) need to be revised.

- Lighting standards should be revised to reduce glare. For both overhead and pedestrian lamps, light should be required to point downward, and color filters should be required to reduce glare and provide a softer-looking light. For sign illumination, wall-mounted lamps, and lights inside display windows, encourage use of smaller, lower-intensity lights directed downward and resembling incandescent light.

Policy 4-3: Increase Town resources in support of economic development objectives.

- The Town could consider establishing an economic development committee to provide the Town Board with insights into the business community, economic trends, opportunities for growth, and other relevant topics of interest.
- The Town may wish to consider appointing staff to research or promote economic development or to assist with implementing Comprehensive Plan policies, perhaps in cooperation with local businesses or business associations.



Jefferson Valley Mall, Route 6, Jefferson Valley.

Policy 4-4: Explore appointing a Main Street Manager to work with businesses in the hamlet business centers to promote ongoing economic vitality and to help improve parking, circulation, accessibility, walkability, aesthetics, and landscaping.

- The Main Street Manager would provide businesses with consultation on façade, landscaping, signage, and parking improvements, and could also assist with the marketing and promotion of the hamlet business centers. The manager could comment on proposed zoning changes, help set up special events, and recommend tenancing, etc.
- The manager could be hired/appointed by the Town, and/or business associations, and/or parking districts, and/or business improvement districts. Whoever pays for the manager's services, the manager should have some degree of independence, so that he/she can objectively advocate for solutions and ideas that would help promote business throughout each hamlet center, as well as throughout Yorktown.

Policy 4-5: Allow second-floor apartments in C-2 zoned hamlet centers above retail or office uses.

- This increases the diversity of housing types and adds more units that are affordable to working families.
- A mix of uses adds vitality to the hamlet business centers and provides a customer base for the retail uses.

Yorktown Heights

See Figure 4-1.

Policy 4-6: Promote a multi-faceted market niche for Yorktown Heights, building off its current strengths.

- Yorktown Heights is a popular destination for grocery shopping, and this retail focus should be continued. To favor grocery shopping, continue to have stores of adequate size, but also abundant parking and easy vehicular access.
- Also, Yorktown Height is *the* place where most survey respondents (35 percent) go for professional services, such as accountants and lawyers. Continue to maintain Yorktown Heights as the center of professional services in the Town by providing space for additional small-scale office space.
- According to the 1997 Economic Census, Yorktown ranked only 23rd out of 39 Westchester municipalities in terms of annual sales (\$26.5 million) and number of employees (206) in the Professional, Scientific, and Technical Service industries. Yorktown Heights is one location where such businesses can be encouraged.
- Survey respondents said that the most important issue to address in Yorktown Heights is the quality and mix of stores, and many respondents said that it is important to address walkability and the attractiveness of storefronts. Time and time again, Task Force meeting participants have said that they would like to see more of a "Main Street" environment in Yorktown Heights with a special sense of place. The Town should create such an environment along Commerce Street, featuring specialty shops and restaurants where people can walk, browse, dine, and pass the time.
- These three market niches — grocery shopping, professional services, and "Main Street" are complementary and can fit together nicely in the same hamlet business center, provided that: (1) the access and parking work; (2) there is a walkable network of streets that tie the uses together; and (3) the developed areas of the downtown are balanced by open space and park amenities nearby.

Policy 4-7: Establish a mixed-use, walkable "Main Street" with shops and restaurants, while maintaining large-format retail buildings with grocery shopping and large parking lots to the rear.

- Using strategic infill development, create a "Main Street" shopping environment along Commerce Street and Underhill Avenue, from the Route 118-Route 202 intersection to Town Hall.
 - These streets should be pedestrian-oriented, with sidewalks, street trees, pedestrian-scale lighting, a mix of small- and moderate-size business, all built up close to the street, with main entrances and display windows fronting the sidewalk.
 - Preferred businesses would include non-chain shops, services, café's, restaurants, etc. on the ground floor, as well as second-floor offices and apartments (see below.)



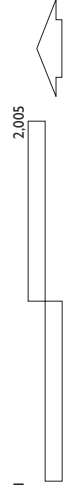
Figure 4-1

Yorktown Heights Conceptual Design

Yorktown, NY

Phillips Preiss Shapiro Associates, Inc. 2005

- Parks, open space, public, recreation
- Target for park acquisition/programming
- Future greenway
- New roads
- Residential
- Residential/Office Corridor
- Retail Corridor
- Shopping Center
- Office
- Hamlet Center/lupstairs apartment
- Parking
- Warehouse/Light Industrial
- New driveway
- Road closure



- Streets would not be closed to traffic, but they would be traffic-calmed with STOP signs, marked pedestrian crosswalks, and other features. There would be on-street parking in front of the Main Street shops.
- Infrastructure improvements must be provided before or concurrent with any significant development.
- Behind the "Main Street area," maintain the existing large-format shopping centers with anchor stores (i.e., grocery stores and household stores) and ancillary convenience-oriented shops (i.e., dry cleaning, drug stores, banks, etc.) Make their large parking lots available for "Main Street area" shops and restaurants.

Policy 4-8: Promote second-floor apartments and offices throughout the hamlet.

- As noted, a mix of uses adds vitality to the hamlet business centers and provides a customer base for the retail uses.

Policy 4-9: Work with businesses and business associations to establish a parking plan and district, whose purpose would be to connect/re-design lots into a coordinated network, shared by all businesses, or a business improvement district with broader responsibilities.



Yorktown Commons, Yorktown Heights.

- The parking district would collect fees from property owners for the purpose of creating and maintaining shared parking lots.
- Consolidated, interconnected parking would open up the possibility for allowing infill development along Commerce Street, for the purpose of creating the desired Main Street environment. This does not mean that there would be a net loss of parking spaces. The re-organization of the parking lots would yield additional spaces.
- Allow on-street parking throughout the commercial core of Yorktown Heights, wherever there is adequate right-of-way. This would add to the parking supply and could also be managed by the parking district.
- In taking steps to establish a parking district, undertake an inclusive public outreach process that provides information about the concept/proposal and takes into account the opinions and concerns of local businesses.
- In the meanwhile, or as an alternative, work with businesses to develop shared parking arrangements between adjacent property owners and businesses. In this scenario, adjacent lots could be linked on a case-by-case basis. This option is not preferred in the long run, because it does not create a complete parking network, which is necessary for the "Main Street" concept to take shape.

- A business improvement district (BID) could do all the work envisioned for the parking district, but also take on additional responsibilities, such as trash/recycling collection, security, advertising, marketing, tenancing, etc. The BID could also work closely with the Town to develop design guidelines for new development, assist with façade improvements, help with code enforcement, and oversee maintenance work.
- The parking district or BID should work closely with the Main Street Manager on design, zoning, marketing, etc. (see Policy 4-4.)

Policy 4-10: Develop a streetscape plan with preferred façade treatments, signage, lighting, landscaping, circulation, sidewalk improvements, etc.

- A streetscape plan (addressing street lamps, street trees, etc.) is currently being done for Commerce Street currently. The district-wide streetscape plan should build off the results of that effort.
- Develop a unified look for signs, including directional, and information signs; and minimum standards for business signs. This does not mean that all signs have to look identical, but guidelines can specify preferred scale, location, height, materials, font types, and color schemes. These new guidelines should build off of and be incorporated into the Town's sign manual, with zoning code references requiring compliance.
- Create a unified look for streetscape elements, including sidewalk and crosswalk surfacing (i.e., pavers, cement, curbing), street lamps, and street furniture (i.e. trash receptacles, mailboxes, newspaper boxes, etc.)
- In addition to rows of street trees, encourage clusters of trees along the street, creating a leafy, shaded environment. Encourage planting of trees species that are known to withstand the wear and tear of built-up environments.
- Work with utility companies to underground overhead wires throughout the Yorktown Heights commercial area. Coordinate undergrounding with roadway and pedestrian improvements.
- Make compliance with the streetscape plan a condition of approval during site plan review.
- Develop the streetscape plan through a public outreach process that involves local businesses, landowners, residents, and business associations. Use the process to educate the community about the benefits of the recommended techniques.

Policy 4-11: Include in the streetscape plan a detailed lighting scheme that reduces glare and improves lighting quality for the hamlet.

- This should address both overhead lamps for streets and parking lots, as well as pedestrian-scale lamps for sidewalks.

- Overhead and pedestrian lamps should have shields directing light downward to reduce ambient light "pollution." Color filters can also be used to reduce glare and result in a softer-looking light.
- For pedestrian areas, outdoor lighting attached to buildings, and lights inside display windows, encourage the use of smaller, lower-intensity lighting directed downward and resembling incandescent light.
- Encourage use of decorative lights during the holiday season.
- Use banners as seasonal displays, welcome signs, or to advertise local events.
- As noted, shields, color filters, and other requirements for reduced light pollution should be incorporated directly into the zoning code and should be applicable Townwide.
- Promote use of energy-efficient lighting.

Policy 4-12: Develop and adopt design guidelines for infill development and façade treatments for the "Main Street" areas.

- These should include recommended approaches for overall architectural design, façade treatments, signage, lighting, and landscaping.
- Develop the design guidelines through a public outreach process that involves local businesses, landowners, residents, and business associations. Use the process as an opportunity to educate about the potential benefits of the recommended techniques.
- The following should be adopted in the design guidelines, and the zoning code should allow development consistent with these guidelines.
 - For existing buildings along Commerce Street, allow small-scale infill development or additions in the front and/or side yards that create more of a continuous Main Street environment. Additions should be toward the street rather than into the rear.
 - Building facades should be open and accessible along the street frontage, with pedestrian entrances and display windows facing the sidewalk. Awnings may be provided as well.
 - Rather than large, tall, monolithic buildings that loom over the street, new buildings and additions should be compatible with existing building heights. Building volumes should be arranged in small, cluster masses to create variety. Encourage use of architectural detailing to create visual interest.
 - If additions are not added to the front yard, encourage landowners to preserve existing front yards for gardens and/or outer dining and/or small public plazas with seating and shade.
 - For the large shopping centers to the rear of Commerce Street, architectural articulation should be encouraged to reduce the visual effect of large, blank walls.

- Encourage location of parking lots to the rear or the side of Commerce Street buildings, rather than in the front yard.
- Use decorative fences, walls, hedges to define the front edge of properties, but in way that there is a friendly relationship to the street and visual and physical access from the street is maintained.
- Provide trees and shrubs in parking lots and along driveways. Consider requiring planted swales in parking lots. Swales collect and filter stormwater runoff and are more effective in providing water to parking-lot trees, which often die of dehydration or flood-drought effects.

Policy 4-13: Focus parkland acquisition and programming along the North County Trailway, creating a linear park through the hamlet business center.

- Encourage the concept that this string of parks is Yorktown Heights' "central park."

Policy 4-14: Complete the trailway connection to FDR Park.

- Provide a continuous on-street bike lane between the new trailway and Railroad Park along Downing and Commerce Streets.

Policy 4-15: Make the YCCC Building into the visual "centerpiece" of Yorktown Heights, and create an expanded YCCC campus in Yorktown Heights.

- Use banners to announce programs or exhibits inside. Install new signage in front, and install directional signage through the hamlet business center directing people to the building. During the holiday season, decorate the façade in a festive manner, possibly with strung lights.
- Improve pedestrian linkages to other Yorktown Heights activity centers. An added benefit of this action item is that adjacent parking lots could serve as overflow parking in the evenings when the theater is active. This is a further benefit to local business.
- The Town should work with residents, businesses, and non-profit and public service organizations to create an expanded YCCC campus that weaves together community, public service, recreational, and cultural uses in and around the YCCC building.
 - The "campus" concept is intended to accommodate both existing and future community activities. As community activities continue to expand, they could be located either within in YCCC building itself or in adjacent buildings within walking distance. The Town could seek to acquire adjacent properties, although the campus concept could also take shape with multiple property owners.

- If possible, expanded outdoor recreational facilities and parking should be provided as well. This campus should have shared parking and improved pedestrian walkways and landscaping throughout, and it should be linked to the North County Trailway.

Policy 4-16: Redesign the Route 118-Route 202 intersection.

- Another critical issue to be addressed in Yorktown Heights, according to the surveys, is roadway access. The Route 202-Route 118 intersection is notorious for traffic congestion throughout the week and on Saturdays. Specific recommendations for this intersection are included in Chapter 3.

Policy 4-17: Implement the following roadway links that would help improve traffic flow in the Heights.

- Link Front Street to Route 118, eliminating the need for trucks to pass through the downtown area. This connection was recommended in the Town's 1983 *Development Plan* as well.
- Extend Downing Street west, crossing Baldwin Road, and then looping around the subdivision to meet Route 202 near the police station.
- Connect Maple Hill Street to Brookside Avenue, and then consolidate the Brookside, Maple Hill and Triangle Center driveways into a single curb cut, reducing turning movements on Route 118.
- Enhance the pedestrian cut-through between Kear and Underhill, to create a stronger pedestrian connection between Town Hall and the commercial core. It should have pedestrian-scale lighting.

Policy 4-18: Make the Front Street area into a business park with improved landscaping, sidewalks, facades, and signs.

- Where feasible, provide enhanced buffers along rear property lines.
- Promote a business improvement district in order to develop a plan and raise funding for such improvements.

Policy 4-19: Create ornamental gateways at the entrances to Yorktown Heights.

- Install "gateway" treatments (signs, flags, trees, shrubs, decorative fencing or stone walls) at the entrances to Yorktown Heights.
- These would be found at the Route 118-Underhill, the Route 118-Route 202, the Route 118-Greenwood, and the Route 118-Downing Street intersections.

Policy 4-20: Maintain and build on the pattern of single-family residential uses on small lots around the hamlet business center, while allowing residential-to-office conversions next to commercial areas.

- Existing homes are situated on 10,000-square foot lots. These should be maintained in existing areas and can be further promoted along the Downing Street extension.
- Some single-family homes have already been converted to office uses. Such conversions would be appropriate along Route 118 (north of the Triangle intersection,) Kear Street, Railroad Avenue, and Maple Court. Conversions should be required to maintain a residential character.

Crompond-Route 202

See Figure 4-2.

Policy 4-21: Develop unique economic development strategies for each of the two parts of the Crompond hamlet business center.

- The Crompond business districts has two distinct areas:
 - The Bear Mountain Triangle area, including the BJ's shopping center, the Route 202 corridor between BJ's and the Taconic State Parkway, and the area bounded by Route 202, the Bear Mountain Parkway (BMP), and the Taconic.
 - The auto-oriented shopping corridor between Lexington Avenue and Pine Grove Court.
- The overall concept put forward in this Comprehensive Plan is to make the Bear Mountain Triangle into a mixed-use center, while improving the corridor that stretches out to the west.

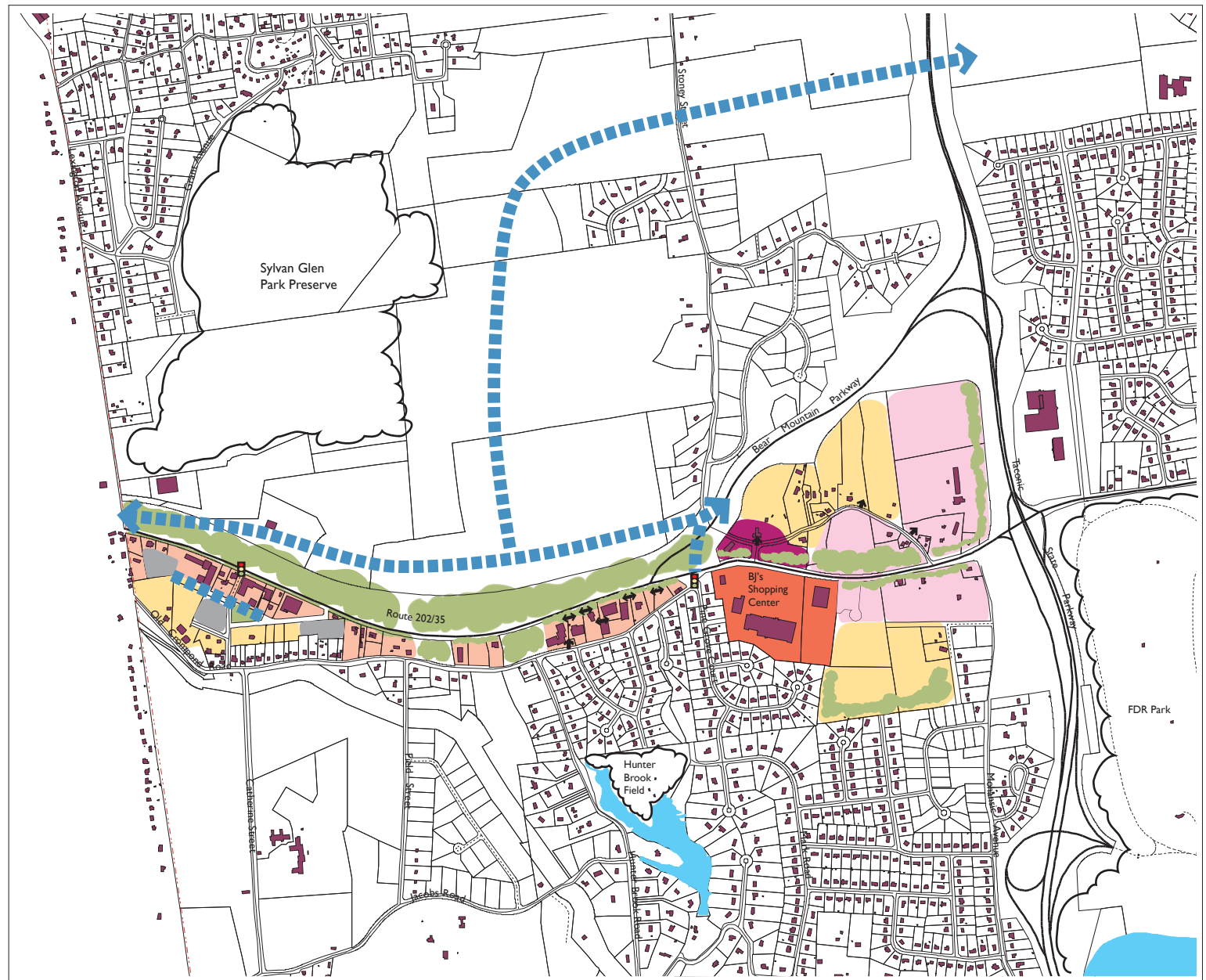
-  Buffers/open space
-  Parks, public, recreation
-  Retail Corridor
-  Shopping Center
-  Commercial
-  Office/Hotel
-  Hamlet Center
-  Residential
-  Parking
-  New roads
-  New driveway
-  Traffic light

Figure 4-2

Crompond Conceptual Design

Yorktown, NY

Phillips Preiss Shapiro Associates, Inc. 2005



Policy 4-22: Evaluate widening Route 202 to include four lanes, or to incorporate a center turning lane, pursuant to the Sustainable Development Study, and urge completion of the Bear Mountain Parkway.

- These complementary measures would vastly improve traffic congestion along the corridor.
- See Chapter 3 for more detail.

Policy 4-23: Building off the widening of Route 202, "green" the commercial frontage along the auto-oriented shopping corridor west of Pine Grove Court.

- The shifting of the BMP right-of-way to the north and the widening of Route 202 creates the opportunity to undertake an ambitious aesthetic improvement to the streetscape. When the roadway is widened:
 - Provide a landscaped sidewalk in front of existing business. Place street trees in front of existing power lines.
 - Bury the utility lines when the reconstruction takes place.
 - Provide bike lanes along the roadway, and use the new BMP right-of-way to create off-street bike paths that connect the hamlet business center to Sylvan Glen.
 - Promote the upgrade of signage.
 - Seek to implement rear access and/or shared parking agreements.
 - This approach will likely yield better results than gradually inducing individual property owners to upgrade their properties on their own.
 - The widening of Route 202 and the provision of additional land for a front yard buffer will likely involve wetland encroachment on the north side of Route 202. Explore how effective mitigation can be done along the corridor.
- Routes 202/35, Crompond.



Routes 202/35, Crompond.

Policy 4-24: At the eastern end of the hamlet business center, promote retail, office, and country inn uses with a regional draw in a high-quality master-planned format, with compatible residential uses as well.

- With the completion of the BMP, the Bear Mountain Triangle will become even more accessible and visible, making it the Town's best opportunity for economic development in a hamlet, mixed-use design.
- On the north side of Route 202, adjoining the Taconic State Parkway, there should be areas for retail, retail/mixed use, housing, and office/country inn.
 - At the bottom of the hill, the "village center" should have a mix of uses, including a "Main Street" shopping spine, with limits on floor area and an emphasis on small stores, possible second-floor apartments, and professional offices, in a pedestrian-oriented format.
 - At the top of the hill, leave as C-3 zoning and adopt an overlay for office and/or hotel or country inn uses, building off the location next to the Taconic-Route 202 interchange and highway visibility.
 - In between, plan for a mix of senior and small-scale professional offices, with conservation of open space and protection of wetlands and steep slopes.
 - Set aside space that can be converted into a village green.
 - These three areas should be integrated, rather than having each element feed only Route 202. There would be pedestrian amenities, with parkland and public spaces.
 - Landscaping would be abundant, and except for the area in front of the "village center" there would be significant buffering along the Route 202 frontage.
 - Parking lots would be shared and interconnected, forming a parking network.
- The area should retain low-density zoning until such time as the Town prepares a Planned Design District for the Triangle, indicating the amenities and infrastructure improvements that must be provided before or concurrent with more significant development.

Policy 4-25: Along the auto-oriented shopping corridor west of Pine Grove Court, continue to provide auto-oriented uses like car dealerships, gas stations, and fast-food restaurants, as well as neighborhood-oriented shops and services.

- This is compatible with existing uses.

Policy 4-26: Adjacent to the Cortlandt border, south of the roadway, allow townhouses and small-lot single-family homes in a "small scale village center" mixed use format connected to the adjacent commercial area.

- The residential and commercial uses should be designed in concert with roadway, parking, and landscaping improvements and should be designed as an integrated village center that is walkable and green.

- Consider allowing second-floor apartments above commercial uses in this area too.
- Any such development should preserve the single-family uses and character along Old Crompond Road.
- Infrastructure improvements must be provided before or concurrent with any significant development.

Policy 4-27: Recognizing that the automobile will remain the primary mode of access to the western commercial area, address traffic concerns and provide convenient parking.

- In the western end of the auto-oriented shopping corridor, provide a new access road to the rear of the existing uses. These would provide access to the stores and create the opportunity for reducing curb cuts. Provide a traffic light at the Garden Lane intersection, to provide better access to those rear-access roadways.
- In the eastern part of the auto-oriented shopping corridor, use cross-access agreements to provide better auto circulation. This creates the opportunity to reduce curb cuts.
- Promote shared parking and limit curb cuts in both nodes.

Policy 4-28: Add sidewalks, pedestrian-scale lighting, landscaping, and bike lanes to the street frontage, and create pedestrian-friendly nodes along the auto-oriented shopping corridor west of Pine Grove Court.

- These policies are intended to improve the walkability of the corridor. However, the Town should not attempt to create a "Main Street" frontage along Route 202.
- At the eastern end of the corridor, where there is a cluster of neighborhood-oriented shops and services, provide walkway connections between adjacent commercial sites. These can follow cross-access driveways.
- At the western end of the corridor, undertake pedestrian and streetscape improvements along Garden Lane and the newly proposed rear access road. Provide sidewalks, landscaping, and pedestrian-scale lighting, in concert with new residential development, in order to help foster a "village center" environment.
- Bike lanes could be added along the BMP right-of-way as an alternative to Route 202. There should be bicycle and pedestrian connectivity between Sylvan Glen Park and the Crompond hamlet business areas.

Policy 4-29: Promote the upgrade of free-standing signs and other signage.

- Make compliance with the Town's sign manual a standard of approval for commercial site plan review. As sites are redeveloped, they visual quality of buildings along the corridor will be gradually improved.

Mohegan Lake-Route 6

See Figure 4-3.

Policy 4-230: *Building off the recommendations of the Sustainable Development Study and in cooperation with the Town of Cortlandt and NYS Department of Transportation, work to develop a bypass for the Route 6 corridor in Mohegan Lake. Reserve a right-of-way for a four-lane, two-way bypass north of the existing Route 6 corridor. Retain low-density single-family housing along the corridor. Create a greenway character for the corridor. Restrict development to that which can be accommodated by the infrastructure in the corridor.*

- The critical issue to be addressed along the Route 6 corridor in Mohegan Lake is traffic. About 59 percent of survey respondents said that roadway access to and within the business district was the single greatest issue to address there.
- Route 6 is one of the subjects of the *Sustainable Development Study*. The preferred scenario calls for improvement to the Yorktown section of Route 6, and envisions that the BMP connection and improvements to the BMP-Route 6 interchange will divert traffic from the Route 6 corridor in Yorktown and alleviate much of the current problem.
- The Town should closely monitor the Route 6 corridor and, as the recommendations of the *Sustainable Development Study* are implemented, determine whether a bypass is still needed.
 - Until such determination is made, the right-of-way should be kept clear of development, so that the bypass remains an option for the future.
 - Require generous setbacks from the right-of-way to reduce potential impacts if/when the road is built. Consider traffic-calming side streets in this area to deal with cut-through traffic from Route 6.
- The preferable configuration would be as two-way, four-lane road (which doubles as a collector street), ideally extending through Cortlandt and meeting Route 6 again near the Cortlandt Town Center. While adding roadway capacity and helping to funnel traffic, this configuration is the least disruptive of either the commercial or residential areas. It is preferable to the alternatives.
 - Widening Route 6 in its current location is not preferred, because it would require acquisition and removal of one entire



Village Green, Route 6, Mohegan Lake.

commercial frontage, including part of the old hamlet area near the Lexington Avenue intersection.

- A one-way bypass couplet, as once considered during the *Sustainable Development Study* process, would reduce the visibility and accessibility of the hamlet business center by half (i.e., it would only be accessible from one direction.) Also, because the one-way legs would be so far apart, travel patterns could actually be hampered.
- A two-way two-lane bypass would likely be ineffective because it would not have sufficient capacity to draw traffic from Route 6.

Policy 4-31: Work with the State to improve the Lexington intersection, and utilize access management techniques along the corridor in conjunction with future development.

- Aside from the sheer number of cars traveling on Route 6, one of the major problems currently is the backup that occurs at the Lexington intersection. The problem partly lies in the fact that turning cars (right and left) block through traffic. The intersection should be widened; turn pockets should be added; and signalization should be improved (see Chapter 3.)
- Access management techniques include consolidated curb cuts, relocated entrances, and cross-access agreements. Such measures should be required through the site plan review process, as applications for new development come forward.

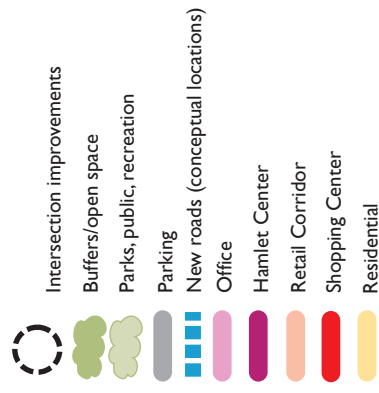


Figure 4-3

Mohegan Lake Conceptual Plan

Yorktown, NY

Phillips Preiss Shapiro Associates, Inc. 2005



Policy 4-32: In cooperation with the Town of Cortlandt, evaluate developing a smaller bypass of the Route 6/Lexington Avenue intersection. Reserve a right-of-way north of the intersection.

- Since the larger bypass is a bigger project (see Policy 4-30,) the smaller bypass could serve as a short-term strategy to address traffic at the intersection. If possible, it should be designed as a one-way pair with the existing Route 6 right-of-way.
- Before undertaking this project, the Town should work with the State and Cortlandt to explore the potential effectiveness of expanding and re-striping the existing intersection, in order to gain more through-put capacity (see Policy 4-31.)
- Once the larger bypass is completed, the Town should re-evaluate the need for the smaller bypass. If traffic volumes are low enough, it could be converted from a one-way bypass to a two-way, traffic-calmed collector road that provides access to commercial sites.
- Part of the necessary right-of-way in Yorktown may already be Town-owned. Any missing pieces should be reserved as new development takes place.

Policy 4-33: Create pedestrian and bicycle linkages between the neighborhood north of Lakeland Street and south of Strawberry Road.

- The linkage should involve minimum intrusion on existing residences; instead, it should utilize rights-of-way provided in connection with any new development.
- The linkage could include a road proximate to Foothill Street connecting Strawberry Road and the new bypass.
- South of the bypass, the linkage should be strictly for pedestrians and bicycles.

Policy 4-34: Preserve and expand the traditional village center east of the Lexington Avenue intersection, and establish another pedestrian-oriented area near the Lakeland-Mohegan intersection.

- Immediately east of the Lexington Avenue intersection, there is a small area of stores built up close to the street. This is the remnant of Mohegan Lake's traditional hamlet business center.
- Establish consolidated municipal parking lots to the rear of businesses fronting on Route 6, near that intersection.
- There is the opportunity to create another pedestrian-oriented area near the Lakeland-Mohegan intersection. This would be similar in use, scale, and character to that of Route 6 at the Lexington intersection. Eventually, these two areas could be linked together through a continuous pedestrian-oriented frontage along Route 6.
- In these areas, the Town should:
 - Promote a continuous street wall with pedestrian-oriented shops.

- Promote restaurants, offices, services, and low-volume/high-image retail (i.e., antique stores).

Policy 4-35: Maintain convenience shopping and services east of Lakeland Street.

- The Route 6 area primarily provides convenience-oriented shopping, like drug stores. However, there are also a relatively large number of restaurants, professional offices, and auto-oriented uses (gas stations, auto parts stores), which serve local residents and pass-through traffic.
 - Future commercial development along the entire corridor should continue to build-off these market niches, but should provide more structure as to the location of such uses. East of Lakeland Avenue, auto-oriented uses should predominate, complementing the more pedestrian-oriented character of the area west of Lakeland. Concurrent with or prior to development of this parcel, safety and infrastructure improvements are needed.

Policy 4-36: Preserve as much of the woodland parcel at the Route 6-Mohegan Avenue intersection as possible, with parkland and lakefront access in the rear.

- Next to the intersection, there should be limited commercial uses and a celebratory space, which could include a monument, benches, flagpoles, etc.
- Some of the trees could be cut to provide a lawn space for sitting or relaxing, although the overall woodland quality of the parcel should remain intact.
- Trails or walkways should lead to the lakefront, providing a pedestrian connection between the hamlet business center and the waterfront.

Policy 4-37: Protect wetlands extending north from Mohegan Lake, and provide walking trails through the wetland areas, if possible.

- Such trails should be connected to the aforementioned woodland parcel.

Policy 4-38: Provide continuous sidewalks and improve the crosswalks at the Mohegan-Lakeland and Lexington intersections. Use cross-access agreements and consolidated curb cuts, wherever possible, to improve vehicular circulation and enhance pedestrian safety and walkability.

- Pedestrian signals should be installed, and colored pavers should be used to clearly demarcate crosswalks.
- Once a bypass is built, the Town should explore the feasibility of using traffic-calming devices along the existing Route 6 right-of-way west of Lakeland Avenue, which would be more compatible with the envisioned pedestrian-oriented character.

Policy 4-39: Evaluate permitting residential-to-office conversions along the outskirts of the hamlet business center, subject to conditions of approval.

- Around the hamlet business center, there is a pattern of single-family residential uses on small lots (i.e., 10,000 square feet). These should be maintained, although the houses closest to Route 6 should be permitted to convert to offices.

Policy 4-40: Encourage preservation of the LaFarge Chalet and Ansonia Lodge, and seek to have any development of these sites maintain them as cultural attraction, community center, or neighborhood park.

- This is consistent with the policies of Chapter 6.
- The Town should explore the possibility of purchasing the LaFarge site.
 - While maintaining multifamily uses on the Ansonia site, the Town should seek to expand park space adjacent to the waterfront.

Policy 4-41: Allow adaptive reuse of St. George's Chapel, subject to historic performance standards.

- Historic performance standards should be applied with respect to exterior appearance, signage, circulation and parking, landscaping, wetland protection, etc.

Shrub Oak

See Figure 4-4.

Policy 4-42: Preserve the historic character of East Main Street, and through the neighborhood planning process (see Chapter 5), develop an historically sensitive streetscape plan for East Main Street.

- Encourage maintenance or restoration of historic facades as new projects come forward for site plan review. Also, encourage maintenance of stonewalls and picket fences. Establish standards for how such features should be maintained or restored.
- The aspects of the streetscape plan should include the following:
 - Provide continuous sidewalks along East Main Street. Improve existing sidewalks, crosswalks, and curbing. Explore the possibility of relocating existing sidewalks to the residence side of the trees to provide more of a buffer between pedestrians and passing cars. This depends on whether the land area lies within the public right-of-way.
 - Explore the possibility of installing sidewalks, which are evocative of historic ambiance.

- Add pedestrian-scale antique street lamps along the entire corridor, complementing the lighting style near the library.
- Work with utility companies to place underground existing overhead wires.

Policy 4-43: Utilize the Town's Tree Preservation and Planting Program (see Chapter 6) to preserve existing street trees and plant additional trees in the future.

- Through this Townwide program, the Town can restrict the removal of significant trees and provide design guidance and review for any new plantings.



Figure 4-4

Shrub Oak Conceptual Design

Yorktown, NY

Phillips Preiss Shapiro Associates, Inc. 2005



-  Buffers/open space
-  Parks, public, recreation
-  Hamlet Center
-  Retail Corridor
-  Office
-  Shopping Center
-  Residential
-  Streetscape enhancement
-  New intersection

Policy 4-44: Maintain East Main Street primarily as a residential corridor but continue to expand and improve the cultural facilities along the corridor.

- The primary use along the corridor should continue to be residential, but on a case-by-case basis (i.e., by variance), continue to allow residential-to-office conversions (i.e. for doctors, dentists, accountants, etc.), provided that the converted buildings and properties maintain their residential appearance and compatibility.
- The Shrub Oak hamlet business center also has the largest concentration of cultural attractions of any of the hamlet business centers — the Hart Library, the Methodist Church and cemetery, Lakeland High School, the Elizabeth Anne Seton Church and School, the Lakeland Administration Building, the Veteran's Memorial and the 9-11 Memorial. These lend great character to the hamlet.
- Allow the Library to be expanded on its current and adjoining sites. Ensure that any future addition is architecturally compatible with historic structures.
 - Seek to establish a shared parking agreement with Lakeland Administration next door (i.e., use as spill-over lot during library events.)
 - If the Lakeland School District ever contemplates a move from its current location, seek to purchase the site for a possible library expansion and/or the creation of a community center — a northern version of the YCCC. Preserve the existing ball fields on the Administration Building property, even if the main use of the property changes.



East Main Street, Shrub Oak.

Policy 4-45: Maintain the commercial areas of Shrub Oak as neighborhood-oriented shops and services.

- Shrub Oak's commercial uses are primarily neighborhood shopping/service areas that serve local residents. Route 6 carries through-traffic around the hamlet business center, meaning that it does not attract much in the way of regional shoppers. The only exception is the gas station/convenience area at the eastern end of the district.

Policy 4-46: In case the lumberyard site is ever sold, allow low-density development of a small-scale "village center" with a mix of shopping and offices, or a modest expansion of housing (likely senior housing, as there is senior housing on the adjacent site and the lumberyard site would lend itself to an expansion of that existing use).

- Infrastructure improvements must be provided before or concurrent with any significant development.

Policy 4-47: Behind and along Barger Street, allow development which preserves open space, protects natural resources, and leads to realignment of the roadway.

- Development of the site would require access to be provided from an improved Barger Street, as well as improvement of the entire commercial area, with reduced curb cuts.
- Require significant open space dedication, buffering on all sides, and protection of the scenic quality of both the Taconic Parkway and Route 6. Seek in particular the preservation of the open space features of the nursery.
- Infrastructure improvements must be provided before or concurrent with any significant development.
- Create an overlay zone to allow a hotel use on the property behind Barger Street at the Southwest corner of Route 6 and the Taconic Parkway.

Policy 4-48: Seek to preserve open space and wetlands throughout the district, and at the eastern end of the corridor, create a pedestrian trail and bridge through the wetlands.

- Two of the largest wetland areas are: (1) the area behind the A&P shopping center; and (2) in the triangle at the eastern end of the corridor. In the latter area, create a pedestrian trail and bridge through the wetlands that connects the townhouse and office sites south of the wetland to the shopping village north of the wetland.

Policy 4-49: Support improvement of the A&P site.

- Provisos include that the parking lot is re-landscaped, access is improved, and wetlands are protected.
- A densely landscaped buffer must be provided along the street frontage. Signage must be improved, and cross-access must be provided to the Shrub Oak Plaza.

Policy 4-50: Improve traffic flow and safety along East Main Street by making intersection and access improvements.

- Install a traffic light at the Stony Street intersection.

- Link the parking lots of the A&P shopping center and the adjacent commercial site through a cross-access agreement. Consolidate the curb cuts of these two sites into a four-way intersection with STOP signs between East Main, the A&P shopping center, and a relocated entrance to the Seton Church and School.
- Create protected pedestrian crosswalk across East Main Street between the A&P shopping center and the entrance to Lakeland High School.

Jefferson Valley Mall & Business District

See Figure 4-5.

Policy 4-51: Encourage expansion of Jefferson Valley Mall, provided there is no increase in impervious surface, no wetland encroachment, appropriate traffic mitigation, and attractive architectural design.

- The mall continues to be a major regional retail attraction. It underwent an interim renovation in 2002. An expansion would help the mall remain competitive into the future.
 - It provides significant opportunities for buying clothing, household items, books & CDs, and other "comparison shopping" items.
 - According to the Comprehensive Plan surveys, the mall functions as the Town's major destination for residents to browse or window-shop.
 - The mall experiences growing competition from the Cortlandt Town Center and other major retail outlets in the region.
- Figure 4-5: Jefferson Valley Mall & Business Center
- The mall is a popular nighttime attraction with a movie theater. By today's standards, the theater is considered small, because it only has eight screens. The Town should encourage expansion of the movie theater.
- If a parking garage is needed, it should be sited where it has the least impact, not adjacent to residential areas. Design the garage with an attractive façade that complements the mall façade.

Policy 4-52: Maintain the Par-3 golf course as a golf course or convert it into another recreational use while preserving its open space and environmental quality.

Policy 4-53: Establish a walkable "Main Street area" along Hill Boulevard north of Route 6, with walkways and view corridors leading down to the Osceola lakefront.

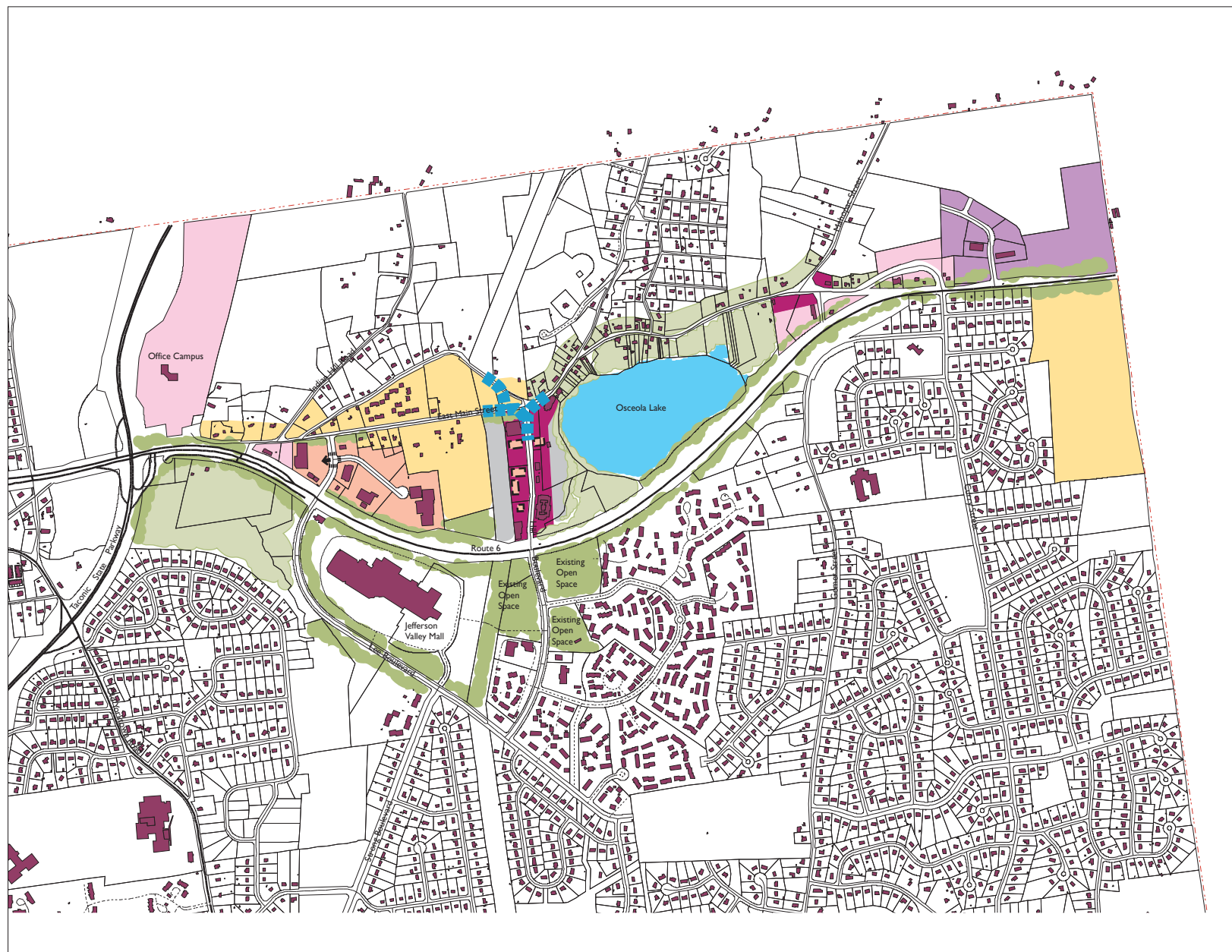
-  Buffers, open space
-  Parks, recreation, country commercial
-  Office
-  Hamlet Center
-  Retail Corridor
-  Warehouse/Light Industrial
-  Residential
-  Parking
-  New roads
-  New driveway
-  Crosswalk
-  New building

Figure 4-5

Jefferson Valley Conceptual Design

Yorktown, NY

Phillips Preiss Shapiro Associates, Inc. 2005



- Provide retail and service uses along Hill Boulevard that complement but don't compete with the mall. The mix of uses should include professional offices, sit-down restaurants, family entertainment (like the existing bowling alley), and non-chain specialty stores, whereas the mall provides chain stores and a food court.
- Establish a walkable street frontage.
 - Allow infill development along the west side of the street, provided that a public parking area can be created to the rear, ideally within the utility right-of-way.
 - Link together existing parking lots, public and private, through cross-access driveways, walkways, and/or stairways.
 - Improve sidewalks, and add a double row of street trees, landscaping, crosswalks, and pedestrian lighting.
 - Continue to allow on-street parking on both sides of the street, and/or consider narrowing the street to provide enlarged areas for walking.
 - Provide walkways between Hill Boulevard and the Osceola Lake waterfront.
- Extend the "Main Street area" east onto East Main Street, north of Osceola Lake.
 - This would not entail new development, but the improvement of existing structures and façade improvements.
 - A mix of retail and service uses could be on both the north and south sides of the street. In addition to retail uses, bed-and-breakfast uses could be allowed; this should strengthen other hamlet uses.
 - On-street parking, sidewalk improvements, pedestrian lighting, landscaping, and walkway connections to the waterfront would add to the walkability and charm of the area.
 - Consider realigning the East Main-Hill intersection, so that the "Main Street" shopping area follows one continuous streetscape, with East Main hitting the "Main Street area" at a "T" intersection. This would have the added benefit of traffic calming East Main Street and diverting some motorists back to Route 6.
- To the greatest extent possible, maintain views of the water from the East Main-Hill intersection. Through the site plan review process, encourage any new structures to be sited outside this view corridor, or that buildings be built low enough to maintain views over them.



Hill Boulevard, Jefferson Valley.

- Implementation of some of these concepts is dependent upon the extension of sewers to this area. There are plans to extend sewer infrastructure through Jefferson Valley along East Main Street.
- Infrastructure improvements must be provided before or concurrent with any significant development.

Policy 4-54: Strengthen the market niche in the Lee Boulevard shopping area north of Route 6.

- If the existing post office outgrows its current space, strive to keep the post office within the Jefferson Valley hamlet business center by helping to identify an alternate site.

Policy 4-55: Improve walkability, pedestrian safety, curb cuts, and visual quality in the Lee Boulevard shopping area.

- Beautify the area with street trees, improved landscaping, improved signage and façade treatments.
- Improve walkability and pedestrian safety by making improvements to sidewalks, as well as the crosswalks at the Lee-Bank intersection.
- Seek to consolidate and relocate the shopping center curb cuts to form a single, four-way intersection with Lee and Bank.
- Redesign the grocery store parking lot to provide pedestrian walkways from the Lee-Bank intersection through the parking lot to the shopping center's frontage. Also, provide more landscaping in the parking lot. As an incentive for such improvements, consider allowing a small expansion of the shopping center or a small, free-standing commercial structure in the parking lot.
- Seek to provide an attractive visual element to the Lee Boulevard shopping center that helps establish its identity (i.e., a clock tower, a memorial, etc.), ideally adjacent the Lee-Bank intersection.

Policy 4-56: The vacant site between the Lee Boulevard and Hill Boulevard shopping areas should be analyzed in a more detailed process such as a site planning process to ascertain the use or mix of uses that is appropriate to, and complements the uniqueness of the Jefferson Valley Hamlet."

- The site is surrounded by an eclectic mix of retail, office, recreational, single and multifamily uses, which typify the character of Jefferson Valley. The Town, through the planning process, should strive to promote an appropriate use that maintains the character of the area and comports with the other policies of this chapter and the plan as a whole. Uses can be as referenced above, or a mix of one or more that complement and enhance the area.

Policy 4-57: West of Hill Boulevard, maintain the north side of East Main Street as primarily residential in use.

- Provide sidewalk connections along East Main Street to the shopping areas, with crosswalks at Hill Boulevard and Lee Boulevard.

Policy 4-58: Seek to establish public-access trails along the lakefront, and program recreational uses (private or public) along the north shore of the lake.

- Seek to establish public-access trails along the lakefront. The vision is for a green, wooded waterfront with a walking trail and benches. Ideally, the trail should extend from the Hill Boulevard shopping area east to Osceola Beach and beyond.
- Program private and public recreational uses along the north and west shores of Osceola Lake oriented to the waterfront, such as boating, paddleboats, etc. A playground should be added. Encourage multi-generational recreational uses. This should extend eastward all the way to the East Main-Mahopac intersection.
- Bed-and-breakfast inns should be permitted in this area as well.

Policy 4-59: Around the East Main Street-Mahopac Street intersection, continue to support small-scale offices and residential-to-office conversions, while maintaining the existing retail area.***Policy 4-60: Continue to protect the scenic, woodland quality of the Route 6 and East Main Street corridors.***

- Protect the scenic quality of East Main Street by maintaining a woodland buffer along the roadway. Continue to orient commercial uses to Hill, Lee, and Bank, while maintaining residential uses along the northern side of the roadway.
- Maintain dense woodland and landscaping buffers along the roadway.

Policy 4-61: Create ornamental "gateways" at the Route 6 entrances of both Lee Boulevard and Hill Boulevard.

- Use signs, trees, flowering shrubs, decorative fencing or stonewalls, and similar design elements to call attention to the entryway.

Office & Research***Policy 4-62: Ensure that the IBM campus continues to meet the company's needs for years to come.***

- Yorktown has a major corporate tenant (IBM) in Class A office space, with a smattering of smaller Class A, B, and C tenant space throughout Yorktown.
- The IBM Yorktown campus functions as a major research facility. The campus provides job opportunities for Yorktown residents, and it is major source of tax revenue, which helps defray the costs of Town services.
- Looking twenty years into the future, Yorktown should work with IBM to ensure that the campus continues to serve as a major research facility.

Policy 4-63: Promote corporate or multi-tenant office development in select locations near major entrances to the Taconic Parkway and Route 6.

- Preferred locations include: (1) areas around the IBM campus; (2) the Crompond Triangle; and (3) existing office campus in the northeastern corner of the Taconic-Route 6 interchange.
- Such sites could accommodate info-tech or bio-tech tenants.

Policy 4-64: Promote professional office space in the hamlet business centers.

- Small-scale offices are needed for local service professionals like doctors, lawyers, and accountants. These should be focused in and around the hamlet business centers, where businesses could benefit from proximity to other businesses and services.
- Offices can be provided in the form of second-floor space above ground-floor shops; small-size office buildings (such as found in Yorktown Heights;) and/or converted older or historic homes around the commercial core. (See separate discussions on each hamlet business center in this Chapter.)

Policy 4-65: Promote small business or “start-up” office space along Front Street in the Heights; Navajo Street in Jefferson Valley; and Lexington Avenue in Crompond.

- These areas already help fulfill a need for office space and mixed office/warehouse space that suits small businesses, such as contractors, landscapers, architects, etc.

Light Industry & Warehousing

Policy 4-66: Strive to retain light industry, warehouses, and contractors in Yorktown and promote infill development in industrially zoned areas.

- Seek to retain and promote warehouse-distribution and contractor uses by keeping available land zoned for such uses. There are three such areas in Yorktown: (1) Front Street in Yorktown Heights; (2) Off Lexington Avenue, north of Route 202; and (3) Navajo Street in Jefferson Valley.
- Undertake roadway improvements that continue to provide good truck access to the latter two areas. Discourage uses that require heavy or frequent truck activity in Yorktown Heights, as truck activity is in opposition to the attempt to promote a pedestrian-friendly environment there.
- Continue to allow office uses in industrial areas. As Westchester's office market is generally stronger than the market for light industry or warehouse uses, there may be turnover of industrial/warehouse space in the future. In that case, there should remain the option of converting to office uses.

Policy 4-67: Limit self-storage to industrially zoned areas and keep them out of retail zones.

- Such uses are incompatible with retail areas. Because retail zones are limited in land area, they should be reserved for commercial uses to the greatest extent possible.

Culture & Tourism

Policy 4-68: Promote Yorktown's parks, trails, and recreational attractions as day-trip destinations.

- Work with the State, the County, and other entities to promote Yorktown's recreational attractions, including the North County Trailway, the Briarcliff-Peekskill Trail, FDR Park, Teatown, Mohansic Golf Course, Bald Mountain Park, and the Kitchawan Preserve.
- Consider promoting Town hiking trails in Sylvan Glen and on Turkey Mountain as regional attractions.
- As discussed in Chapter 3, continue working with the County to expand Yorktown's network of bicycle routes, and seek to establish a bikeway connection across the Taconic State Parkway to the Hudson Valley Greenway.

Policy 4-69: Promote awareness and appreciation of local history and encourage heritage tourism.

- See Chapter 6.

Policy 4-70: Entice day-trippers to explore the hamlet business centers by installing kiosks or providing informational brochures at recreational and historic sites that attract tourism activity.

- Although any future tourism activity is likely to be small in volume, the Town can still capitalize on these small numbers of short trips by enticing visitors to explore the hamlet business centers.
- For example, in FDR Park (e.g., at the pool entrance or in the parking lot) and at trail entrances, there should be kiosks or other information available that advertise local businesses (i.e., restaurants and specialty shops.)

Policy 4-71: Building on the Nancy R. Elliott Theater and other cultural institutions, promote the performing arts in Yorktown.

- Explore opportunities for establishing additional theater space in and around Yorktown Heights.
- Explore opportunities for establishing an outdoor theater of performance space in Yorktown. Candidate locations include: FDR Park, the John C. Hart annex property (north of Route 6), Holland Sporting Club, and the LaFarge Chalet site.
- Expand the Summer Theater Workshop for youth.
- Work with local theater groups to promote Yorktown performances throughout northern Westchester and the greater Hudson Valley.

APPENDIX TO CHAPTER 4: EXISTING CONDITIONS REPORT

Retail

- Yorktown residents have a total cumulative retail spending power of roughly \$420 million per year, based on 1999 income levels. In 1997 (the last year for which data is available), Yorktown's retail businesses reported total sales of approximately \$630 million (\$563 million after subtracting approximately \$67 million spent in the auto dealers along Route 202 in Crompond.)¹ Yorktown has a net inflow of retail spending, contributing to the Town's economic vitality.

¹ This assumes that the three auto dealerships each sold \$22.4 million in merchandise per year (1999 figure).

- A large part of the retail inflow is explained by Jefferson Valley Mall. The mall currently has about 714,000 square feet. The median retail sales figure for an enclosed suburban mall nationwide is \$232 per square feet per year. Assuming this figure is true for the Jefferson Valley Mall, the mall generates about \$166 million in retail sales annually. Since the mall taps into a regional market, much of this spending comes from the residents of other communities. For analytical purposes, we assume that two-thirds of the mall sales — or roughly \$110 million — is generated by these regional residents.
- Subtracting this out, the remaining sales Yorktown sales volume for all other retail activity is about \$453 million. This is still above Yorktown residents' spending power, suggesting a net **inflow** of retail dollars for other shopping. This is likely due to the popularity and convenience of Yorktown's supermarkets, shopping centers, etc., to residents of adjoining towns.
- The largest retail destinations in Yorktown are the Toys-R-Us store in Jefferson Valley, the BJ's/Staples/Bed Bath & Beyond shopping center in Crompond, and the two shopping centers in Yorktown Heights, which have a Kmart and TJ Maxx.
- Nonetheless, the resident surveys suggest that the Town is experiencing sales leakage, mainly in the specialty retail category:
 - For clothes and furniture shopping, 50 percent of respondents said that they leave Yorktown.
 - For window shopping, 49 percent of respondents leave Yorktown.
 - For eating out, 44 percent of respondents leave Yorktown.
- For weekly grocery shopping, people almost always tend to go to the closest grocery store to their home. Yorktown Heights is the most popular destination for grocery shopping (63 percent of survey respondents said it is the place they go most often.) However, it is notable that 20 percent of respondents said that they leave town. This means that some residential areas of Yorktown may be underserved by grocery stores. Some of this leakage is also explained by the popularity of nearby shopping centers in adjacent towns. Two examples include the Cortlandt Town Center on Route 6 in Cortlandt and the Stop & Shop center on Route 6 in Somers.

Sustainable Development Study, Recommendations for Route 6 and Route 202

- Recommendations for Route 6 and Route 202 will influence what policies are being put forward for the Mohegan Lake and Crompond hamlet business centers. See the appendix to Chapter 3 for additional information on the *Sustainable Development Study*.
- **Route 6.**
 - *Option Considered, Summer 2002:* Create a bypass route north of the current roadway and just south of Strawberry Road and rejoining the existing roadway in Cortlandt near the Town Center entrance. The bypass route and the existing road would function as a one-way couplet. This would be coupled with a 2-lane BMP connection.
 - *Recommended Package, December 2002:* Do nothing along the Yorktown stretch of Route 6, but improve the BMP-Route 6 interchange, such that it siphons away regional traffic from the Route 6 corridor. This would also be coupled with a 2-lane

BMP connection. Allowing truck traffic on the BMP is also being considered, with access/egress at the Route 6 interchange.

- **Route 202.**

- Experiences a high degree of traffic congestion, due in large part to traffic from the Bear Mountain Parkway (BMP.) Left turns into and out of businesses also contribute to the problem.
 - Preliminary recommendations from the *Sustainable Development Study*, as of December 2002², call for: (1) completion of the BMP, which would be built north of the current right-of-way, in order to avoid some of the wetlands found immediately on the north side of Route 202; and (2) addition of a middle turning lane to Route 202, in order to reduce the current problem of back-ups behind left-turning cars.
- The December 2002 recommendations also call for a significant reduction of the potential buildout of the study area, which extends north from Route 202 all the way to Route 6. However, the Crompond triangle has been proposed as "Development Center" where new development would be concentrated. The idea is to promote a strong center of development with less sprawl around it.

Office & Research

- Westchester County is a major location for office and R&D space. There is a major urban office cluster in White Plains, but there are also many suburban office sites and business parks, including both corporate and multi-tenant buildings.
 - With corporate downsizing since 2000, some former corporate sites have been retrofitted for multi-tenant use. There was a shortage of smaller office spaces in prior years, so this is fulfilling pent-up demand.
 - Westchester still remains an attractive destination for corporate offices, because the main factors influencing corporate office location include: (1) proximity to a well-educated workforce; (2) proximity to the CEO's primary residence; (3) proximity to a major metropolitan center, where financial services, media outlets, and/or the company headquarters are located; and (4) good highway access, preferably near an interchange.
- During the current economic downturn, office vacancy rates rose nationally from 8 percent in the third quarter of 2000 to 19 percent in the third quarter of 2002.
 - Suburban Westchester is currently fairing better than the rest of the country, with a vacancy rate of about 15 percent.

² Routes 202/35/6 Bear Mountain Parkway Sustainable Development Study, Linking Land Use and Transportation, DRAFT Summary Plan, December 2002.

- Compared to other parts of the region, Westchester fairs better than suburban New Jersey (21 percent) but worse than Long Island (11 percent.)³
- Asking rental rates in Westchester County for Class A office space are now \$28 per square foot, and asking rates for Class B space are \$25 per square foot.
 - In the short- to mid-term (three to five years), Class B occupants may seek to upgrade to Class A space, gaining better space for little more money.
 - However, investors will be more likely to build Class B, since there is little profit margin to be gained from building Class A.
 - These two factors combined suggest a long-term (10-year) shortage of Class A space. This will eventually place upward pressure on the price for Class A space.⁴
- The *Westchester County Economic Development Plan and Marketing Strategy* calls for:
 - **Business retention.**
 - **Targeted business recruitment.** Because the costs of doing business in Westchester are high, new business formation rates are lower than in other parts of the region. Towns and the County should actively recruit businesses from areas where they are starting up.
 - **New business formation.** To counteract the high costs of doing business, which impedes new business start-up, provide low-cost incubator space and work to convert large vacant corporate space into smaller business suites.
 - **Cluster business strategies.** Growth clusters in Westchester County are information technology, corporate headquarters, bio-technology. This capitalizes on growing R&D sectors (info-tech and bio-tech), the County's highly educated population, and proximity to major research universities (i.e., Columbia.)
- According to the 1997 Economic Census, Yorktown ranked only 23rd out of 39 Westchester municipalities in terms of annual sales (\$26.5 million) and number of employees (206) in the Professional, Scientific, and Technical Service industries. While Yorktown has about four percent of the County population, it has only about one percent of the County employees and sales. This suggests there is room for growth.

³ Grubb & Ellis, *Office Market Trends: A Survey of the Nation's Office Markets*, winter 2002.

⁴ Grubb & Ellis, *Office Market Trends: A Survey of the Nation's Office Markets*, winter 2002.

Light Industry & Warehouse

- Manufacturing, as an industry, has been in decline in Westchester County for decades. The market for light industry and warehousing is Westchester County (generally) and Yorktown (in particular) is not as strong as some other parts of the metropolitan region (i.e., central New Jersey.)
- The primary reasons are that (1) such uses are typically land-intensive and Westchester has relatively high land costs; and (2) the industry needs access to regional truck routes, shipping ports and airports. Westchester has highway access, but bad highway congestion and no good cross-county truck route except I-287, and the County does not have exceptional access to airports or shipping ports.
- Nevertheless, Yorktown has managed to attract smaller warehouse-distribution and contractor uses, which serve local businesses and households.

Culture & Tourism

- Tourism is a major regional industry, but northern Westchester is not a major tourist destination currently.
- Yorktown has several popular recreational amenities that are known beyond Town borders. They attract not only local residents, but also day-trippers from NYC and other parts of the region. These sites include:
 - FDR Park;
 - North County Trailway; and
 - Teatown Reservation.
- The Rochambeau Trail and the African American Heritage Trail could become important attractions in the future. People using the trail would also tend to be day-trippers as opposed to weekday or week-long tourists.
- Yorktown's historic sites are tourist attractions for its own residents! They do not currently draw significant numbers of out-of-town tourists or day-trippers, but they are a source of community pride and identity. Yorktown has worked to increase awareness and appreciation of historic resources among local residents. For example, it operates the Yorktown Museum, which showcases Town history.
- There is some but limited demand for hotel and overnight accommodations.
 - In the Yorktown region, hotel clusters are found in White Plains (office cluster; County seat); Tarrytown/Hyde Park (highway access, I-287; historic Hudson Valley); and Fishkill/Newburgh (highway access, I-84.) These serve business travelers, pass-

through drivers, and budget-conscious tourists. There are smaller hotels and bed-and-breakfasts throughout the region catering mainly to Hudson Valley tourists and visiting family members.⁵

- Yorktown is not an ideal overnight location for business travelers or pass-through drivers. Business travelers are more likely to stay in central locations like White Plains, near a highway interchange, or near an airport.
- Currently, the closest hotels for visiting family members are in Mt. Kisco, Peekskill, and Croton-on-Hudson. However, it is uncertain whether there would be enough demand from this source to support much more than a few bed-and-breakfasts. There may be some tourism demand, but Yorktown would be competing with hotels and bed-and-breakfasts better located along the Route 9 corridor.
- Yorktown's major potential hotel market is for conferences, weddings and similar special events. Such uses require a unique blend of a scenic site with highway proximity.

Thus, pending further study, the preference for hotel development would be for bed-and-breakfasts and/or a country inn. A country inn has about 20 to 50 rooms (in comparison to 100+ rooms for most newly built chain hotels) and is notable for its country setting and ambiance.

⁵ Round The Bend's Online Travel Guide to Upstate New York, <www.roundthebend.com/hudson/hudshot1.html>, visited March 10, 2003.

5. Housing & Neighborhood Quality of Life

5.1 VISION STATEMENT

Yorktown should remain a diverse community of primarily lower-density single-family homes, interspersed with open space preserves. Yorktown's high neighborhood quality of life is derived from a long history of preserving its rural quality and protecting its natural resources. Through appropriate upzoning, Yorktown should seek to limit the threat of negative impacts associated with overdevelopment. In the interest of supporting adequate housing options for people of all ages, Yorktown should also strive for increased housing diversity throughout the Town. Yorktown seeks to balance the need for housing with the community's desire to limit and better manage the negative impacts of development.



5.2 GOALS

Goal 5-A: Reduce the future residential buildout of Yorktown, in order to further preserve open space and limit the potential for adverse development impacts.

Goal 5-B: Utilize selected upzoning in the more developed parts of town to further reduce impacts on overburdened neighborhoods, and continue to upzone larger contiguous vacant or undeveloped parcels in areas with environmentally sensitive resources, traffic congestion or infrastructure constraints.

Goal 5-C: In and around the five hamlet business centers (refer to Chapter 4), promote housing diversity in a format compatible with both commercial uses and adjacent single-family residential areas.

Goal 5-D: Continue to support affordable workforce housing (as defined by the Community Housing Board) and workforce housing for people in all stages of life, from young adults and couples, to families with children, to seniors.

Goal 5-E: Ensure that new homes are compatible with the character of their neighborhoods.

Goal 5-F: Protect neighborhoods from the adverse impacts of non-residential uses; for example, ensure that noise levels from neighboring non-residential uses are compatible with residential living.

Goal 5-G: Promote traffic safety and create a comfortable environment for walking and biking on residential streets.

Goal 5-H: Protect street trees and woodland areas, particularly significant trees, in residential areas where they contribute to the character of the community.

Goal 5-I: Assure that all residential development complies with the Town's natural resource regulations, including wetland buffer requirements and development limitations for steep slopes, and other applicable standards.

5.3 OVERVIEW OF HOUSING & QUALITY OF LIFE

- Yorktown is largely built out. It experienced its most intense growth in the 1950's and 1960's, and since that time, growth rates have been modest. Nevertheless, there are still large, contiguous land areas that remain.
 - As of 2002, about 20% of the Town's total land area (14 % south of Route 202; 6% north) is vacant, developable, and zoned for residential use; however, much of this land has significant environmental restraints.
 - Another 15% of the Town's land area (10% south of Route 202; 5% north) is underutilized, i.e., in the form of oversize lots that can be subdivided.
- Yorktown currently has a wide range of housing types (single-family homes, apartments, condos, senior housing, accessory apartments, townhouses, etc.) During the Task Force meetings, participants said that one of Yorktown's strengths was its diversity in terms of age, income, ownership/rental proportion, housing types, and housing prices. BUT there are reasons to be concerned about housing diversity and cost in the future.
 - Long-term economic forces in Westchester County and the Hudson Valley are strong, despite the current downward business cycle. This results in new jobs, which attracts more people to the region, meaning greater demand for housing.
 - Most *new* housing is in the form of large-lot single-family homes, and very little is being built in the way of other types of housing.
 - Homes are still more expensive than current Yorktown residents would be able to afford, despite the fact that the Westchester County Board of Realtors has reported average County-wide sales prices decreased 15 percent between 2006 and 2009

- During the Task Force workshops, participants said that declining diversity in housing type and cost was a threat to the community.
- During workshops, Task Force participants expressed concerns about increased "urbanization" as a threat to the community while also expressing a desire for increased diversity.
- In surveys, 75% of respondents either agreed or strongly agreed with the statement that remaining vacant parcels should be built at lower densities than surrounding parcels that had already been developed.
- At the same time, 68% of survey respondents said that the Yorktown Heights business center could benefit from diverse pedestrian-oriented development. 48% said the same of the Crompond business district.
- The *Sustainable Development Study* has proposed a reduction in allowable densities for vacant, developable parcels located between Route 6 and Route 202 west of the Taconic State Parkway. The Study also calls for mixed residential/business development in the Bear Mountain Triangle.¹
- Yorktown's "quality of life" consists of all those characteristics that make it an attractive place to live: beautiful homes, streets, and trees; abundant parks and open space; the ability to have peace and quiet at home; good utilities and services; remnants of its rural heritage; etc. In the surveys, 62 percent of respondents said that they considered their neighborhoods "attractive," and 28 percent said "very attractive."
- During workshops, participants cited several issues that disrupt the enjoyment of their homes and neighborhoods: from trucks and cut-through traffic using local roads; to proliferation of cell towers and overhead wires; to excessive tree removal during new construction; to bulky houses; to non-residential uses that impact residential areas. Some participants also cited noise problems.
- Quality-of-life issues are addressed throughout the Comprehensive Plan. More specifically, neighborhood traffic calming and pedestrian circulation are discussed in Chapter 3. Historic and scenic preservation, including scenic corridors and stone walls, are discussed in Chapter 6. Policies relating to parks and greenways are found in Chapter 9, and Chapter 8 discusses cell towers, overhead wires, and other utilities. This Chapter deals with the remaining "quality of life" issues: oversize or bulky houses, noise, non-residential uses in residential areas, and home occupations.

¹ Route 202/35/6 Bear Mountain Parkway: *Sustainable Development Study: Linking Land Use and Transportation*: 2004.

5.4 POLICIES

Future Housing Development

Policy 5-1: Upzone contiguous, generally undeveloped larger-lot areas and/or open space areas throughout Yorktown, thereby reducing the potential future residential buildout and also protecting sensitive ecological resources and open space.

- The Town should identify areas throughout Yorktown that can be upzoned, recognizing that the more intensively developed parts of Yorktown have been cumulatively impacted by development over time.
 - Taking into account the recommendations of the *Sustainable Development Study*, which call for upzoning in the area west of the Taconic Parkway, and north of Route 202.
 - Recognizing that the upzoning the northern part of town is an important goal for the Comprehensive Plan effort.

Upzoning has many potential benefits. First, it promotes natural resource conservation and open space preservation. With lower densities, generally less land needs to be disturbed for the purpose of development, meaning that natural drainage patterns, streams and wetlands, steep slopes, bio-diversity areas, and other natural features can be better protected. Second, with fewer homes and septic systems, upzoning helps protect the water quality of aquifers and watersheds. Finally, by allowing a smaller number of homes to be built, upzoning reduces potential future traffic generation.

- Upzoning, for the purposes of this Comprehensive Plan, means an increase in the required minimum lot size. For example, if an area is zoned for 40,000 square foot minimum lots, the upzoning would increase the minimum lot size to 80,000 square feet or more.
- Upzoning should be legal, fair, balanced, and reasonable and continue to protect the property rights of homeowners, businesses, landowners, and farmers. Upzoning:
 - Should not create excessive non-conformities;
 - Should not result in "spot-zoning;" and
 - Should be reasonably consistent with community character.
 - This suggests that upzoning works best where there are large, contiguous areas of larger-lot or lower-density development or undeveloped open space.
- If Yorktown were to be fully developed under ***existing zoning*** regulations, several thousand new homes could be built, over and above existing residences.

- Nearly all new units would be in the form of single-family homes. The remainder would be in the form of townhouses or multi-family development., most of which would be in the form of senior housing.
- The upzoning proposed in the Comprehensive Plan would significantly reduce the overall buildout townwide and encourage greater diversity in housing, especially in the hamlet areas.

Policy 5-2: While reducing the overall residential buildout of Yorktown, promote infill & redevelopment that creates main street or village styled environments within the five hamlet business centers (see Chapter 4) with a mix of parks, housing, offices, and shops.

- Ensure that new development at the designated business centers is not only compatible with the surrounding neighborhood, but actually benefits and enhances those areas by providing parkland, village squares, walkable streets, high-quality architectural design, effective traffic and parking schemes, wetland and slope protection, buffering (where appropriate), and other amenities.

Housing Diversity

Policy 5-3: Consider improving the regulations governing accessory housing units, but use performance standards to ensure compatibility with community character and maintenance of impervious surfaces and other environmental and design standards..

- Consider removing the current wait period requirement between constructing the building or expansion and applying for an accessory unit permit. Options include the following:
 - Remove the period associated with an expansion to an existing home.
 - Remove or reduce the wait period associated with a newly built home. If removal of the requirement is preferred, adopt standards and guidelines to make sure that the regulations are not misinterpreted as allowing two-family homes.
- Consider allowing the owners to be able to occupy the smaller unit. There would still be a size limit on the smaller unit, so it would be unlikely for a family to move into the smaller unit; the people taking advantage of this provision would likely be seniors, empty nesters, and other couples or individuals with limited incomes.
- Review and consider loosening current restrictions on accessory units in accessory structures, such as detached garages.



- Performance standards should continue to limit the size of accessory units to be no greater than a one-bedroom apartment, up to about 800 square feet or 33 percent of the size of an average house. Standards should also require that the unit is in scale and character with the main structure and the neighborhood, such that the residential site does not appear to have a two-family building.
- Environmental and design standards should continue to be employed with equal rigor. There should be no diminution in standards relating to impervious surfaces, steep slope, or natural resources.
- Improve the enforcement efforts related to accessory apartments.

Policy 5-4: Require that a limited portion of the units in new residential developments be set-aside for affordable workforce households.

- Establish what percentage of units should be set aside for workforce. This percentage should be applied to all new residential subdivisions and development projects, and should be on a sliding scale relative to the size of the subdivision. Note that this should be a requirement. No additional density should be allowed as an inducement.
- Like market-rate houses, these homes would be required to meet established neighborhood design guidelines. In addition, the exterior appearance of the home, as seen from the street, would be required to be comparable in character as the market-rate homes in the subdivision. Such homes should be subject to ABACA review.
- The houses would have to carry a permanent restriction limiting the sale and resale price of the house, consistent with Community Housing Board policies.
- Selection criteria should give preference to people who work in the public sector or have committed records in community service. The criteria of the Community Housing Board would be used to determine eligibility.

Policy 5-5: Partner with non-profit organizations and seek out grant funding to provide low-cost ownership units on in-rem parcels owned by the Town.

- The Town has the option of using in-rem parcels for future recreational or open space purposes or selling them for revenue. Another option is to work with non-profit organizations to build affordable workforce units, which would be sold at below-market rate.
- The property would have to carry a permanent restriction limiting the resale price of the home to a level affordable to workforce households.
- Monies from the Community Housing Board funds could be used as a local match for government grants.

Policy 5-6: Within the hamlet business center of Crompond (along Garden Lane), allow limited density multi-family in an appropriate pedestrian-oriented, mixed-use format.

- Along Garden Lane, housing should be permitted to the rear of the existing commercial uses that front onto Route 202, only when sewer is available.
 - Improvements should be made to the area that reorients the commercial uses to the rear, creating a walkable internal "Main Street" that links the commercial and residential uses (see Chapter 4.)
- In addition to Crompond, such uses would also be appropriate in Yorktown Heights. Some attached housing units are already found in Yorktown.

Policy 5-7: In the hamlet business center of Shrub Oak is a lumberyard. If this site becomes available for development, it will likely be under pressure for strip styled commercial development. The Town, instead, should encourage low-density development, which includes either a mix of small-scale retail, professional offices, or modest housing (most likely senior citizen).

Policy 5-8: Within the Bear Mountain Triangle, provide for a diverse range of housing types consistent with the overall land use framework planned for that area.

- The conceptual diagram for the Bear Mountain Triangle (Figure 4-2) in Chapter 4 divides the Bear Mountain Triangle into several distinct areas.
 - Opportunities for senior housing should be included, but should comport with the design standards and aesthetic values of the community.

Policy 5-9: Ensure that all housing development in the five hamlet business centers is compatible with its surroundings and integrated into the fabric of the neighborhood and consistent with "village-style" design concepts.

- All residential development must comply with the Town's natural resource regulations, including wetland buffer requirements and development limitations for steep slopes, and other applicable standards.
- Residential uses should have a high-quality architectural design that fits with the character and scale of the surrounding area. To achieve this purpose, residential neighborhood design guidelines (see separate discussion in this Chapter) should be prepared.
- Residential uses should be within walking distance of shops, parks, and civic institutions, and with continuous sidewalk connections into the commercial areas, preferably along and tree-lined, traffic-calmed streets.
- Residential units should be sufficiently insulated to reduce interior noise.
- An on-site village green, pocket park, or other park amenity must be provided on the project site, or as an alternative, the developer must provide the equivalent park space elsewhere in the hamlet business district. If neither of these locations are feasible, there must be a payment of money to the Town to use for recreational facilities.
- For duplexes, attached housing and senior housing, buffers must be provided adjacent to lower-density residential areas. Buffers would not be required for second-floor apartments or small-lot homes. However, for areas with small-lot homes, there should be a gradual transition in lot sizes between small-lot and adjacent large-lot zones.
- Consider allowing second-floor residential units above ground-floor retail or office uses (and promote such use in Yorktown Heights). The following additional standards should apply:
 - No more than one story of housing above one story of retail is allowed.
 - Units are limited in size to no greater than two bedroom per unit.
 - They should be located only within walkable locations.
 - The entrance to the residential unit must be separate from the entrance to the office or retail space on the ground floor.
 - Sufficient parking should be made available for both the residential and non-residential uses.
 - Design standards and review should assure that they contribute to the "village" identity of the business district.



Underhill Avenue and Kear Street, Yorktown Heights.

- For small-lot, single-family homes (e.g., R1-10 and R1-20 districts), the following additional standards should apply:
 - The street façade of the home must be oriented to the sidewalk, with a front stoop or front porch and a walkway between the sidewalk and the front door. The front yard must be no more than 25 feet and must be attractively landscaped with trees, shrubs, and/or flowering plants.

Neighborhood Quality of Life

Policy 5-10: For selected residential neighborhoods in Yorktown, prepare neighborhood design guidelines and improvement plans through an inclusive, open process that engages local residents.

- Neighborhoods to be targeted include those: (1) that have relatively compact development patterns; and/or (2) that have a distinctive or historic character; and/or (3) which are undergoing a great deal of change, such as teardown/rebuilt activity; and/or (4) whose residents have expressed strong interest in having such guidelines or improvement plans.
- Design guidelines should be developed to encourage new development to be in keeping with the scale and character of older homes, and also to encourage additions to existing homes to be compatible with the original structure.
 - The guidelines should not mandate a particular style or architectural design, but rather provide recommendations for the overall scale and massing of new homes and additions.
 - Compliance with the design guidelines should be *voluntary*, not required. However, in neighborhoods with an historic character, certain *mandatory standards* could also be considered.
- The design guidelines would be tailored to each neighborhood's unique character, based on a formal neighborhood "character assessment".
 - The guidelines should identify the broad patterns of a neighborhood's character, that is, those essential commonalities of the neighborhood that create its distinctive sense of place.
 - Not all aspects of the physical environment in a neighborhood may be critical to its overall character. For instance, many Yorktown neighborhoods may have stonewalls, but they might contribute to the neighborhood character only if they are ubiquitous and in good condition. In another neighborhood, the defining element may be front porches, in another, the width of the front yard, and so on.
- The one common element among all neighborhoods is trees. The guidelines should identify street trees and woodland areas considered worthy of preservation.

- Chapter 7 puts forth policies for strengthening the Town's anti-clear-cutting policies, and Chapter 6 includes recommendations for protecting the visual qualities of scenic corridors. Building off those recommendations, this policy helps protect trees that do not fall under those provisions.
- For identified trees on private property, the preferred approach is for the neighborhood and the Town to work with property owners individually, on a case-by-case basis, to encourage but not require tree preservation. During Task Force meetings, several participants expressed concern that a broad tree ordinance, where tree-cutting on private property is restricted, could infringe too much on the rights of private property owners.
- In case of future development or rehabilitation, request that property owners preserve and maintain those trees to the greatest possible extent as part of the site plan review process.
- An improvement plan for neighborhoods would include streetscape and sidewalk improvements, traffic calming measures, historic preservation strategies and lighting controls.

Policy 5-11: Undertake a study to consider adopting a floor area ratio (F.A.R.) cap for residential development, in order to limit oversized or bulky houses. Alternatively, considering adopting more strict bulk standards.

- There has been concern about overly large new homes or additions that are out of scale with older homes in Yorktown neighborhoods.
 - Such large homes have appeared not only on large lots (i.e., two acres or more in size) in new subdivisions, but also on smaller quarter-acre, half-acre, and one-acre lots in existing neighborhoods.
 - In Mohegan Lake, there is concern that the new availability of sewers may spur additional infill development and teardown/rebuild projects, resulting in larger houses out-of-scale with the bungalow character of the neighborhood.
 - Current zoning regulations that limit building size (i.e., setbacks, coverage limits, height, etc.) still allow relatively large homes to be built. F.A.R. is a stronger tool that may be warranted.
- The study should examine existing homes in Yorktown in order to determine whether an F.A.R. cap would be the best approach for Yorktown, and if so, at what level the F.A.R. cap should be placed.
 - F.A.R. caps established indiscriminately can result in excessive non-conformities, which burdens property owners and increases variance applications to be processed by the Town.
 - The study is needed in order to determine whether the F.A.R. cap would effectively solve the problem without hampering the Town with non-conformities.

- As an interim measure, until such study is completed, the Town may wish to conduct a survey of recently developed large homes in Town and establish a cap that would have prevented the most egregious examples of bulky homes. The Town may also wish to review standards adopted by other municipalities for ideas.
- When considering a proposed F.A.R. cap, the Town should consider the following guidelines:
 - Tailor the cap to the F.A.R.'s of existing non-bulky buildings, such that it does not create an excessive number of non-conforming homes.
 - Adopt an F.A.R. cap that is adjusted by lot size. Flat caps result in wildly restrictive building sizes for smaller lots, or wildly permissive sizes for larger lots, or both.
 - To be equitable and fair to all property owners, F.A.R. should be applied to lots of all sizes. However, on larger-sized lots, even a restrictive F.A.R. cap will allow relatively large homes to be built. On lots in excess of one acre, therefore, wider setback requirements should be adopted as well to ensure that large homes are adequately distanced from their neighbors. Also, more restrictive coverage requirements can be considered.
 - Consider requiring ABACA review of large homes above a certain F.A.R. threshold, or consider providing a partial waiver of F.A.R. for large homes that adhere to design techniques that reduce the appearance of bulkiness.

Policy 5-12: Adjust bulk standards in established neighborhoods to make sure that older, historic homes are conforming and that new housing could be built in the same format.

- These tailored bulk standards can be applied to certain areas through changes to existing zoning regulations or through changes in zoning districts.
- As discussed in Chapter 6, the Town should pursue establishment of local historic districts in such neighborhoods, or as an alternative, should adopt neighborhood design guidelines (as already discussed) to encourage new buildings to better fit into established neighborhoods. The goal of design guidelines in historic areas is not stylistic or architectural uniformity, but consistency in terms of massing, fenestration, height, scale, materials, and building siting.

Policy 5-13: Identify local traffic-calming goals and strategies.

- In Chapter 3, traffic-calming devices are proposed as a means of slowing down cars on residential streets and diverting cut-through traffic back to arterial roadways. Examples of such devices include traffic circles, pedestrian "tables", and speed bumps.
- Some devices are intended to reduce traffic speeds, others to reduce traffic volumes, yet others to improved pedestrian crossing safety at key locations. Not all devices will work in all locations, depending on existing right-of-way widths, street configurations,

and traffic patterns. Some traffic calming devices can also serve a decorative function. For example, traffic circles can be planted with trees and decorative shrubs.

- The Town should work with local residents and the Yorktown Police to identify the traffic calming goals of local neighborhoods and then identify which devices will best help achieve those goals.

Policy 5-14: Improve pedestrian connections to parks, schools, public trails, hamlet shopping areas, and other public areas within residential neighborhoods.

- Expand sidewalk networks on select streets, where character is appropriate and pedestrian activity warrants.
- Consider installing gravel paths alongside roads as alternatives to paved sidewalks. The downside of using gravel is that maintenance needed are greater, and gravel can wash away.

Policy 5-15: As part of preparing the Town's Tree and Forest Management Plan and Tree Preservation and Planting Program (see Chapter 6), reach out to neighborhood groups to identify street trees and other trees on public property (particularly significant trees in residential areas) considered worthy of preservation.

- In the case of road improvement projects or other infrastructure projects, the Town should strive to protect such trees or woodland buffers to the greatest extent possible.
- The Town should proactively work with utility companies to bury overhead utility wires that could interfere with tree branching.

Policy 5-16: Allow "home offices" with minimal restriction, but establish strict performance standards for "home businesses".

- Home occupations are currently permitted in Yorktown. From an economic viewpoint, home occupations are positive, because they allow someone to work from home with very little overhead. This promotes entrepreneurship.
- Home offices are currently allowed with a special permit. The Town should consider allowing them as-of-right, provided that there is no outward sign of the business activity, that no non-residents work on the site, and that the business does not involve visits by clients or customers.
- Whereas home offices have very little impact on their surroundings, home-based businesses (i.e., anything other than a home office) have greater impacts, because of parking, traffic, noise, signage, outdoor storage or other activity that may be incompatible with a residential neighborhood. For home businesses, the Town should establish performance criteria that stipulate: larger lot sizes, location criteria, hours of operation, setbacks, buffering and screening, or other appropriate requirements that would help make the use better fit into the neighborhood.

Policy 5-17: Prohibit or establish more strict performance criteria for non-residential uses in Yorktown's residential neighborhoods.

- Consider updating the zoning code to eliminate some quasi-public uses from the lists of permitted uses in non-residential uses. This renders present uses of that type non-conforming, limiting the potential for future expansions.
- Note: According to federal case law, religious uses cannot be subject to any greater restrictions than other quasi-public uses, such as schools. This is intended to prevent undue limitations on opportunities for religious expression. The Town should re-evaluate its current regulations that apply to all quasi-public uses (i.e., places of worship, private schools, fraternal organizations, etc.) and determine whether any new restrictions are warranted on all such uses to maximize compatibility with residential uses

Policy 5-18: Further limit impervious coverage for non-residential uses in residential areas, and limit on-street parking around non-residential uses in residential neighborhoods.

- In keeping with residential areas, a great deal of space on the non-residential site should be set aside for landscaping and greenery. The amount of paving and impervious surface should be compatible with the neighborhood.
- On-street parking should be prohibited within a quarter-mile radius of such uses, in order to prevent use of the street for spill-over parking.

APPENDIX TO CHAPTER 5: EXISTING CONDITIONS REPORT

Housing Cost

- What income do you need to afford an average home in Yorktown? A home is considered "within your means" if the total monthly payments (mortgage/rent, plus taxes, utilities, maintenance, etc.) are no more than one-third of monthly household income. Based on that ratio, annual household income must be about 40 percent of housing sale price.
 - In 2009, the median sales price of a home in Westchester County was \$580,000. In 2006, it was \$680,000—a 15% decrease. To afford a home costing \$580,000, your household would have to make \$232,000 per year.²
 - Assuming the average home in Yorktown costs about \$525,000, your household would have to have an income of \$210,000.
- This income level (\$210,000) is much higher than the Town's median income in 2008 (\$105,842). This reflects the fact that lots of people who live in Yorktown today moved in prior to the softening of the housing market, with two implications:
 - Many current homeowners have an incentive to sell, because despite the recent drop in value they can still sell their homes for much more than they paid for it.
 - Those same people are eventually going to be priced out of the community when they do decide to move and will be replaced by higher-income households.
 - This creates pressure for expansions and/or teardown-and-rebuild activity.
- Yorktown has a Community Housing Board (CHB), established by the Town Board to examine housing needs and housing diversity. Recent studies conducted by the CHB include:
 - What homes sold in different price brackets;
 - Match/mismatch between housing and workplace locations.
- Yorktown has worked with developers to provide affordable rental units within market-rate apartment complexes. Examples: Beaver Ridge; Underhill Apartments; Jefferson Woods; Wynwood Oaks (senior); Freedom Garden; York Farm Estates.

² Westchester County Board of Realtors, *2009 Residential Real Estate Sales Report*,

- Yorktown has worked to make ownership units affordable. For example, in the "Bridge Point" development in southern Yorktown, the builder donated one building lot to be used for affordable housing. The Town worked with Habitat for Humanity to build a house, which was put up for sale at \$100,000. Deed restrictions on the property keep it affordable in perpetuity.

Population Trends

Table 5-1: On the one hand, the pace of population growth in Yorktown was up in the 1990's compared to the 1980's. On the other hand, it remained below 1 percent. This is a fraction of what it was in the 1950's and 1960's, when most of the Town was developed. Informal updated estimates indicate a slight increase of roughly 1,000 residents between 2000 and 2008, which is consistent with population growth of less than 1 percent.

Table 5-1: Historical Population Growth in Yorktown, 1950-2008

	<i>Total Population</i>	<i>Average Annual Growth Rate Over Prior 10-year Period</i>
1950	4,731	
1960	16,453	13.3
1970	28,064	5.5
1980	31,988	1.3
1990	33,467	0.5
2000	36,318	0.8
2008*	37,795	0.4**

Sources: Westchester County Data Book 2001

**2008 Population Estimate from the US Census Bureau American Factfinder*

***Average Annual Growth Rate over Prior 8-year Period*

Table 5-2: Population growth now nearly approximates that of the County as a whole. The last column suggests that Putnam County is now growing faster than Westchester.

Table 5-2: Annual Population Growth Rates in Yorktown, Westchester County, and Putnam County, 1950-2008

	<i>Yorktown</i>	<i>Westchester County</i>	<i>Putnam County</i>
1950-1960	13.3	2.6	1.1
1960-1970	5.5	1.0	1.6
1970-1980	1.3	-0.3	3.3
1980-1990	0.5	0.1	1.2
1990-2000	0.8	0.5	1.9
200-2008*	0.4	0.3	0.4

Sources: Westchester County Data Book 2001, Demographia www.demographia.com, *2000-2008 estimated population US Census Bureau American Factfinder

Tables 5-3 and 5-4: The percent of young adults (20-34 years old) declined during the 1990's, while people of parenting age (35-54 years old) and children (5-14 years old) increased. This may reflect the combination of higher housing costs (i.e., very few starter homes for young families), plus the attractiveness of Yorktown's school districts for parents with school-age children. The increase in seniors (65+ years old) reflects the aging of the baby boom generation and the desire of some seniors to remain in Yorktown after their kids have moved away. Age-group distribution in Yorktown is very similar to that of the County as a whole.

Table 5-3: Population by Age Group in Yorktown, 1980-2008

	1980	1990		2000		2006-2008	
	% of Total	Residents	% of Total	Residents	% of Total	Residents	% of Total
Under 5 years	6.2	2,353	7.0	2,522	6.9	1,922	5.1
5 — 14 years	18.4	4,469	13.4	5,824	16.0	5,830	15.6
15 — 24 years	17.0	4,379	13.1	3,633	10.0	4,658	12.4
15 — 19	10.9	2,243	6.7	2,360	6.5	2,750	7.3
20 — 24	6.1	2,136	6.4	1,273	3.5	1,908	5.1
25 — 34 years	14.5	5,009	15.0	3,533	9.7	2,104	5.6
35 — 44 years	15.2	5,709	17.1	6,780	18.7	6,136	16.4
45 — 54 years	12.8	4,343	13.0	5,691	15.7	7,135	19.0
55 — 64 years	7.8	3,240	9.7	3,470	9.6	4,260	11.4
65 — 74 years	4.8	2,087	6.2	2,440	6.7	2,524	6.7
75 — 84 years	3.2*	1,373	4.1	1,659	4.6	1,982	5.3
85 years and over	—	505	1.5	746	2.1	925	2.5
Total		33,467	100.0	36,318	100.0	37,481	100.0

* This figure accounts for population of age 75 and over. Sources: U.S. Census Bureau and American Community Survey

Table 5-4: Population by Age Group in Yorktown, Westchester County and Putnam County, 2006-2008

	<i>Yorktown Percent of Total</i>	<i>Westchester County Percent of Total</i>	<i>Putnam County Percent of Total</i>
Under 5 years	5.1	6.3	5.4
5 — 14 years	15.6	13.5	13.6
15 — 24 years	12.4	13.2	13.6
15 — 19	7.3	7.1	7.1
20 — 24	5.1	6.1	6.5
25 — 34 years	5.6	10.5	9.8
35 — 44 years	16.4	14.8	15.6
45 — 54 years	19.0	15.8	18.0
55 — 64 years	11.4	11.7	13.1
65 — 74 years	6.7	7.0	6.5
75 — 84 years	5.3	5.0	3.3
85 years and over	2.5	2.2	1.0
Total	100.0	100.0	100.0

Sources: American Community Survey

- *Table 5-5: Annual migration rates are shown in the last column. A positive (+) sign means that people are moving into Yorktown. A negative (-) sign means that people are moving away. Prior to age 45, there is a pattern of in-migration. After 45, the pattern is out-migration. In the 1990's, people 45-64 moved away at an average annual rate of 2 percent. For people age 65+, the migration rate leveled off, but the death rate was higher.*

This suggests that a great number of housing units formerly occupied by retirees and seniors came onto the market for re-sale. Presumably, the units being vacated by 45 to 64 year olds are being purchased by the younger families moving into Town, which were migrating into the community at a rate of 3% per year.

Table 5-5: Yorktown Migration Rates, 1990 – 2000

	1990 Population	2000 Population	Annual Rate of Change, 1990 to 2000	Annual Death Rate ¹	Annual Migration Rate
25 — 34 years	5,009				
35 — 44 years	5,709	6,780	+3.07%	-0.07%	+3.14%
45 — 54 years	4,343	5,691	-0.03%	-0.15%	0.00%
55 — 64 years	3,240	3,470	-2.22%	-0.27%	-1.95%
65 — 74 years	2,087	2,440	-2.80%	-0.72%	-2.08%
75 — 84 years	1,373	1,659	-2.27%	-1.88%	-0.39%
85 years and over		746	-5.92%	-4.51%	-1.41%

1. Based on 1999 death rates for New York State.

Sources: U.S. Census 2000

Table 5-6: As compared to the County and metropolitan region, Yorktown in the 1990's experienced stronger rates of in-migration for people "aging" from the 25-34 age group to the 35-44 age group. But out-migration among older age groups starts earlier for Yorktown residents as compared to the County and the region. This partly reflects the lack of available empty-nester housing. Another important comparison is that Yorktown seems to retain more of its elderly population (75+ age group) than either the County or the region.

Table 5-6: Annual Migration Rates in Yorktown, Westchester County, and the NY-NJ-CT-PA CMSA³, 1990 - 2000

	<i>Yorktown</i>	<i>Westchester County</i>	<i>NY-NJ-CT-PA CMSA</i>
25 — 34 years			
35 — 44 years	+3.14%	+0.78%	+2.11%
45 — 54 years	0.00%	-0.29%	+1.66%
55 — 64 years	-1.95%	-1.42%	+0.96%
65 — 74 years	-2.08%	-2.19%	+0.00%
75 — 84 years	-0.39%	-2.52%	-0.62%
85 years and over	-1.41%	-3.78%	-2.25%

1. Based on 1999 death rates for New York State.

Sources: U.S. Census 2000

³ Consolidated Metropolitan Statistical Area - An area that qualifies as a metropolitan statistical area, has a population of one million or more, if component parts are recognized as primary metropolitan statistical areas, and local opinion favors the designation.

- *Table 5-7: Though not as dramatic as in other places, Yorktown has a wide variety of households — with more persons living alone. Presumably, many of these people are seniors. This implies a need for a wide variety of housing types.*

Table 5-7: Households by Type in Yorktown, 1990-2008

	1990		2000		2006-2008*	
	Number of Households	Percent of Total	Number of Households	Percent of Total	Number of Households	Percent of Total
<u>Family Households</u>	9,109	81.6	9,830	78.3	10,202	78.3
With Children under 18	N/A	N/A	5,138	40.9	4,986	38.3
Married-Couple Family	8,079	72.4	8,675	69.1	8,866	68.0
Married Couples with Children Under 18	N/A	N/A	4,598	36.6	4,454	34.2
Other Married Couples ¹	N/A	N/A	4,077	32.5	4,412	33.8
Other	1,030	9.2	888	7.1	1336	10.3
<u>Non-family Households</u>	2,050	18.4	2,726	21.7	2,829	21.7
Person Living Alone	1,758	15.8	2,388	19.0	2,555	19.6
Other	292	1.6	338	2.7	274	2.1
Total households	11,159	100.0	12,556	100.0	13,031	100.0
Total household population ²	32,634	97.5	35,550	97.9	37,224	98.4
Average Household Size	2.92		2.83		2.86	

1. Includes married couples who have no children at all, or who have adult children (18 years old or older).

2. Does not include people living in group quarters.

Source: U.S. Census 2000, *U.S. Census 2006 - 2008 3-Year Estimates American Community Survey

- *Table 5-8:* Yorktown is a homeowner community, but it has a surprising proportion of rental units given its single-family house character. This partly reflects the fact that there was a wave of rental housing development prior to the current trend of predominant single-family construction. Also, some single-family homes have accessory ("in-law") apartments that are rented out.

Table 5-8: Housing Tenure in Yorktown, 2000

	<i>Number of Units</i>	<i>Percent of Total</i>
Owner-occupied	10,787	83.9
Renter-occupied	1,769	13.8
Total Occupied Housing Units	12,556	97.7
Vacant	296	2.3
Total Housing Units	12,852	100.0

Source: U.S. Census 2000

Estimated Housing Tenure in Yorktown, 2006-2008

	<i>Number of Units</i>	<i>Percent of Total</i>
Owner-occupied	11,123	85.4
Renter-occupied	1,908	14.6
Total Occupied Housing Units	13,031	96.8
Vacant	426	3.2
Total Housing Units	13,457	100.0

Source: U.S. Census 2006 – 2008 American Community Survey

- *Table 5-9:* The age of Yorktown's housing stock is varied, with no single decade dominating. The pace of development has slowed with each decade since its peak in the 1960's.

Table 5-9: Housing Units by Year Built in Yorktown, 2006-2008

	<i>Number of Housing Units</i>	<i>Percent of Total</i>
Prior to 1939	1,549	11.5
1940 — 1949	330	2.5
1950-1959	2,899	21.5
1960 — 1969	2,561	19.0
1970 — 1979	1,799	13.4
1980 — 1989	2,363	17.6
1990 — 1999	1,371	10.2
2000-2004	551	4.1

2005 or later	34	0.3
Total	12,852	100.0

Source: U.S. Census 2006-2008 American Community Survey

- *Table 5-10:* Compared to the region, Yorktown's household incomes are high. But per capita incomes are in the middle, presumably because of the preponderance of families-with-children drives down the latter statistic.

Table 5-10: Yorktown is a middle-class community, with most households making between \$50,000 and \$150,000 per year. Yet close to 30 percent of households have relatively modest incomes (below \$50,000). Table 5-10: Income Levels in Yorktown, Westchester County, Putnam County and the NY-NJ-CT-PA CMSA, 2006-2008

	<i>Yorktown</i>	<i>Westchester County</i>	<i>Putnam County</i>	<i>New York CMSA</i>
Median Household Income	\$ 105,842	\$ 80,297	\$ 88,580	\$ 59,281
Per Capita Income	\$ 47,681	\$ 47,978	\$ 37,190	\$ 49,789

Source: U.S. Census 2006-2008 American Community Survey

Table 5-11: Percentage of Households in Household Income Brackets in Yorktown, Westchester County, Putnam County and the NY-NJ-CT-PA CMSA, 2000

	<i>Yorktown</i>	<i>Westchester County</i>	<i>Putnam County</i>	<i>New York CMSA</i>
Under \$50,000	29.7	39.9	29.9	52.5
\$50,000 to \$99,999	32.1	29.1	38.6	28.9
\$100,000 to \$149,999	21.0	14.3	20.1	10.6
\$150,000 and Over	17.1	16.8	6.6	8.0
Total	100.0	100.0	100.0	100.0

Source: U.S. Census 2000

- *Table 5-12: Yorktown's income distribution is roughly the same Townwide, with only one exception. Areas south of the Reservoir tend to have more households in the upper income brackets and fewer in the lowest income brackets.*

Table 5-12: Percentage of Households in Household Income Brackets in Yorktown Subareas, 2000

	<i>North of 202</i>	<i>South of 202, North of Reservoir</i>	<i>South of Reservoir</i>	<i>Total</i>
Less than \$25,000	13.6%	14.5%	9.8%	13.7%
\$25,000 to \$49,999	16.6%	15.2%	9.0%	16.0%
\$50,000 to \$99,999	32.9%	30.3%	27.2%	32.1%
\$100,000 to \$149,999	21.5%	20.4%	16.0%	21.0%
\$150,000 to \$199,999	9.5%	12.0%	15.4%	10.3%
\$200,000 or more	5.9%	7.6%	22.5%	6.8%

The number of households per subarea is based on the block group data.

Source: U.S. Census 2000

Observations of Realtors

The following observations were obtained through discussions with various realtors working in Yorktown and surrounding towns.

- In the recent year (2009), the housing market was weak, but there was increasing demand throughout the year. Buyers are tempted by low mortgage rates (4.9 percent for 30-year, no points) but are waiting for the right place, right timing, right price.
- Realtors were fairly consistent in their opinions as to the current housing market:
 - The hottest market currently is for homes in southern Yorktown (selling at \$500,000+). Higher-end homes in northern Yorktown (\$500,000+) and mid-range homes Townwide (\$275,000 to \$400,000) are selling more slowly; currently the town-wide absorption rate is around nine months.
 - .
- The supply of townhouse units, condos, apartments, and senior housing is limited. Some of the demand goes unmet. Empty-nesters often want to downsize, but have limited options for housing in Town.
- There is unmet demand for **less expensive** housing, including senior housing.
 - Jefferson Village townhouses: most desirable sell for \$150,000 to \$300,000.
 - Very few homes are available for less than \$300,000 (which buys you a 2-BR Cape Cod on a half-acre that needs work).
 - Condos and townhouses sell for more than \$300,000
 - Rentals are expensive (2-BR apartment goes for \$2,200/month; 3-BR home goes for \$2,700/month, plus taxes and expenses).
- Taxes do not appear to deter homebuyers. Taxes are generally higher in Yorktown compared to most areas of Cortlandt and Somers. However, the Yorktown School District is seen as highly desirable and many people are willing to pay more to live there. Also, Yorktown is known to have good municipal services. People feel like they are getting what they pay for.
- Much of the demand for new housing comes from people moving north from NYC, the Bronx, and down County. Yorktown is **comparatively** affordable when weighed against communities in southern Westchester.
- Many of re-sales in Yorktown are generated by empty-nesters who are moving out of Town. This observation confirms some of the demographic trends discussed above.

State/County Economic and Housing Indicators

The *New York State Consolidated Plan for Federal Fiscal Years 2001-2005* and the *Annual Action Plan for Program Year 2001*, which analyzes housing need and demand, made the following observations:

- During the economic boom of the late 1990's, the Hudson Valley was the fastest growing region for jobs in the State. Also, labor force growth (i.e., population growth) was also strong. This suggests strong housing demand as well.
- Westchester County has the highest median family income in the State (\$83,100 — HUD-adjusted figure). Moreover, between 1996 and 2000, incomes grew faster in Westchester County than anywhere else in the State (24.6 percent for the County, versus 18.9 percent for the State overall — based on HUD-adjusted income figures).
- Westchester has the highest percentage of renters in the State who cannot afford fair market rents (55 percent). Fair market rents in Westchester are the second highest in the State (\$1,108 for a 2-bedroom), behind only Long Island (Nassau-Suffolk, \$1,139 for a 2-bedroom). This is partly a factor of the limited supply of rental housing.

6. Scenic & Historic Preservation

6.1 VISION STATEMENT

Yorktown has a distinctive scenic and historic character, comprised of farmland, woodlands, lakes and streams, historic structures and sites, and unique natural resource areas like the Croton Reservoir. These characteristics contribute to Yorktown's unique character and help make the Town an attractive place to live, work, and play. Yorktown's scenic and historic resources should be protected and carried forward into the Town's future.

6.2 GOALS

Goal 6-A: Preserve the unique character, heritage, and identity of Yorktown for the benefit of future generations, by protecting historic sites, historic districts, and scenic corridors.

Goal 6-B: Increase public awareness and appreciation of Yorktown's history, its historical figures, and its historic sites and districts.

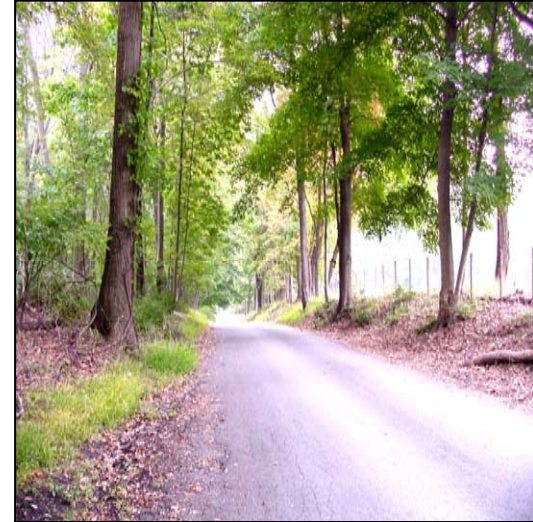
Goal 6-C: Work with private property owners, residents, and local, County, and State organizations to continuously identify, document, and preserve historic sites and districts.

Goal 6-D: Take into account private property rights, while undertaking historic preservation initiatives.

Goal 6-E: Encourage the ongoing use and re-use of historic structures by private property owners, while encouraging owners to take steps to protect the historical or architectural attributes of those structures.

Goal 6-F: Ensure visual compatibility between new development and nearby historic sites and districts.

Goal 6-G: Take advantage of funding, information, and other resources available through County, State, and federal agencies, as well as private-sector entities and non-profit organizations, for historic preservation purposes.



Locke Avenue, Yorktown Heights.

Goal 6-H: Work with the Yorktown Historical Society, the Landmarks Preservation Commission, the John C. Hart Memorial Library, as well as County, State, and federal agencies, to identify and protect those resources that might provide insights into local history or historical figures.

Goal 6-I: Protect the visual quality of scenic corridors throughout Yorktown, and maintain landscape and woodland buffers along identified "green" corridors.

Goal 6-J: Protect vistas of open space from key locations.

6.3 OVERVIEW OF SCENIC AND HISTORIC RESOURCES

- Historic resources in Yorktown are notable for their historical integrity and quality. Their historic character is relatively intact and recognizable. In addition, Yorktown has a great diversity of historic resources and significant landmarks. These resources range from *nationally* significant Revolutionary War sites to *regionally* significant resources such as the Croton Reservoir and Aqueduct to *locally* significant sites and landscapes such as stonewalls, cemeteries, and farms.
- Yorktown has important archaeological sites dating to Revolutionary War times. These include French Hill and Crow Hill earthworks, which were the sites of encampments.
- Growth pressures have increased the need for historic preservation strategies and tools. The Town should enact legislation that will protect historic resources while also respecting private property rights and maintaining a healthy business climate.
- Through the topography and natural features of its landscape, from wetlands and woodlands, to farms and meadows, to hills and slopes, Yorktown has a valuable scenic beauty and retains important elements of its rural character.
- Yorktown has potential for heritage tourism, attracting people for recreational trips (i.e., biking), as well as history enthusiasts on short day-trips. There are opportunities for State and regional linkages as well, such as the Washington-Rochambeau Trail and the Westchester County African American Heritage Trail.
- Historic and scenic resources are a source of community pride, and Yorktown has a strong preservation ethic.
 - During the Task Force workshops, a few participants said that they consider themselves to be “temporary stewards” of the history of the place.
 - Yorktown has a Landmarks Preservation Commission that has been locally designating properties of historic significance throughout the community.
 - In surveys, eighty-two percent of respondents said they felt historic preservation to be important or very important.
 - Ninety percent of respondents either agreed or strongly agreed that the Town should protect scenic roads and vistas.
 - Forty-nine percent of respondents said that historic stonewalls should be protected. An additional twenty six percent said that all stonewalls should be maintained, whether historic or not.
 - There are several longstanding families tied to the Town that help characterize its historic sense of community.

- Yorktown has a strong commitment to open space protection and natural resource conservation (see Chapter 7). Yorktown has significant amounts of Town, New York City, County and State-owned open space. These open space resources provide the foundations for an emerging greenway network and abundant opportunities for enjoying the outdoors.

6.4 POLICIES

Historic Resources

Policy 6-1: Become a Certified Local Government (CLG).

- Yorktown should revise its preservation ordinance and the membership requirements for the Landmarks Preservation Commission.
 - To participate in the CLG program, the Field Services Bureau has to certify that the local government has enacted appropriate preservation legislation and appointed a review commission that meets State and federal standards.
 - The CLG coordinators at the Field Services Bureau will be available for advice and review throughout this process. The Town should be in close communication with the Field Service Bureau to fully understand all program requirements.
- Utilize grant funding administered through this program for projects such as surveys.
- Utilize the Field Services Bureau for technical preservation assistance and legal advice as well as training opportunities.

Policy 6-2: Establish a Central Repository for the Town's historical documents.

- Resources to be centralized would include, but not be limited to, the records of the Yorktown Historical Society, the records of the Yorktown Landmarks Preservation Commission, the Yorktown Museum files and the photographic and cartographic resources currently stored in the Town Archives.
- A "Town Room" could be designated in the John C. Hart Memorial Library or the Yorktown Museum, provided that adequate space can be made available in one of those locations, to house this collection which would make it accessible to researchers and local students for educational purposes. These resources would trace the history of the community and provide a centralized location for future documents.

Policy 6-3: Appoint a Town Historian who will serve as an archivist for a central repository and liaison for research and educational activities within the community.

- Apply for grant funding through the Institute of Museum and Library Services (IMLS) which offers funding through a variety of programs such as Learning Opportunities Grants and National Leadership Grants for Library-Museum Collaboration.
- Consider hiring of a librarian with historical and/or archival experience. Another possibility is to enlist volunteers or interns to work on archival projects, under the supervision of the Museum.

Policy 6-4: Undertake the completion of and periodically update an Historic Structures Inventory.

- Hire an outside consultant or other qualified professional. The inventory should include the location, significance, architectural or historical features and the condition of each historical structure in the community. The inventory would ideally identify those structures most threatened and in need of immediate protection measures.
- The list of Historic Resources prepared for the Comprehensive Plan (see the appendix to this chapter) could be utilized as a starting point but should be expanded to include more detail.
- The list should be updated at least once every five to ten years.



Stonewall along Hunterbrook Road, Hunterbrook.

Policy 6-5: Undertake the completion of a stonewall inventory, and develop a long-term protection strategy for stonewalls.

- Hire an outside consultant or other qualified professional to complete this inventory. The consultant would determine the appropriate criteria to use in identifying these resources but the inventory should investigate three categories of walls:
 - *Original/Historic.* The inventory should identify all historic stonewalls, determine an approximate date of construction and provide a description of their condition. This can include remnant or partial walls.
 - *Rebuilt/Restored.* These should be identified by their original construction dates and technique and by the date of restoration.
 - *Modern walls that follow historic landscape patterns such as property boundaries and roadsides.* These would be either re-creations of lost walls or new walls that follow earlier patterns and construction techniques.

- Options for protection strategies should include:
 - Scenic road designation* will protect any walls that are within the right-of-way. Restrictive provisions regarding stone walls and other critical landscape features can be written into the scenic road bylaw.
 - Identify and protect historic stone walls as *individual landmarks* with restrictions on demolition and/or reconstruction.
 - Protect other stone walls on an as-needed basis through *site plan review*. If a project under review contains a historic stone wall, the Landmarks Preservation Commission should have the ability to recommend measures for its preservation and/or reconstruction.
- Develop and implement an enforcement program for stone wall protection.

Policy 6-6: Establish a Demolition Delay law.

- Pursue the creation of a demolition delay law through local legislation. This will provide a time period to consider alternatives to demolition. The law would provide a requirement that the Landmarks Preservation Commission and Town Historian review all demolition permits requested for historic resources.
- Establish a three to six month delay period if a resource is found to be significant to explore options such as resale, relocation, and/or finding funding for rehabilitation and preservation. If after the chosen period of time no viable option can be agreed upon, the applicant may be issued a demolition permit.
- Demolition delay law legislation only provides a delay; it cannot be a means to deny a demolition permit if no alternative can be found. In circumstances of a threat to public safety, certain buildings or structures can be issued an immediate demolition permit regardless of historic significance. This is up to the discretion of the Town Building Inspector.

Policy 6-7: Expand the site plan review process to include the Landmarks Preservation Commission and the Town Historian as advisory authorities.

- The Commission and the Historian should address the impact of development projects on, or in close proximity to, existing and potential historic and archeological resources.
- Encourage the adaptive re-use of historic buildings in Yorktown as restaurants, bed and breakfast inns, art galleries, cultural or community facilities, or as office space for non-profit entities. However, utilize the site plan review process to ensure that re-use plans respect the original architecture and history of a site, and that such uses would be compatible with their surrounding neighborhoods.
- Standards should be established to protect historic or scenic quality, while being flexible enough to allow suitable development. In certain cases, it may be



Triangle Intersection in 1926, Yorktown Heights.

appropriate to require buffers to protect resources.

Policy 6-8: Undertake the preparation of National and State Register nominations for priority historic resources.

- Prepare nominations for priority resources such as historic districts, individual buildings and structures, and landscapes and archaeological sites.
- Nominations to the National Register of Historic Places are made through the NYS Historic Preservation Office (SHPO.)
- For landscapes and archaeological sites, although register nomination is useful for the purposes of symbolic recognition and opportunities for grant funding, conservation easements are actually the preferred method for preventing disturbance. (see separate discussion in Policy 6-10.)
- In preparing nominations, seek the input of the Landmarks Preservation Commission, the Town Historian, and civic organizations concerned with local history.
- Pending further study, historic resources in Yorktown which may be eligible for inclusion on the National Register of Historic Places or the New York State Register include, but are not limited to, the following:



Holland Sporting Club, Mohegan Lake.

Districts — National Register:

- The *First Presbyterian District* is notable for its associations with the Revolutionary War and the resources that remain intact within the area. These include the First Presbyterian Church and Cemetery, The Lee-Tully House, the Congregational Parsonage and East Yard Cemetery, Strang House, Lee House/Hyatt's Tavern, the Rev. Sackett House and the Dr. Ebenezer White House.
- The *Croton Heights District* is also notable for its association with events surrounding the Revolutionary War and its development as the first planned residential area in Yorktown. Significant resources in this district include the Davenport House, the Forge, Peter Pratt's Inn, and the Croton Heights Bridge.
- *Note:* Historic resources within districts can also be nominated on an individual basis.

Districts — State Register and/or Local Significance:

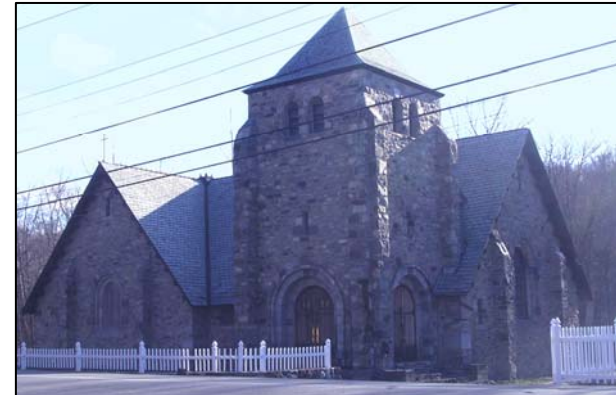
- The *Shrub Oak District* has an historic streetscape and community character. Notable resources in this district include the John C. Hart Memorial Library, Willow Brook Lodge, Mrs. Stark’s Tourist Home and the Shrub Oak Cemetery.
- *Note:* Historic resources within districts can also be nominated on an individual basis.

Buildings, Structures and Landscapes — National Register:

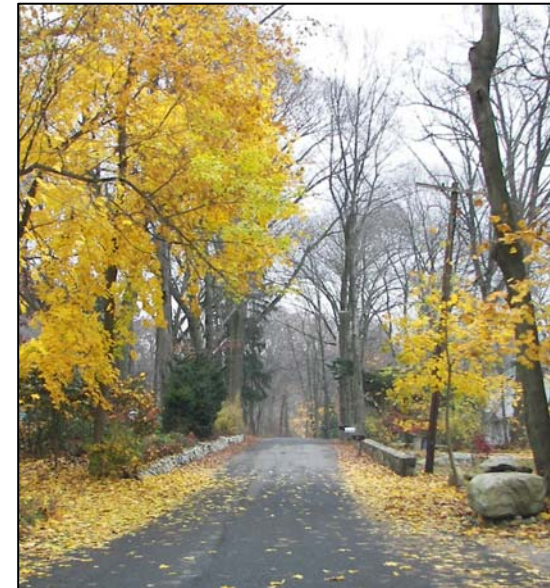
- First Presbyterian Church and Cemetery (Revolutionary War)
- St. George’s Chapel (association with John LaFarge, Sr. and Christopher G. LaFarge, Architect)
- LaFarge Chalet (Eligibility is uncertain. Although the home is associated with the LaFarge family, LaFarge himself has only a loose association with the property.)
- Davenport House (Revolutionary War)
- Chadeayne Homestead (Revolutionary War)
- Freyer Nursery/ Hunt’s Tavern (Revolutionary War)
- IBM Watson Research Center (Renowned architect Eero Saarinen, built 1957-1961.) To be considered eligible for listing on the National Register, buildings have to be at least 50 years old. Therefore, nomination of the Saarinen building will have to wait until up to 2011.
- Westfield Farm Tower on the grounds of the Field Mansion and Estate (used for Civil Defense during WWII and rebuilt by Cross & Cross Architects)
- Croton Lake Gatehouse Bridge “B” (significant for construction technique)
- East Yard Cemetery (association with African-American history)
- Purdy’s Cemetery (Eligibility is uncertain. The underground burial chamber is no longer intact, meaning the site could have archaeological significance.)

Buildings, Structures and Landscapes — State Register and/or Local Significance:

- Travis House (Association with Town History)



St. George's Chapel, Mohegan Lake.



Crawford Road, Mohegan Lake

- Strang House (Association with Town History)
- First Baptist/ Community Church and Cemetery (pre-Revolutionary War period and association with making of Croton Reservoir)
- John C. Hart Memorial Library (association with Town history)
- Field Home/ Holy Comforter (association with Town history)
- Holland Sporting Club- formerly Rock Hill Lodge (association with Town history)
- Hilltop Hanover Farm (rural historic landscape, agricultural)
- Field Mansion and Estate (designed by Cross & Cross Architects, NY)
- Beaver Conference Center (association with Town History)
- Ansonia Lodge (association with Mohegan Lake Boys School)
- Hyatt/Merck House (association with Sparkle Lake development)

Policy 6-9: Establish a local historic district ordinance, or as an alternative to historic districts, adopt neighborhood design guidelines to encourage new buildings to better fit into established neighborhoods.



Shrub Oak United Methodist Church Cemetery,
East Main Street, Shrub Oak.

- The establishment of local historic districts is also a viable tool for the preservation of community character. Differing from National Register districts, local districts have the teeth necessary to protect resources through the local government.
 - Not all structures or buildings within a proposed district need to be considered "historic", but such non-historic buildings can still be included in the district if they contribute to the overall historic character of the area.
 - New buildings and contemporary styles could continue to be built, but they would have to be architecturally compatible, meaning that the basic scale, height, materials, and proportions would have to fit in with the historic character of the area.
- Architectural design guidelines can be used to encourage new development to have a character that fits into the neighborhoods. The goal is not stylistic uniformity, but consistency in terms of massing, fenestration, height, scale, materials, building siting, etc. Within such parameters, there can still be a great deal of flexibility of use and architectural variety.

Policy 6-10: Procure conservation easements for privately owned sites that contain critical historic and archaeological resources worthy of protection.

- A conservation easement is a restriction placed on a piece of property to protect the natural or man-made resources and to exclude certain types of development such as residential or commercial.
- The easement is typically described in terms of the resource it is designed to protect, in this case, historic or archaeological. An easement is either voluntarily sold or donated by the landowner, and constitutes a legally binding agreement and should be filed with the Westchester County Clerk's Office.
- Historic sites that should be considered for this type of protective tool include the Crow Hill earthworks, the French Hill archeological sites, Cat Hill and Indian Hill. Conservation easements can also be used for historic resources such as the Yorktown milestones and old quarry sites.
- A conservation easement is a pro-active way to protect archaeological resources. Such sites can be nominated for listing on the National or State historic registers, but a conservation easement is actually more effective as a protection tool.

Policy 6-11: Promote awareness and appreciation of local history by sponsoring educational programs and improving access to historic sites.

- Work with the civic groups to explore the feasibility of opening up historic homes to occasional tours and visits for interested local residents. This can only be done with the voluntary consent and active involvement of property owners. Priority sites to be considered include: the Rochambeau House, the Ebenezer White House, and the Davenport House.
- Establish a Town history trail that winds through Town and links several historic structures and sites.
 - This trail need not be in the form of a free-standing trail or path, but could follow a combination of paths and sidewalks.
 - Directional signs, as well as plaques or other informational resources, should be placed along the trail. These can be either embedded in the pavement or posted on a free-standing sign or kiosk.
 - The trail can have a theme that conceptually links together the sites along the trail. For example, the theme can be "1776," relating to the Town's Revolutionary War history.
- Continue working with the YHS, the Yorktown Museum, and the John C. Hart Memorial Library to sponsor lectures, arts shows, events, and other educational programs that celebrate Town history.

Policy 6-12: Encourage heritage tourism, where day-trippers are drawn into Yorktown from other towns to visit historic places.

- If historic home tours are established for local education purposes, explore the possibility of opening them up to a larger audience. On a case-by-case basis, carefully consider the potential traffic and other impacts that could result for each site.
- Building off the day-trip traffic drawn by Yorktown's recreational attractions, promote local historic sites in FDR Park, Teatown Lake Reservation, at railway entrances, and other recreational sites.

Policy 6-13: Support efforts to create the Rochambeau Trail and the African American Heritage trail.

- The State of Connecticut is currently developing legislation that protects the Rochambeau Trail throughout the state.
- Westchester County is developing the African American Heritage Trail. The trail is a system of linked historic sites that chronicle the history of the African American community in the County.

Scenic Resources

Policy 6-14: Undertake a scenic roads inventory.

- Identify and assess all roads in Yorktown that have significant scenic value and integrity. Typical landscape features identified in a scenic resource inventory include, topography, water features, historic buildings or structures, natural features such as forests or wetlands, stone walls or trees, views or vistas. The inventory should also note any qualities that detract from the scenic quality, such a sprawling subdivision, large building, or poorly designed parking lot.
- Develop criteria to be used for evaluation and determination of significance that include magnitude, distinctiveness, intactness, opportunity and preference.
- Potential scenic roads in Yorktown include, but are not limited to:
 - Baptist Church Road
 - Croton Dam Road
 - Crow Hill Road
 - Hanover Street
 - Hunterbrook Road
 - Portions of Route 118
 - Spring Valley Road
 - Evergreen Street
 - Stony Street
 - Quinlan Street

These roads all contain a high level of significant scenic resources including stonewalls, historic buildings and landscapes, water features, street trees and views.

Policy 6-15: Establish a system for scenic road designation and protection.

- Consider utilizing the NYS Scenic Roads Program as authorized by Article 49 of the Environmental Conservation Law which provides for the individual designation of scenic roads. The goals of the program are to “protect, preserve and enhance the natural and man-made beauty of New York State; promote a greater awareness and appreciation of the state’s scenic, ecological, cultural, and historical attributes; and provide economic benefits by stimulating tourism.”
- The responsibility for nominating scenic roads lies with interested local citizens and Town officials. The criteria for designation includes the condition of the road, the regional attributes defined as “distinctive cultural, historic and landform features of the region,” and evidence of significant public support.
- Once a scenic road is designated, projects along the corridor should be required to meet standards to maintain the scenic quality of the corridor. For example, standards could include additional woodland buffers along the roadway; required preservation of existing stone walls along the street frontage; increased setbacks; expanded lot widths; lower buildings heights; and screening. Such standards should be adopted in local zoning laws and would be applied through the site plan review process.
- As a related option, the Town can establish a *scenic overlay zone* that includes all areas visible from the designated scenic road. This would help apply scenic standards to properties within the viewshed but which do not directly abut the roadway.
- Scenic road designation in Yorktown would aid with the protection of historic stonewalls and other significant landscape and cultural features.

Policy 6-16: In addition to scenic corridors, identify "green corridors" throughout Yorktown and establish standards for maintaining woodland buffers or dense landscaping along the roadways.

- Some corridors throughout Yorktown may not meet the criteria for scenic roads, but may nevertheless have attractive woodlands or landscaping along their edges. These green edges lend those roads a distinctive and natural character, even though significant development may be located to the rear.
- An existing example is the Route 6 frontage of the Jefferson Valley Mall. Despite the presence of a major retail facility, the building can barely be seen from the densely wooded and bermed frontage along Route 6.
- Candidates for "green corridor" designation include, but are not limited to: Route 6 east of the Mohegan Lake hamlet center, Route 118 through Yorktown Heights, Underhill Avenue west of Route 118, Lee Boulevard south of Route 6, Old Yorktown Road (Route 132).

Policy 6-17: Expand the Farmland Protection District to include other potentially developable farmland.

- Expand the District to include farms such as Wilkens Fruit Farm and Hemlock Hill Farm.
- Utilize the NYS Farmer's Protection and Farm Preservation Act of 1996 to protect other significant agricultural resources. This act offers provisions that will encourage the rehabilitation of historic barns and the preservation of farmsteads.

Policy 6-18: Procure scenic conservation easements or consider the use of a Scenic Overlay Zone to protect important views.

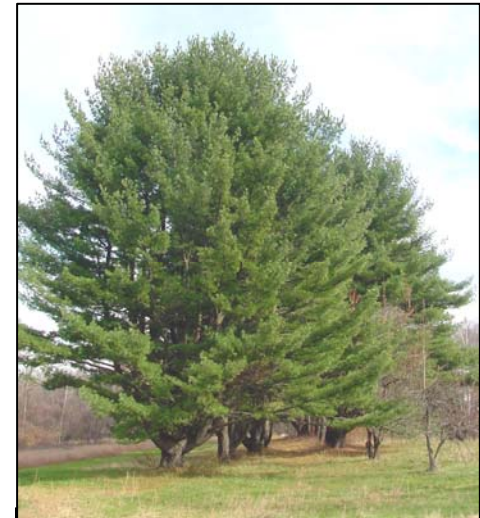
- Preserve priority views and vistas such as the Turkey Mountain Reservation, east from Mohansic Golf Club toward Mohansic Lake, and the three Revolutionary War encampments at Cat Hill, Crow Hill and French Hill. Ideally, establish pocket parks at those sites, with monuments commemorating the historical events.
- Provide and maintain trails to certain key outlook points if they are inaccessible by car. This would include trails along water resources that will provide visual access to significant water features. The protection of a viewshed should include all visible, contributing components that make the view or vista a significant resource.
- Consider procurement options for scenic easements such as the use of revolving loan funds through the Yorktown Land Trust or the Landmarks Preservation Commission, or through private gifts or donations.

Policy 6-19: Establish priority scenic roads, views and trails that provide linear linkages for a local and regional greenway system.

- Designate select arterial or collector roadways as "green corridors," where roadsides would be maintained with dense vegetation or woodlands. Through the zoning regulations, lots fronting on such roads would have to minimize curb cuts, provide generous front setbacks and densely landscaped buffers along the roadway. One potential candidate is Route 6 east of Strawberry Road (see Chapter 4.)
- Critical resources should be mapped to provide coordination for the development of the system. These would include the North County bike trail and the extensive hiking trails within the community.

Policy 6-20: Continue to encourage open space, and review all development projects.

- Utilize *site plan review* as an important tool toward directing where and how development should take place and critical resources protected. Design review for projects can include the control of elements such as signage, overhead utilities, height requirements and vegetative buffers.



Pine Hill Property, Kitchawan.

Policy 6-21: Undertake the completion of a Tree and Forest Management Plan and ultimately a Tree Preservation and Planting Program.

- Utilize this plan to protect and manage the critical forested portions of the open space resources owned by the Town.
- Implement the plan through the creation of a Tree Preservation and Planting Program. This would provide restrictions on the removal of significant trees within the Town and provide design guidance and review for any new plantings within critical resource areas. For example, this would be useful for the protection of historic resources such as the beech trees within the Evergreen Street right-of-way which are a remnant of the Amawalk Nursery.
- Apply to be a Tree City, USA.

Policy 6-22: Expand local beautification programs and maintenance strategies for scenic resources.

- Consider including the use of local volunteer groups such as garden clubs and Boy and Girl Scouts, for landscape planting and maintenance.

Enforcement

Policy 6-23: Establish a record system that keeps track of historic and scenic resources and any protective provisions that apply to them.

- The Town should prepare an official map of designated historic sites, i.e., those listed on the State or National Registers or identified by the Town as having local significance.
- The Town should ensure that all scenic or conservation easements are recorded in the form of deed restrictions and are delineated on the Town's official tax maps and filed in the Westchester County Clerk's Office.
- Use the Town's GIS system to track historic and scenic resources, as well as protective provisions.
- In conjunction with a property transfer, require the seller to provide the buyer with complete and accurate information about any historic designation, easement, or other property restriction for the purposes of historic or scenic preservation.

Policy 6-24: Continue to enhance the Town's historic and scenic enforcement capabilities.

- In order to implement recommendations of this Chapter, the Town's inspection and enforcement needs will increase. The Town should consider any appropriate strategies for keeping up with those needs.
- Explore the possibility of adding inspection and enforcement responsibilities to the Town Historian position.

Policy 6-25: Encourage civic organizations to continue calling attention to potential threats to historic or scenic resources.

- Civic organizations like the Yorktown Historical Society, in addition to serving an educational purpose, help identify "endangered" sites.

APPENDIX TO CHAPTER 6: EXISTING CONDITIONS REPORT

Certified Local Government Status

- The Certified Local Government Program was established by the National Historic Preservation Act of 1966. This program supports and strengthens local preservation activities. Currently only about 30 communities in New York State are designated as such, which allows for greater funding amounts for preservation projects such as inventories. The NYS Office of Parks, Recreation and Historic Preservation: Field Services Bureau administers this Program, provides technical assistance and administers the CLG sub-grant program, distributing financial aid for community preservation projects.
- The Field Services Bureau offers assistance with determining significance and the proper organization and interpretation of data for the completion of a Historic Structures Inventory. The Field Services Bureau has an inventory form but does not require its use. The "building-structure inventory form" used by the Yorktown Landmarks Preservation Commission could be used for this project with modifications approved by the State.

National & State Registers of Historic Preservation

- Nomination forms for the State and National Registers are prepared either by the staff of the SHPO or by private individuals. The National Register criteria for evaluation is described as "the quality of significance in American history, architecture, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
 - That are associated with events that have made a significant contribution to the broad patterns of our history; or
 - That are associated with the lives of persons significant in our past; or
 - That have yielded or may be likely to yield, information in prehistory or history."
- Generally the criteria for the State Register are similar to the above but the significance is based on the Statewide level versus the National level.
- The National Park Service offers significant technical information to guide the evaluation and nomination of historic resources in the form of National Register Bulletins (NRB). Specifically useful to the Town of Yorktown would be NRB No. 41, "Guidelines for Evaluating and Registering Cemeteries and Burial Places" and NRB No. 30, "Guidelines for Evaluating and Documenting Rural Historic Landscapes."

- Further information regarding the use of local historic districts can be found from the National Trust for Historic Preservation Information Series No. 58, 1992, “Maintaining Community Character: How to Establish a Local Historic District”. The State of New York also has a bill pending that would restrict speed limits within historic districts. This is another advantage to the establishment of local historic districts in Yorktown.

Regional Historic Trails

- The State of Connecticut is currently developing legislation that protects the Washington/Rochambeau Trail throughout the state. According to literature published by the State of Connecticut, “the development of a tourism route along the Revolutionary Road is a linkage that by proxy will allow each state to share the benefits of the heritage of the other states along the route.” This could be a critical partnership for Yorktown in order to develop its own heritage tourism and create an economic opportunity through its historic and cultural resources.
- Westchester County is also developing an historic linkage through the development of an African American Heritage Trail. The mission of this program is to “preserve and interpret the legacy and contributions that people of African descent have made to the development of our unique American identity.” The trail is a system of linked historic sites that chronicle the history of the African American community in Westchester County.
- The Town of Yorktown has several historic resources, identified by Linda Kiederer, president of the Yorktown Historical Society, which could be linked to this trail system. They include:
 - First Presbyterian Church: 1740-1799 Revolutionary War: monument dedicated to members of the all-black regiment from Rhode Island killed in Yorktown; 1800-1899 Baptized, married and buried local black families.
 - The East Yard Cemetery: Contains the graves of free blacks and at least one black veteran of the Civil War.
 - Ebenezer White House: Home of famous Revolutionary War doctor who owned slaves then freed them and ultimately left one his property in his will.
 - Davenport House: This is the site of the Revolutionary War skirmish that killed 40 members of the all-black Rhode Island regiment and their leader Colonel Christopher Greene. Richard Davenport freed his slaves in 1800.

Scenic Road Preservation

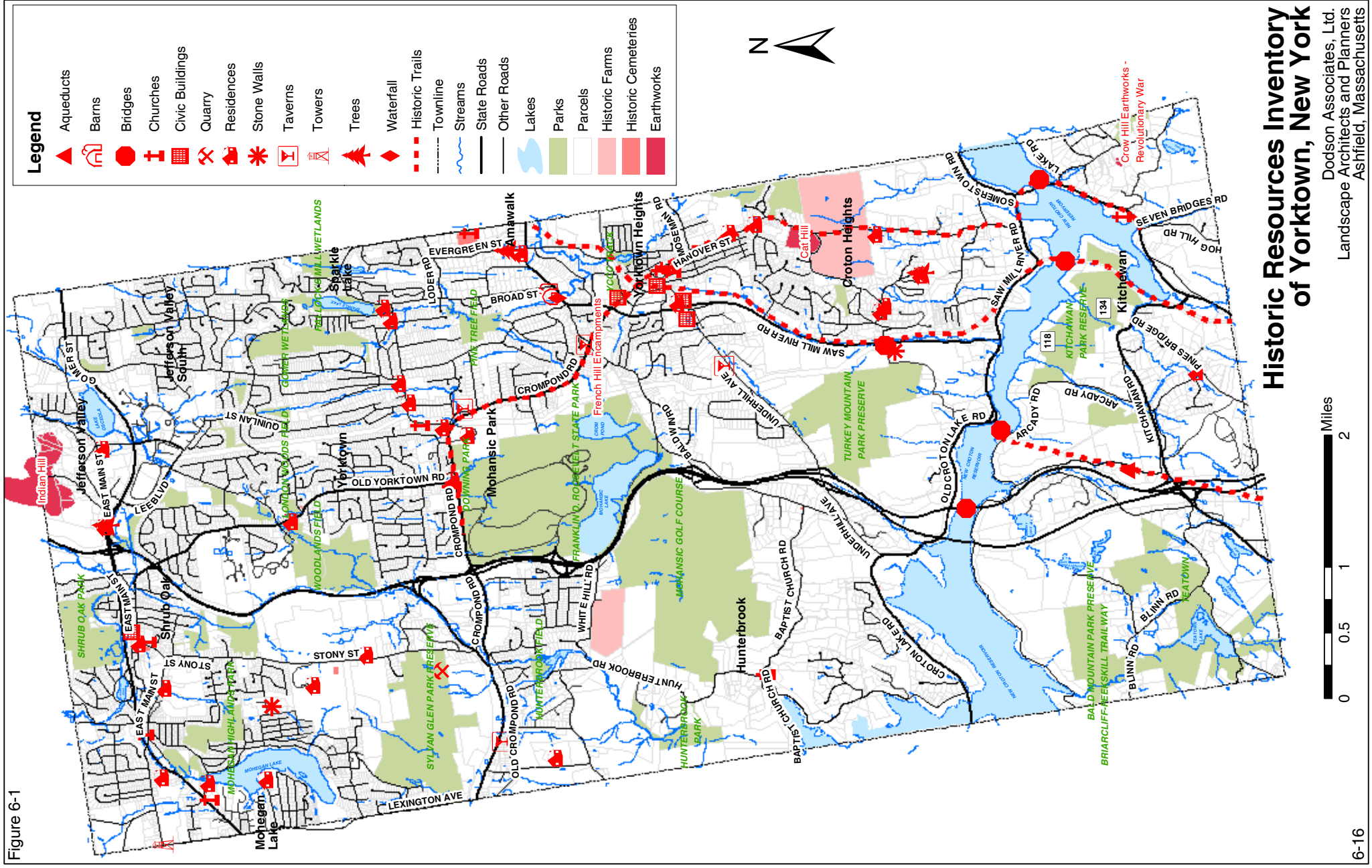
- A potential funding source for scenic road identification and designation is the National Scenic Byways Program. Through this program and administered by the Federal Highway Administration, TEA-21 funds are available on a competitive grant basis. These funds can be used for projects such as corridor management planning, byway promotion, the purchase of scenic easements and billboard removal.

- Additional information regarding scenic road designation and the nomination process is available through a variety of sources and the NYS Field Services Bureau. Helpful publications include:
 - *Preserving New York State Scenic Roads: A Guide to Designation*, NYS DEM.
 - *Scenic Roads in New York State*, U.S. Department of Transportation, Federal Highway Administration, 1990.
 - *The Protection of America's Scenic Byways*, National Trust for Historic Preservation, Information Series No. 68, 1992.

Figure 6-1

This map displays the geographic distribution of various historic resources in Yorktown, New York. The legend identifies symbols for aqueducts, barns, bridges, churches, civic buildings, quarries, residences, stone walls, taverns, towers, trees, waterfalls, historic trails, townlines, streams, state roads, other roads, lakes, parks, parcels, historic farms, historic cemeteries, and earthworks. Key locations include Indian Hill, Jefferson Valley, Mohawk Park, Croton Heights, and Kitchawan. Major roads like East Main St, Lexington Ave, and Saw Mill River Rd are shown. Water bodies such as Mohegan Lake and Croton Lake are also depicted.

Dodson Associates, Ltd.
Landscape Architects and Planners
Ashfield, Massachusetts



Inventories of Scenic & Historic Resources

- Historic resources are shown on Figure 6-1 and listed in Table 6-1.
- Scenic resources are shown Figure 6-2 and listed in Table 6-2.

Table 6-1: Historic Resources

<i>Buildings</i>	<i>Significance</i>	<i>Location</i>	<i>Designation</i>
<i>Churches</i>			
Amawalk Friends Meeting House	Religious Society of Friends (Quakers) meeting house. Two previous buildings (1773 and 1787) were destroyed by fire, also surrounding landscape had been the site of Amawalk Nursery (1904-1943)	2467 Quaker Church Road	National Register of Historic Places, 1989, State Register of Historic Places and Westchester County Inventory of Historic Places, 1988
Community Church/ First Baptist Church	Circa 1848 Greek Revival church served residents of Huntersville which was flooded to build the Croton Reservoir	1645 Baptist Church Road Tax ID: 11024	Town of Yorktown, 1976
Congregational Parsonage/Rahte House	c.1806, parsonage of former Congregational Church, one of few remaining structures built in the Federal period	728 Granite Springs Road Tax ID: 0513721	Town of Yorktown, 1976
Croton Lake Methodist Episcopal Church	Originally built in 1930's. Now a private residence.	Rte. 100, near Reservoir	
First Presbyterian Church	Original building erected c.1738, served as a rallying place of patriots during the American Revolution. Burnt to the ground by British troops on June 24, 1779 –rebuilt 1785.	2880 Crompond Road Tax ID: 042166	Town of Yorktown, 1976 Part of proposed "African American Heritage Trail"

Table 6-1: Historic Resources

<i>Buildings</i>	<i>Significance</i>	<i>Location</i>	<i>Designation</i>
Heights Calvary Bible Church	Originally Society of Friends Meeting House, graves believed to be under parking lot	1835 Hanover Street	
Shrub Oak Methodist Church		1176 E. Main St.	
St. George's Chapel	Normandy-style chapel built by Aimee La Farge Heins in 1913 in memory of her parents, husband and brother. The building originally had stained glass by prominent artist John LaFarge. It was designed by Edward Hewitt and William Bottomley.	East Main St.	
St. Mary's Episcopal Church	Established in 1788. Present building erected in 1870, parish organized in 1887. One of the last remnant of the famous Mohegan Lake School an elite military academy.	1836 East Main Street	
St. Patrick's Stone Chapel		Hanover and Church Streets	
Temple Beth Am	Formerly Yorktown Methodist Church	203 Church Street	
<i>Civic Buildings</i>			
Beaver Conference Center	Formerly Beaver Family Estate, 1880's buildings	370 Underhill Ave	
John C. Hart Memorial Library	Early 1800's building. Bought by John Hart in 1854. Property and house left to the town by Catherine Dresser to found a library in 1916.	1130 East Main Street	

Table 6-1: Historic Resources

<i>Buildings</i>	<i>Significance</i>	<i>Location</i>	<i>Designation</i>
Yorktown Town Hall	First permanent location of gov't, police and court	363 Underhill Ave	
Yorktown Heights Cultural Center	Former school	1974 Commerce Street	
Yorktown Railroad Station	c. 1905 One of the Railroad stations in NY Central Putnam Division (1881-1958) c. 1905	Commerce Street Tax ID: 1013133	National Register of Historic Places and NYS Landmark, 1981 and Town of Yorktown, 1976
<i>Residential</i>			
Adams/ Bernstein House	19 th century farmhouse	3147 Old Yorktown Rd	
Amawalk Nursery House	1700's house, barn used as tavern, originally property of Hallock Mills Nursery was largest tree nursery in Country. 1 st living Christmas tree for White House	60 Saw Mill River Rd	
Ansonia Lodge	1880 part of Mohegan Lake Boys School		
Andre/Underhill House	Major Andre ate his last meal here before being captured	Hanover Rd and California Rd	
Boehme Martens House/ Hyatt House	Pre- revolutionary house (circa 1732), allegedly the home of Colonel Hyatt who served in American Revolution	760 Old Route 6 Tax ID: 020198.2	Town of Yorktown, 1976
Chadeayne Homestead*	Circa 1755, Originally built by Van Cortlandt family, gathering site of Loyalist troops under British Colonel Delancy who attacked Colonel Greene at Davenport House	797 Pines Bridge Road Tax ID: 1804344	Town of Yorktown, 1976

Table 6-1: Historic Resources

Buildings	Significance	Location	Designation
Davenport House (formerly Davenport/Carpenter Farm)	1750 by Richard Davenport-General Washington's command post during Revolutionary War and site of skirmish that killed members of African American First Rhode Island regiment and their commanders Colonel Greene and Major Flagg	127 Croton Heights Road, Tax ID: 150310114	Town of Yorktown, 1976 Part of proposed "African American Heritage Trail"
Ebenezer White House	1700's home with bee-hive oven, home of Revolutionary War doctor	2718 Hickory Rd Granite Springs Road	Part of proposed "African American Heritage Trail"
Field Mansion and Estate	Mansion built by Cross & Cross Architects, NY in 1935. Later became Franciscan High School	Strawberry Road and Lexington Ave.	
Field Home/Holy Comforter	Originally part of the Field Farm- founded in 1887 by Benjamin Field as a memorial to his wife to house "aged and respectable poor persons" today it has merged with Holy Comforter (originally in the Bronx)	2300-2302 Catherine St., Tax ID: 070213	
The Forge/Hobbs House	c. 1760 Part of the Davenport Farm	645 Croton Heights Road, Tax ID: 05031036	Town of Yorktown, 1976
Freyer's Nursery/Hunt's Tavern	Pre-Revolutionary Tavern and Site of French army encampment under Rochambeau 1781-1782	2138 Crompond Rd	
Gilbert House	Severely renovated in 1900, late 1800's surrounded by apple orchards homestead of Gilbert and Emily Maurer	Hanover Street	
Groht House	1700's Farmhouse	Underhill Avenue	

Table 6-1: Historic Resources

<i>Buildings</i>	<i>Significance</i>	<i>Location</i>	<i>Designation</i>
Hallock/O'Rourke Farmhouse	Pre-Revolutionary farmhouse, built prior to 1765 by local artisans, abuts the Washington/Rochambeau route	1578 Hanover Street, Tax ID: 15203	Town of Yorktown, 1976
Hill Homestead	Home of former Supervisor Theodore Hill	Jefferson Valley	
Hyatt/Merck House	House on farmland owned by Hyatt family from 1861-1926, became part of Sparkle Lake Resort by Merck family in 1928	Granite Springs Road, Near Sparkle Lake	
Jeremiah Travis House	Loyalist property sold to E. White after Revolutionary War	362 Granite Springs Rd	
LaFarge Chalet	1860's Swiss style chalet, Residence of mother and sisters of John LaFarge, Sr., artist, stained glass, author	Rte 6 across from Church (1700 Rte 6)	
Lane's Tavern	c. 1782 Believed to have been tavern during American Revolution, significant Dutch architectural features	620 Underhill Rd, Tax ID: 1209151	Town of Yorktown, 1976
Lee House	1700's- old Hyatt Tavern attached to house (partial)	875 Granite Springs Rd	
Lee House	1900's	800 Granite Springs Rd	

Table 6-1: Historic Resources

<i>Buildings</i>	<i>Significance</i>	<i>Location</i>	<i>Designation</i>
Lee-Tully House	Pre-Revolution house, residence of one of the founding fathers of the Presbyterian Church, on the sight of skirmishes resulting in attacks upon parsonage in June, 1776	2594 Old Yorktown Rd.	
London Apartments	1880, part of Mohegan Lake Boys School	Route 6	
Lauder House	Summer cottage of Este Lauder	Across from Rock Hill Lodge (Holland Sporting Club)	
Mrs. Ward Stark's Tourist Home	Early 1900's rooming house for Lake Mohegan Summer Resort residents	East Main Street at New Road	
Old Dutch Mill	Popular restaurant, bar and dance hall in the early 1900's	3717 Crompond Road	
Peter Pratt's Inn	Situated at the site of the battle of the demise of Washington's Northern Continental Command Post to the British Tories in 1781- the original Inn was part of Carpenter-Davenport homestead and added on to	Croton Heights Road	
Phoenix Academy	Jesuit Seminary	Stony Street	
Rev Sackett House	Pre-Revolutionary War home	611 Granite Springs Road (now Guiding Eyes for the Blind)	
Rochambeau House	Reputed headquarters of Rochambeau		

Table 6-1: Historic Resources

<i>Buildings</i>	<i>Significance</i>	<i>Location</i>	<i>Designation</i>
Rock Hill Lodge (now Holland Sporting Club)	Early summer resort	Mohegan Lake	
Sanctuary Country Club	Former estate of Opera star Lydia Locke, previously the Griffen Farm	Rt.118	
Strang House/ Melbourne Farm	Currently occupied by the Yorktown School System	2723-2727 Crompond Rd.	
Tompkins Farm			
Walker-Hyatt House			
Westfield Farm Tower (Part of Field Estate/Franciscan property)	Built between 1910-1925. Remodeled by Cross & Cross Architects in 1936 for Field family. Used by Civil Defense during WWII	Strawberry Road and Lexington Ave	
Willow Brook House/Lodge	Early 1900's rooming house for Lake Mohegan Summer Resort residents		
Wilson Residence		Crompond Road Yorktown Heights	
Witzel Farmhouse	19 th Century Home, became Turkey farm	Stony Street	
Wyand House		360 Underhill Ave	
IBM Building	1960's designed by Saarinen, early technology headquarters		

Table 6.1: Historic Resources

Landscapes	Significance	Location	Designation
Cemeteries			
Amawalk Friends Cemetery	Adjacent to Friends meeting house	Quaker Church Road	
Aner Gerow Cemetery	One upright stone and some markers, seven members of Gerow family buried here	East side of Illington Road, down the road from Wiltwick Boys Home, across from Estates Drive (now Yeshiva School)	
Brown Cemetery	Contains five Brown family engraved upright stones and others from 1800's and Smith family (formerly called Old Smith family cemetery)	Abuts 1536 Hanover St.	
Community Church/First Baptist Church	Pre-Revolutionary War graves	1645 Baptist Church Road, Tax ID 11024	

Table 6.1: Historic Resources

Landscapes	Significance	Location	Designation
East Yard Cemetery/ Congregational Church	Civil War soldiers buried here, plot dedicated to African American soldiers	Granite Springs Road between Rte 202 and Quinlan Street	Part of proposed "African American Heritage Trail"
First Presbyterian Church Cemetery	Graves of Revolutionary War soldiers from all black RI regiment and Colonel Greene and Major Flagg of Washington's forces.	2880 Crompond Road	Eligible for listing in National Register
Hayes Family Cemetery		1345 Croton Lake Road	
Hyatt Plot	Contains only 3 stones with inscriptions (10 burials listed), but is the burial place of Colonel John Hyatt, "Soldier of the Revolution"	Old Yorktown Rd and London Rd	
Indian Burial Ground	Last Indian settlement in Westchester County	South slope of Indian Hill at shore of Lake Osceola	
Lyon Cemetery	Front yard cemetery with 26 graves of Lyon family	Kitchawan Rd.	
Phoenix Academy Cemetery	Priest graves from previous monastery. John La Farge, Jr., Jesuit Priest, is buried here.	Stony Street	
Purdy's Cemetery	Underground burial crypt for the Purdy family who farmed the land around 1900	Mohansic Golf Course in Yorktown Heights	Possibly eligible for National Register for Underground chamber

Table 6.1: Historic Resources

Landscapes	Significance	Location	Designation
Shrub Oak Cemetery	Mostly 1800s graves, some 1700's	Across from Methodist Church (1170 E Main Street)	
Tompkins Burial Ground	Gravestones and small markers	1250 Baldwin Rd.	
Farms			
Hilltop Hanover Farm (formerly Christal farm and Charelen Farm)	c. 1785 farmhouse, 18 th and 19 th century farm	1270 Hanover Street	
Wilkens Fruit Farm	Orchards	1313 White Hill Rd	
Trees			
Amawalk Nursery Trees	Beech trees remaining from nursery line the street	Evergreen Street	
Martens/Hyatt House Historic Trees	Two 150 year old maples and two 200 yr. old White Oak trees	Rte 6	Protected from development in 1963
Pratt Inn Trees	200 Year Old Sugar Maple trees lining front of property	Croton Heights Road	

Table 6.1: Historic Resources

Landscape Structures	Significance	Location	Designation
Bridges/ Dams			
Croton Bridge	Steel bridge		
Croton Heights Bridge Walls and abutments	Old Putnam Railroad crossing	Rt. 118	Recently received historic designation by Yorktown Landmarks
Croton Lake Gatehouse Bridge "B"/ Old Croton Dam Bridge	Significant for long span, granite piers and abutments and is built directly above the Old Croton Dam.	Arcady Road	Eligible for inclusion in National Register as a component of New Croton Aqueduct System Potential landmark designation suggested by Landmarks Preservation Commission in 2000
Hallock Mills Dam	C 1724, stone dam part of Hallock Mills	2220 Saw Mill River Rd	
North Bound Taconic Bridge	c. 1931 original bridge for parkway	Taconic Parkway	Potential landmark designation suggested by Landmarks Preservation Commission in 2000
Old Croton Aqueduct	1837-1842 Historic gravity –fed aqueduct carrying water to NYC	To NYC	
Old Croton Dam	Built in 1837-1842 (presently under water)	Croton Lake Gatehouse and Bridge "B" (see above)	National Register of Historic Places, 1973 NYS Register, 1980
Old Putnam Railroad Trestle at Croton Lake		On North County Trailway	Potential landmark designation suggested by Landmarks Preservation Commission in 2000
Pines Bridge	On Washington-Rochambeau Route, original "Old Pines Bridge" about 100 yards east	Rte 100	

Table 6.1: Historic Resources

Landscape Structures	Significance	Location	Designation
Stone Walls			
Locke Ledge Gates (Sanctuary Golf Club)	Original gates from Lydia Locke's 1920's estate.	Across from Croton Heights Road	
Stone walls and milk house (now a small home) at the Mohegan Farm	Remnants of the Mohegan farm operated by Wm. Baker of Baker Chocolates	Judy Rd and Turus Lane – near Mohegan Lake	
Walls at Old Hallocks Mill Rd		Old Hallocks Mill Rd	
Earthworks			
French Hill (French Camp #16)	Archaeological artifacts from pre-revolution found		Potential landmark designation suggested by Landmarks Preservation Commission in 2000
Crow Hill Earthworks	Entrenchments and embankments erected in 1776 where colonial troops could see all approaches to Pines Bridge and Croton River Valley	Crest of Crow Hill	
Other			
Mohegan Quarry	(1900-1940 period of greatest activity) Granite Quarry/ Lime Kiln- granite used in numerous important monuments & buildings	Sylvan Glen Park	
Milestones	One still in existence on Granite Springs Road		

Table 6.1: Historic Resources

Landscape Structures	Significance	Location	Designation
Trails /Routes			
North County Trailway	Biketrail on site that was New York Central Putnam Railroad Line from 1881-1958		
Aqueduct Trail	Follows aqueduct, important civil engineering structure that carried water to NYC	41 miles along aqueduct, only part in Yorktown, from Cortlandt to Ossining	
Rochambeau	The path along which Washington's Continental Army and Rochambeau's French army marched to and from their ultimate victory over British Gen. Cornwallis in Yorktown, VA in 1781-1782	Rte 202, along Hanover St, across Pines Bridge to Rte 100	Work being done on Federal and State levels

Figure 6-2

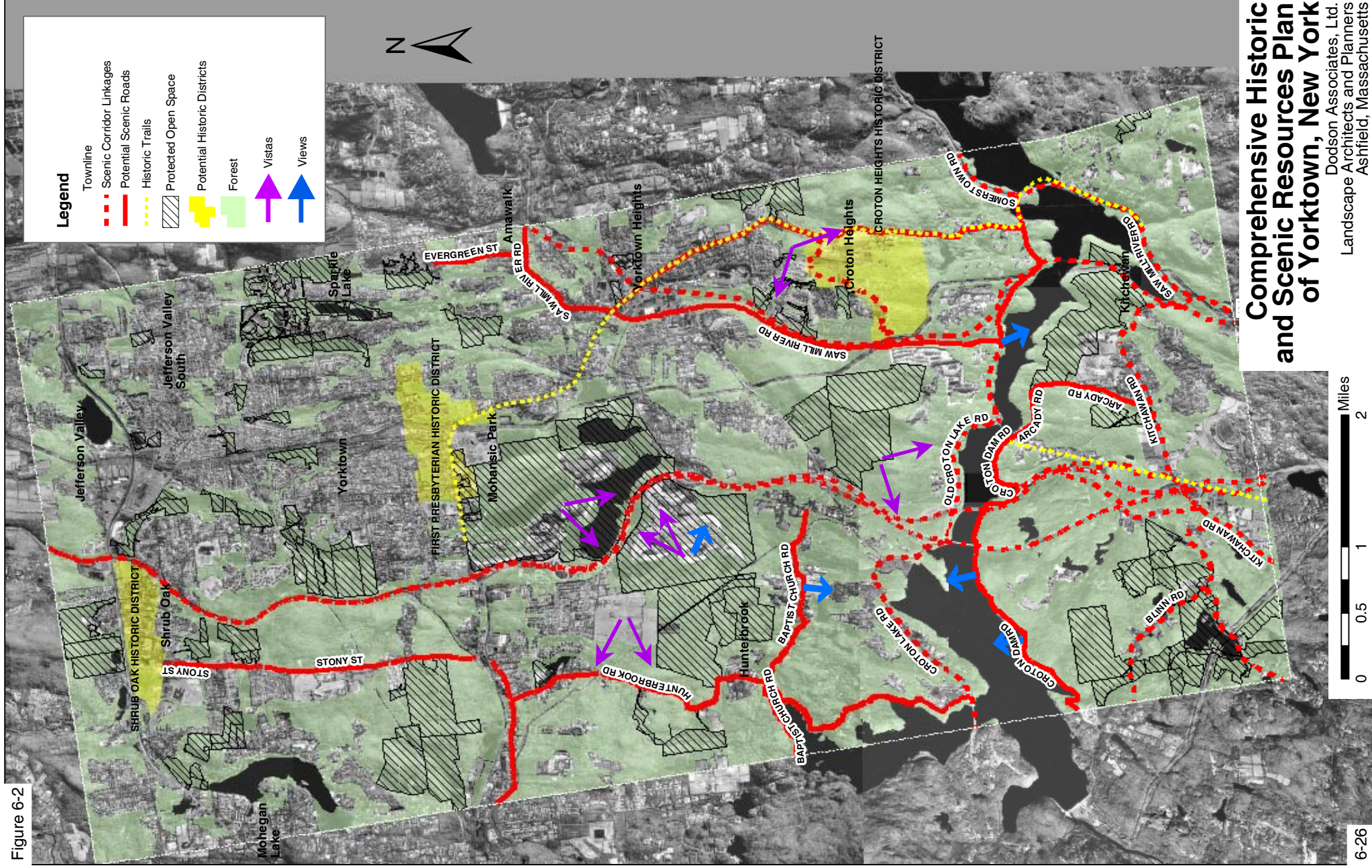


Table 6-2: Scenic Resources

Roads	Significance	Location	Designation
Aqueduct Road			
Baptist Church Road	Large tracts of land and rolling hills		
Illington Road		Teatown lakes area	
Blinn Road			
Croton Dam Road	Wild and scenic views around reservoir, not good roads		
Croton Heights Road	Views at Cat Hill and across Hilltop Farm		
Hanover Street	Views of farmland and hills		
Hunterbrook Rd	Southern portion, south of White Hill Road		
Old Crompond Road			
Route 100			
Route 134			
Rt. 118			
Rte 129	Views around reservoir		
Spring Valley Road			
Stony Street (formerly Wall Street)			
Taconic Parkway	105 miles, One of four highways built in 1920's and 1930's, enabled people from the city to drive into country		Designated scenic byway
Farms			
Acadia Riding Club			
Cabbage Hill			
Faraway			
Hemlock Hill		Croton Avenue	

Table 6-2: Scenic Resources

Farms	Significance	Location	Designation
Hill Farm	Owned by former Town Supervisor and Assemblyman	Route 6W	
Hilltop Hanover Farm (formerly Christal Farm and Charelen Farm)	18 th and 19 th Century farm c.1785 farmhouse	Hanover Street, 1.5 miles north of Croton Reservoir	
Solomon Farm		Gomer Street	
Wilkins Fruit Farm	Orchards	1313 White Hill Rd	
Parks & Trailways			
Aqueduct Trail	41 mile trail following the historic aqueduct corridor	From Cortlandt through Yorktown into Ossining	
Bald Mountain Park Preserve		Blinn Road	
Briarcliff-Peekskill Trailway	12 mile trail running from Ossining to Blue Mt. Reservation		
FDR State Park	Paved walking trails, Mohansic Lake and Crom Pond		
Hemlock Brook Preserve	14 acre park owned and maintained by the Nature Conservancy, walking trails	Baptist Church Road	
Hunterbrook Park	Town –owned, hiking trails		
Indian Hill			
Kitchawan Preserve	208 acres, was originally part of a research station for Brooklyn Botanic Garden	Kitchawan Road	

Table 6-2: Scenic Resources

Parks & Trailways	Significance	Location	Designation
Mohansic Golf Course	Walking and skiing in late fall and early spring, Views to Mohansic Lake and south	Baldwin Road	Mohansic Golf Course
North County Trailway	Bike trail on corridor of New York Central Putnam Railroad line 1881-1958		
Piano Mountain			
Sylvan Glen Park Preserve	Hiking trails, wetlands, abandoned granite quarry	Grant Avenue	
Teatown Lake Reservation	410 acres, Community Nature Center w/ trails	Spring Valley Road	
Turkey Mountain Nature Preserve	125 acres owned by Yorktown nature trails and views	Saw Mill River Road	
Views & Vistas			
Croton Heights Rd and Hanover Street (Cat Hill)	Views of Hilltop Hanover Farm and Hudson Highlands in the distance		
Fenimore & Heyward		Mohegan Lake	
Mohansic Golf Course	Views of Yorktown Hills, orchards and lake at FDR Park		
Quinlan Street	Views of Piano Mountain		
Turkey Mountain Summit	Views of Croton Reservoir, Hudson River, and NYC. Bear Mountain, Hudson Highlands and beyond		
Water Bodies			
Blueberry Pond			
Cockrene Pond		Crow Hill Road	
Crom Pond		FDR State Park	

Table 6-2: Scenic Resources

Water Bodies	Significance	Location	Designation
Crystal Lake		Granite Springs Road	Crystal Lake
Dream Lake		Off of Illington Road, near Journey's End Road	
Farm Pond "Skating Pond"		On Hanover Street	
Flamingo Lake			
Grant's Pond		Sylvan Glen Park	
Jefferson Village Pond			
Journey's End Lake		Off of Journey's End Road	
Junior Lake		Edgewater Street	
Lake Osceola		East Main Street	
Loretta Lake			
Mill Pond		Hunterbrook Road	
Mohansic Lake		FDR State Park	
Mohegan Lake	Named by Wm. Jones in 1859 famous resort in late 1800's and early 1900's		
New Croton Reservoir	Created from Croton Lake which was formed by damming the Croton River		

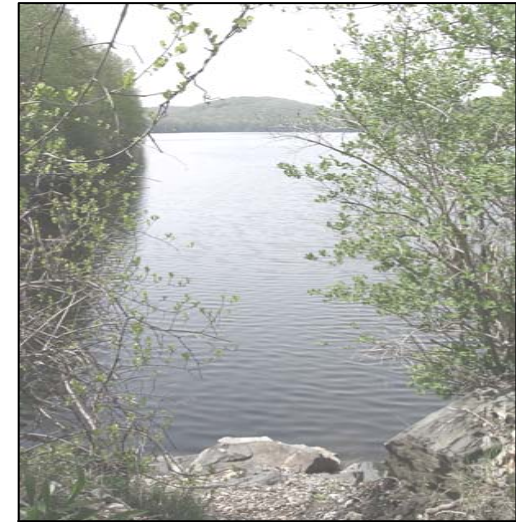
Table 6-2: Scenic Resources

<i>Water Bodies</i>	<i>Significance</i>	<i>Location</i>	<i>Designation</i>
Sparkle Lake	Originally on 162 acres of farmland. Owned by Hyatt family, 1861-1926, then sold to Merk family. Lake created by damming of a small spring and managed as a campground and resort c.1928.	Granite Springs Road	
Shrub Oak Pond		Mountain Brook Drive	
Shadow Lake		Kitchawan Road	
Teatown Lake		Spring Valley Road	
Vernay Lake		Off of Spring Valley Road	

7. Natural Resource Conservation

7.1 VISION STATEMENT

Yorktown's natural resources are integral to the long-term health, safety, and well-being of not only Yorktown but also neighboring towns and the region. The Town should expand efforts to preserve open space and natural resources throughout Yorktown. The ecological integrity of Yorktown's natural resources, including groundwater, streams and wetlands, trees and woodlands, steep slopes, and areas rich in bio-diversity, must be maintained and protected, even as new development occurs.



Croton Reservoir.

7.2 GOALS

Goal 7-A: Protect the health, safety, and welfare of Yorktown residents by conserving natural resources to the greatest extent possible, including woodlands, water resources, wetlands, threatened and endangered species, and habitat areas for plants and wildlife.

Goal 7-B: In particular, protect and maintain the supply and quality of groundwater and surface water resources, including underground aquifers, the New Croton Reservoir, and the streams that feed the reservoir.

Goal 7-C: Promote sustainable development patterns, which consume less open space and result in less automobile-dependent land uses.

Goal 7-D: Ensure that permitted land uses and development intensities are suitable with respect to groundwater and surface water resources.

Goal 7-E: Limit development on steep slopes and reduce the potential for soil erosion.

Goal 7-F: Protect the health, safety, and welfare of Yorktown residents by reducing the potential of new development to impact downstream flooding.

Goal 7-G: Seek to reduce non-point source pollution in stormwater runoff.

Goal 7-H: Encourage groundwater recharge and strive to reduce stormwater runoff levels.

Goal 7-I: Promote biological diversity by protecting open space that serves as habitat and/or breeding grounds for a wide range of species.

Goal 7-J: Preserve open space alongside streams and around water bodies, and maintain trees and other vegetation in those areas, in order to protect water quality, flood zones, habitat, and breeding grounds from encroachment.

Goal 7-K: Improve enforcement of regulations that protect natural resources.

Goal 7-L: Increase public awareness and understanding of natural resources and conservation measures.

7.3 OVERVIEW OF NATURAL RESOURCES

- Yorktown is rich in open space and natural resources. This Chapter contains policies for protecting wetlands, streams, water bodies, water quality, woodlands, wildlife, and plants and better dealing with stormwater runoff and watershed protection. In considering such issues, it is important to keep in mind certain "big picture" ideas about natural resources and open space.
- Although most of Yorktown's land area has already been developed, significant land areas are still vacant or undeveloped and may be subject to development under current zoning (see Chapter 5.) Many developable sites have environmental resources, e.g., steep slopes, wetlands, floodplains, critical habitat area, etc. These remaining open spaces play an important role in the hydrology, ecology, and other natural systems of the Town and the region.
- Development on such sites is bound to have impacts on the natural environment, some insignificant, others significant. Aspects of the natural environment that may be affected include drainage and flood patterns; wetland size and function; plant and wildlife habitat areas; erosion potential on slopes and along streams; groundwater recharge; and water quality.
- Yorktown includes within its boundaries part of the New Croton Reservoir, a major source of drinking water for New York City and the region. The watershed boundary that runs east-west through Yorktown delineates the direction of water flow (see Figure 7-2.) Everything south of the watershed boundary flows into the Reservoir, and everything north flows into the Peekskill Hollow Brook. Preserving surface water and groundwater quality in Yorktown, therefore, is particularly important.
- Sprawl and its impacts are regional in scope. Likewise, natural resources like streams, water bodies, stormwater, and habitat areas ignore municipal boundaries. Thus, effective regional solutions are needed.

- Current Town policies and practices regarding natural resources, despite vast successes in promoting environmental protection, have not been foolproof. The predominant pattern of development remains low-density and auto-oriented, which tends to have greater environmental impact than more clustered forms of growth.
- During the Task Force meetings, participants expressed general support for natural resource conservation and open space preservation.
 - A diverse regulatory toolkit was discussed, and many of the tools garnered the support of the Task Force. In particular, there was support for limiting development on steep slopes, restricting clear-cutting of trees, further limiting impervious surface, and promoting energy efficiency through "green buildings."
 - At the same time, some participants felt that the Comprehensive Plan should not be overly specific, allowing the Town flexibility in deciding upon the best regulatory tools, as technology evolves and new information becomes available.
- In the Comprehensive Plan surveys, there was strong support for reducing development potential, which can help with resource conservation and open space preservation. Nearly 75 percent of respondents either agreed or strongly agreed that remaining vacant parcels should be built at lower densities than surrounding parcels.
- Because cluster development did not receive widespread support in the surveys (51 percent against, versus 43 percent in favor), it is not recommended as a general practice in Yorktown. However, in places where natural systems require large areas of undisturbed open space (i.e., flood zones and critical habitat areas), a more sophisticated kind of cluster development — called a "conservation subdivision" — is recommended in this Plan.

7.4 POLICIES

Open Space Preservation & Sustainable Development

Policy 7-1: Continue efforts to establish an Open Space Fund and identify other resources for open space preservation.

- Pursue establishment of an Open Space Fund, and establish an Open Space Committee, which would recommend to the Town Board how to use the fund.
- Dedicate funds from the sale of in-rem properties for the purchase of open space and/or the development or improvement of recreational facilities (see Chapter 9.)

Policy 7-2: Set priorities for open space preservation.

- Implement the recommendations of the Conservation Board and the Yorktown Land Trust to establish a Hunterbrook Linear Park and to preserve open space in the Turkey Mountain Triangle.
- Potential priority sites could include:
 - Large, contiguous parcels of open space ("large" meaning parcels that are three times the size of the required minimum lot size of the underlying zoning or more.)
 - Parcels adjacent to existing parcels already preserved.
 - Parcels around lakes, ponds, or water bodies.
 - Parcels with unique natural resources.
 - Parcels that are known locations of bio-diversity or have been identified as habitat areas and are part of a larger open space network that supports bio-diversity and habitat.
 - Parcels under development pressure.
 - Parcels that have historic resources or scenic qualities.
 - Parcels that can provide recreational opportunities.
 - Parcels with willing sellers, or where the property owner is interested in establishing voluntary deed restrictions or conservation easements (usually done for the tax benefits.)
 - Properties presently in-rem that are also open space assets.
 - Parcels that would make a significant contribution toward a particular area (i.e., areas lacking in parks or open space.)

Policy 7-3: Continue to foster partnerships with public agencies, land trusts, and foundations for open space preservation and resource conservation.

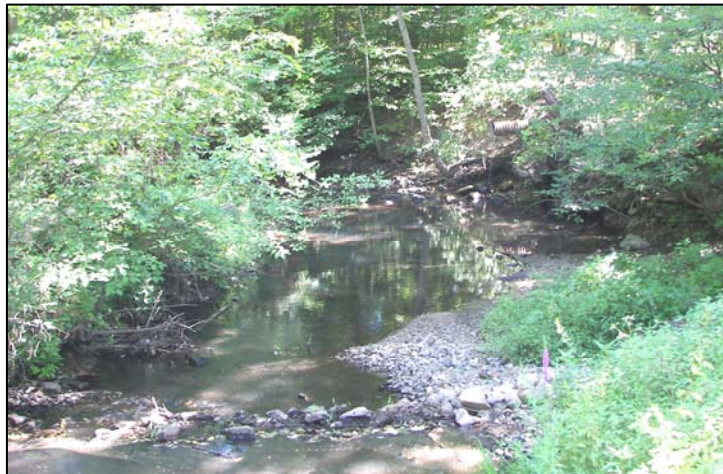
- Encourage such entities to keep up their preservation efforts in Yorktown.
- Continue to encourage the NYCDEP to purchase open space in the watershed in order to maintain the long-term quality of the Croton Reservoir water supply.
- Continue to work closely with State, County, and City agencies on natural resource protection, particularly with regard to open space preservation, stormwater controls, habitat protection, and water quality protection.

- Continue to cooperate with federal, State, and County agencies, non-profit organizations, and neighboring towns to develop effective regional strategies for growth management, water quality protection, woodland conservation, and sustainable development.

Policy 7-4: Keep meeting with project applicants to explore preservation options.

- At the outset of the review process for site plans and subdivisions, the Town currently requires landowners to meet with the Town's Planning Department for a pre-application meeting. On a case-by-case basis, as appropriate, continue to use those meetings as an opportunity to discuss conservation options with the applicant.
- The Town should also require applicants to meet with the Open Space Committee for the purpose of discussing open space protection.
- On a case-by-case basis, the Town should consider the option of offering developer tax abatement in exchange for open space protection. However, before offering abatement, the Town should first exhaust other potential means of preservation.

Policy 7-5: Use Conservation Overlay Zones (COZ's) to promote resource conservation sensitive development patterns in sensitive resource areas.



The Hunterbrook, a NYS DEC regulated Class B Trout Stream.

- As overlay zones, COZ's would modify or supplement the regulations of the underlying zoning district.
- A number of spots in Yorktown could be overlain with COZ's, due to the presence of important natural resources in many areas. Each COZ could be somewhat unique in its purposes and regulations in order to reflect the resource(s) present.
- Potential COZ types:
 - *COZ-Aquifer*. Would be applied to areas known to have underlying aquifers. Standards would be designed to encourage groundwater recharge, so that the aquifer would continue to be replenished over time. Regulations could include: more strict impervious coverage limits; reduced curbing requirements for roadways; more limited clearing (to trap water.)
 - *COZ-Lake Communities*: Would be applied to areas

surrounding lakes. Standards would be designed to limit the buildup of pollutants and fertilizers in lake waters, as well as to reduce the potential for soil erosion and siltation. Regulations could include: the same regulations as for COZ-Aquifer, plus stricter limits on clearing, stricter limits on hillside development, limits on fertilizer use, and required use of native species for new plantings (which typically need less fertilizer.)

- *COZ-Flood Zone*: Would be applied to existing 100-year flood zones. (In some cases, the flood zone will fall into required wetland buffers and thus protected by the buffer requirement. The COZ could be applied to areas where the flood zone exceeds the anticipated bounds of the buffer.) Standards would be designed to limit development in the flood zone, so as to limit downstream flood impacts and protect new development from the risk of flooding. Regulations could include: the same regulations as for COZ-aquifer, plus required "conservation subdivision" (see below), such that the flood zone remains free of development.
- *COZ-Biodiversity/Critical Habitat*: Would be applied to biodiversity zones or areas where special status species have been sited. Standards would be designed to limit disturbance of wildlife habitats. Regulations could include: required "conservation subdivision" (see below); required use of native plants for new plantings; stricter limits on clearing, brush dumping, and fertilizer use; stricter protection of vernal pools.

Policy 7-6: Require conservation subdivisions in COZ-Flood Zone and COZ-Biodiversity/ Critical Habitat.

- In a conservation subdivision, development is designed around the natural resources on the site, rather than shifting around the natural resources to accommodate new development.
- This implies potentially smaller lot sizes than would normally be allowed, but there would be no more houses that would be permitted by the zoning. For example, in an R1-80 zone, the required 80,000-square foot lot size would determine how many houses could be built. The conservation subdivision would allow flexibility as to the size of each individual lot, however.
- A conservation subdivision follows a five-step design process:
 - (1) Map all natural resources.
 - (2) Calculate development yield under current zoning, excluding from the calculation wetlands and other natural resources.
 - (3) Locate house sites away from natural resource areas, but provide each house with proximity to or a view of adjacent open space areas.
 - (4) Draw in street alignments and walking paths, linking together the houses, providing access to an outside street, and (if possible) providing views of the open space preserve.

- (5) Draw in lot lines around the housing sites. Thus, lot-size considerations are not the driving force in the subdivision design, but an after-the-fact formality.

Policy 7-7: Review current methods for density yield calculations in the Town's zoning regulations to consider excluding wetlands, steep slopes, and other natural features for conventional development.

- This exclusion is already done for cluster development.
- Such a measure could further reduce allowable development on sites with sensitive natural resources and would eliminate the current yield reduction involved with cluster development (thus penalizing and discouraging cluster.)
- It should be noted that density yield could be further limited during the site plan review process (over and above the natural resource deduction,) due to a variety of factors, including but not limited to topography, drainage patterns, overall subdivision layout, roadway configuration, etc.
- Because of required minimum lot sizes and wetland buffers, it is unclear whether this added measure would actually enhance protection for wetland areas or have any significant environmental benefit.

Policy 7-8: Adopt a steep slope ordinance to help limit development on unsuitable lands and address long-term erosion problems.

- Such restrictions would reduce the likelihood of soil erosion on hillsides (which are prone to erosion), not to mention rock or mud slides.
- Options for the components of the ordinance include:
 - Limit clearing and development on steep slopes (i.e., 15-25 percent), and limit disturbance on very steep slopes (i.e., over 25 percent.)
 - Require the submission of a lot grading plan. Limit re-grading that results in slopes of 25 percent or more and limit use of retaining walls.
 - Require documentation of slopes as part of development applications.
 - In case vegetation is being cleared, require utilization of Best Management Practices for the purpose of slope stabilization.

Policy 7-9: Promote energy conservation and "green" buildings.

- Update Yorktown Code to be consistent with the recently revised NYS building codes, including the energy conservation section.

- Promote energy efficient and environmentally sensitive development in Yorktown. There are at least three options for the Town to consider:
 - Update the Town Code to incorporate certain Green Building standards. This approach would be best in terms of achieving environmentally sensitive design, but would be the least flexible for applicants and would not necessarily achieve the best development/design solutions.
 - Adopt a "Green Buildings" Guidebook that describes energy-efficient and environmentally sensitive building techniques that would pass Town inspection. The guidebook could explain potential cost savings or other benefits of using such techniques. The Town could then require developers undergoing subdivision or site plan review to consider the Guidebook's techniques.
 - Adopt a Green Buildings rating system, in which development applications are scored with respect to Green Building criteria. The Town could then consider the rating as part of the Town's application review process. The Town should refer to the U.S. Green Building Council's Leadership in Energy & Environmental Design (www.usgbc.org/LEED/Project/project_list.asp) for more information on rating systems.
- Require projects developed with public funding, including all Town projects, to make use of "green building" techniques. Such projects would serve as both models and test cases for private development.
- Make information available to development applicants on the State's Green Tax Credit, and strongly support and encourage applications for use of the credit.
- Educate the public about "green building" techniques and their advantages, and encourage energy-efficient habits for individuals and households.
 - Bolster public education efforts, particularly through the schools.
 - Use the Town's web site to promote conservation "best practices."
 - Send property owners a brochure with water conservation tips in their tax bills. Require landlords to provide tenants with copies of the brochure.
- Enact sprinkler legislation. Rather than limiting use of lawn sprinklers, require that new homes have moisture sensors, such that sprinklers shut themselves off when the ground is already wet or when it rains.

Wetlands, Streams & Water Bodies

Policy 7-10: Improve wetland mitigation to better preserve the functions of the original wetlands, and to help restore wetlands whose functions have been compromised due to previous development activity.

- Water bodies, streams, wetlands, and buffers serve multiple functions: habitat, flood control, stormwater filtration, etc. Strive for better preservation of original function(s):
 - Mitigation should replicate the original function, as well as replace the size.
 - Use the functional assessment currently being undertaken to identify "regular" and "exceptional" water bodies, streams, and wetlands. Exceptional wetlands would then be subject to even more stringent disturbance protections and mitigation requirements.
 - An "endangered" category could also be established, with additional standards to help restore water bodies, streams, and wetlands whose functions have been compromised over time.
 - Develop a system of wetlands trading or banking, i.e., to allow off-site wetland mitigation, with preference given to the expansion of exceptional wetlands.
- Undertake more frequent review and inspection of wetland mitigation areas, and relate inspection schedules to financial securities. Develop definition of successful mitigation and policy to ensure effectiveness.



Junior Lake, Yorktown Heights.

Policy 7-11: Establish requirements for wider wetland buffers in locations with unique natural resources.

Policy 7-12: Protect wetland buffers from disturbance or degradation.

- The Town already has additional limits on tree clearing in wetland buffers, over and above existing clearing restrictions. The Town should consider even stricter standards (see separate discussion in this Chapter.) Consider requiring tree surveys in wetland buffers when new development applications come forward, in order to provide a baseline for enforcing anti-clear cutting provisions.

- Within wetland buffers, consider restricting the use of fertilizers or pesticides. This rule would require further study, as it can be difficult to track and could require additional enforcement.
- Consider establishing "no-mow" zones in wetland buffers to limit disturbance and keep lawn clippings out of wetlands.
- Continue to prevent dumping of landscaping materials in buffer areas. Consider revisiting and strengthening regulatory language in the Town Code.

Policy 7-13: Conduct a survey of vernal pools in Yorktown, using a clear and reasonable definition of a vernal pool, and consider regulatory options.

- After a survey is completed, explore potential regulatory approaches and the impacts of such approaches on property owners and developers. One potential approach is to require identification of vernal pools during subdivision and site plan application processes and then to require a conservation easement over such areas.
- Vernal pools are not currently recognized under the State's wetland regulations. Support efforts by the State to amend current wetland definitions and regulations to include vernal pools.
- Strive for effective protection of vernal pools, but also adopt a regulatory approach that respects private property rights and allows flexibility for property owners. Explore the use of incentives to encourage vernal pool protection. Avoid regulations that could unreasonably limit the use of private property pursuant to the Town's zoning regulations.

Woodlands, Wildlife & Plants

Policy 7-14: Strengthen the Town's anti-clear cutting regulations, particularly with respect to wetland buffers and steep slopes.

- Current regulations require an erosion and sediment control permit for the clearing of any vegetation in areas greater than 5,000 square feet or the cutting of more than 10 trees of six-inch DBH (diameter at breast height) within a 5,000 square foot area within a twelve-month period (Town Code §165-6.)
- Options:
 - Adopt more strict thresholds (i.e., less than 5,000 square feet, less than 10 trees, or less than six-inch DBH) for the purpose of determining whether an erosion and sediment control permit is required. This means that more clearing activity would be required to obtain a permit.

- Adopt more strict thresholds only for wetland buffers or steep slopes (see separate discussions in this Chapter.)
- Adopt even more strict tree removal and replacement regulations for wetland buffers. One option is to require 1:1 tree replacement using native species. Another option is to prohibit all tree clearing within the buffer for the 50 percent of the buffer located closest to the wetland.
- Adopt more specific standards for soil stabilization in cleared areas, particularly for areas on steep slopes or adjacent to wetlands (i.e., requirement that most effective Best Management Practices be utilized.)

Policy 7-15: Encourage use of native plant species for landscaping, and discourage the use of invasive plant species.

- Make information about native and invasive plants available at Town Hall, the Library, and on the Town's web site.
- Stipulate that all new landscaping required in the zoning code (primarily for commercial sites) make use of non-invasive native plants.
- Landscape all Town-owned properties with non-invasive native plants.
- Encourage the County and the State to plant native species alongside roadways, in roadway medians, or on other land under their ownership.

Policy 7-16: Continue to work with adjacent communities and environmental organizations like the Metropolitan Conservation Alliance and the Hudsonia Institute to develop strategies for protecting bio-diversity throughout Yorktown.

- Information emanating from the Bio-diversity Study should be used to identify and consider additional methods of natural resource protection throughout the town. More specifically, develop policies that will provide protection to areas that are found to be rich in bio-diversity.
- Train staff and volunteers in bio-assessment methodologies.
- Develop standards for use during the SEQRA process for wildlife and bio-diversity assessments requiring that these assessments be conducted by qualified biologists.
- Pursue intermunicipal agreements necessary to implement MCA bio-diversity recommendations.

Policy 7-17: The Town should support appropriate forest management techniques to ensure that the quality of forested land is protected and maintained.

Stormwater, Drainage & Flooding

Policy 7-18: Adopt a stormwater ordinance to implement the Phase II Storm Water Program.

- Continue to implement the Town's 5-year plan in the six measurable goal categories of Phase II.

Policy 7-19: For newly developed areas in Yorktown, consider establishing stormwater management districts or other funding mechanisms. For existing privately owned stormwater devices, provide incentives for proper maintenance.

- The Town should assume management of all newly created stormwater management districts, as condition of subdivision site plan approval.
- The Town assumes ownership of new devices that are part of residential development, but not those that are a part of commercial development, which remain privately owned and maintained.
- Options for maintenance incentives include the following:
 - Offer funding assistance with stormwater maintenance and upgrading, provided the owner or association follows Town guidelines. Adopt a Best Management Practices guide for this purpose.
 - Offer owners and associations the option of Town maintenance and upgrade in perpetuity, provided that the Town is compensated for the service and/or that the devices are conveyed to the Town.



Uni eco-stone pavers installed in a private parking lot as part of an Amended Site Plan Approval and stormwater retrofit.

Policy 7-20: Continue to maintain and improve Town-owned stormwater devices as needed.

- Develop a schedule for regular maintenance.

Policy 7-21: Strive for better regional coordination of stormwater management and flood control.

- Explore the feasibility of establishing a regional stormwater management district, in conjunction with adjacent municipalities.
- Strive for regional planning of stormwater infrastructure.

Policy 7-22: Revisit impervious surface standards and establish performance standards that further encourage on-site recharge of stormwater.

- Options include:
 - More strict building and impervious coverage limits.
 - More stringent coverage requirements for sites with on-site private wells.
 - Allowing driveways, sidewalks, and portions of parking lots to have pervious surfaces (e.g., gravel or pavers, instead of cement or asphalt.)
 - Reduced road width requirements. To maintain emergency accessibility, make up for the reduced roadway width by limiting the number of permitted dead-end or cul-de-sac streets, providing most streets with two means of access, and providing each subdivision with at least two access points.
 - Reduced curbing requirements for new residential streets.
 - Allowing curbing alternatives (i.e., pavers or wooden barriers) in parking lots.
 - Increased landscaping requirements for parking lots.
 - Requiring smaller, more regularly placed swales.
 - Requiring conservation subdivision design (see separate discussion in this Chapter), which preserves larger areas of open space and requires fewer, shorter roadways, both of which are better for stormwater recharge.
- Explore additional creative stormwater devices through the State's Guidelines for Reducing Storm Water Impacts and NYSDEC Better Site Design practices and principles for stormwater management, as well as through books, on-line information, and model ordinances from the Center for Watershed Protection.

Policy 7-23: Strengthen Yorktown's erosion and sediment control regulations.

- Currently, the code references the standards and guidelines of other sources (e.g., the USDA Soil Conservation Manual and various County sources.) It allows applicants flexibility in determining what standards to employ in their required erosion and sediment control plans.



Erosion controls during construction of Kensington Woods Estates, Mohegan Lake.

- Controls could be based on potential soil-loss calculations or proximity of sensitive resource areas (i.e., wetlands, bio-diversity zones.)

Policy 7-24: Complete the Town's GIS mapping project of stormwater devices, and consider adding new data layers that can contribute to the Town's understanding of natural systems and changes in the natural and built environments.

- Require applicants to submit stormwater GIS information to the Town.
- The Croton Plan is tracking impervious surfaces in the New Croton watershed. The Town should further explore what information might become available to the municipality through that effort.
- The Town's GIS system already shows building footprints and some impervious surfaces. The Town should review its current database to identify gaps.



A drainage outfall.

Policy 7-25: Work with the Federal Emergency Management Agency (FEMA) to update flood hazard area maps for Yorktown.

- Work with the New York Department of Environmental Conservation to request that FEMA update the flood hazard maps. This is necessary to help understand current flood hazards, which may have changed due to development activity since 1993.

Policy 7-26: Undertake an outreach program to instruct residents about how to reduce stormwater runoff and maintain stormwater devices.

- This effort should be part of overall educational efforts on the part of the Town with respect to natural resource protection.

Water Quality, Watersheds & Aquifers

Policy 7-27: Work with the County to consider requiring septic tank maintenance and/or pump-outs.

- Septic systems are regulated by the County Health Department, and municipalities cannot adopt their own regulations for septic systems. Despite its broad authority over system systems, the County does not currently require tank maintenance or pump-outs.
- The County has published Best Management Practices for septic maintenance and requires septic system contractors to be licensed.¹
- Proper maintenance and pump-outs can help prevent malfunctions, which could contaminate water resources or create other public health hazards.

Policy 7-28: Explore ways to limit the use of fertilizers, pesticides, and herbicides in areas with sensitive natural resources.

- Develop an ordinance that restricts or bans the use of fertilizers, pesticides, herbicides etc. in certain areas, such as lake communities.
- Explore ways to provide additional information to homeowners' associations about use of fertilizers, pesticides, and herbicides.

Policy 7-29: Develop an Integrated Pest Management program for all Town properties, including parks, and encourage the school districts and private property owners to follow suit.

Policy 7-30: Consider bolstering current regulations regarding wastewater disposal or recycling for car washes or other water-intensive uses.

- The Town Code already restricts the discharge of wastewater or other polluted waters into storm drains, and it also restricts the disposal of hazardous liquids into sewers (Chapter 240.)
- The Town should codify the current practice of requiring recycling and trucking away of wastewater for car washes.

Policy 7-31: Consider using innovative, environmentally sensitive alternatives or improvements to de-icing practices.

¹ Westchester County Department of Health, *Water Quality Management Program: A Homeowner's Guide: Best Management Practices Manual for Individual Sewerage Systems*, January 2002. Natural Resources Defense Council, *Long Island Sound Municipal Report Cards Environmental Assessments of 78 Coastal Communities: Westchester County, NY*, www.nrdc.org/water/pollution/lis/swest.asp.

- The Town currently uses a salt liquid solution.
- Other options could help reduce chloride levels in surface water. Possible alternatives include, but are not limited to, liquid chemicals such as calcium magnesium acetate and potassium acetate. Such liquid chemicals vary widely in their environmental sensitivity, corrosiveness, effectiveness in reducing ice build-up, and cost. Because they have not been extensively used, their long-term impacts are not well understood.
- Consider establishing reduced road salt and sand areas in environmentally sensitive areas, such as lakeside communities.

Policy 7-32: Continue working with the NYCDEP, the County, and adjacent municipalities to complete the Croton Plan, and update the Yorktown Code for consistency with the Plan.

- Advocate for balanced, implementable recommendations that will help improve the Town's zoning regulations.

Policy 7-33: Continue to explore whether additional underground aquifers exist in Yorktown.

- Work with the U.S. Geological Service, the State's Department of Health, Westchester County GIS, and other concerned agencies to investigate this issue further.
- To help move the process along, provide USGS with access to the Town's informational resources (i.e., the GIS database) that could help with the effort.

Enforcement & Education

Policy 7-34: Develop data sources and procedures that can be used during the development review process to protect Yorktown's natural resources.

- Expand efforts to conduct baseline field inventories of properties that potentially support bio-diversity. Use the baseline inventories, combined with other regional data to develop a bio-diversity map, which can then be used to make biologically sound decisions during the planning process.

Policy 7-35: Continue to enhance the Town's environmental enforcement capabilities.

- In order to implement recommendations of this Chapter, the Town's inspection and enforcement needs will increase. The Town should consider any appropriate strategies for keeping up with those needs.

Policy 7-36: Increase use of the Town's GIS system for enforcement purposes.

- Continue to use the Town's GIS system to map conservation easements, wetland buffers, steep slopes, and other restricted lands. Make the delivery of GIS information from applicants a condition of bond recovery.
- Use the GIS system to help track compliance and inspection efforts.

Policy 7-37: Establish volunteer programs to aid in monitoring conservation areas.

Policy 7-38: Improve public education and informational resources.

- Work with the school districts to sponsor educational programs to teach school children about the importance of environmental stewardship and about the tools that can be used to clean up and protect the natural environment.
- Expand the Stream Study Program currently offered at the Yorktown Middle School and High School to the Lakeland School District.
- Distribute Best Practices Manuals at community events (see separate discussions throughout this Chapter.)
- Develop pamphlets and/or an informational packet with pertinent environmental regulations, maps, and best management practices. Make them available at Town Hall, the Library, and at public events. The Town's web site should include a page with such information available.
- The Town should consider undertaking a multi-year media outreach program, using a combination of radio, television, newspaper, and internet, for the purpose of educating the general public about natural resource conservation efforts. The program should focus on one major topic area for every four to six month period.
- Possible topics for the media campaign include: (1) stream bank erosion and stabilization; (2) environmentally sensitive patio and deck design; (3) maintenance of detention basins; (4) proper disposal of landscaping debris/brush; (5) illegal disposal into stormwater drains; (6) proper use of fertilizers and pesticides; etc.

Policy 7-39: Establish a procedure for processing calls, information requests, and other inquiries.

- Currently, there is no single place for residents to call about environmental concerns. Calls are currently received by the Planning Department, the Building Department, the Environmental Code Officer, and the Environmental Conservation Department.

Policy 7-40: Consider developing a program for monitoring conservation easements and protected open space.

- As the Town continues to acquire open space and conservation easements, it will be important to ensure that the terms of the property acquisitions and/or easements are met.

APPENDIX TO CHAPTER 7: EXISTING CONDITIONS REPORT

Wetlands, Streams, & Water Bodies

See Figure 7-1.

- The Conservation Board's 2001 Annual Report evaluated 23 wetland-related permits that were finalized by the Town in 2001. Based on that investigation, the Conservation Board found: (1) a wetland area loss of 4,250 square feet, with a mitigation gain of 6,075 square feet; (2) a loss of 39,602 square feet of wetland buffer, which includes "any project activity that takes place within the original one hundred or fifty foot [required buffer] area." Buffer mitigation gain was not tracked.
- Yorktown has also experienced some wetland segmentation.
 - One example is along the south side of Route 202 in Crompond, where parts of wetlands were filled in over time, leaving smaller, fragmented wetlands connected by culverts. There may be other such examples in Yorktown, although a comprehensive study has not been done for the purposes of the Comprehensive Plan.
 - Such fragmentation is problematic from the viewpoint of hydrology and ecology. Such smaller pieces, when cut off from a larger wetland system, are changed in their function.
- Wetland mitigation requirements presently do not consider wetland function but require only that an area the same size as the filled wetland be re-created elsewhere. As a result, according to the Town's Environmental Code Officer, some wetland mitigation projects have not re-created the original wetland function. Others have been overcome by invasive species, compromising their effectiveness.
- Yorktown has a Freshwater Wetlands and Watercourse Protection Law, Chapter 178 of the Town Code.
 - Development in wetlands, watercourses, and buffer areas is not strictly prohibited, but a permit is required. Regulations require a 100-foot buffer around wetlands and watercourses greater than 1 acre in size.
 - The goal of the law is to achieve no net loss of wetlands and wetland buffer areas. The law is also intended to ensure that activities in and around wetlands and watercourses do not threaten public safety or welfare, the natural environment, or cause nuisances by:
 - Exacerbating flood impacts,
 - Increasing erosion,
 - Increasing water pollution,

- Intruding on sensitive habitat areas,
 - Interfering with species' ability to feed,
 - Impeding wetland recharge or discharge,
 - Altering wetland hydro-periods,
 - Destroying educational sites,
 - Interfering with public navigation rights or recreational opportunities,
 - Destroying or damaging significant views and aesthetics.
- Yorktown has developed a more stringent definition of a wetland than the State by including not only areas inundated with water, but also areas over 1,000 square feet with hydric soils and/or having enough water to sustain hydric plants.
- A functional assessment of Yorktown's wetlands is currently being undertaken. It will examine habitat, flood control, and other functions of wetlands.
- The Town has a "Stream Team" that monitors flood/drainage impacts (resulting from upstream development, sedimentation), habitat quality and change, stormwater runoff (water quality, sedimentation), and bank stabilization.
- The Town currently has a Stream Study Program with students at the Yorktown Middle School and High School.
- The Town is participating in a stream evaluation study being done by the Westchester County Department of Planning, which will examine all the streams in the New Croton watershed. The study will culminate in a report on the conditions of streams.
- Vernal pools are found throughout Yorktown. Vernal pools are seasonal wetlands that are saturated with water during wet periods (particularly in the springtime, due to the combination of snowmelt and rainfall, but also in the fall) but which dry up and disappear the rest of the year. They are usually not connected to wetland or waterway systems.
 - Yorktown currently does not track the location of vernal pools or regulate development that may occur in vernal pools.

Woodlands, Wildlife & Plants

- Wetland areas, stream corridors, lakefronts, and water edges are some of the richest in terms of woodlands, wildlife, and plant species.
- Yorktown has extensive woodland areas, particularly in the southern part of the Town. During construction and development, there have been instances of excessive clearing of trees and vegetation. This can accelerate erosion and destroy habitat.

- Often newly developed sites are landscaped with plants that are not native to the Hudson Valley region. Sometimes, such plants have a lower likelihood of survival, because they are not well-suited to the climate or rainfall levels. In other cases, such plants do so well that they consume an excessive amount of water and soil nutrients or they proliferate very quickly. These are so-called invasive plants can choke out native plants and change the complexion of habitat areas.
- A Biodiversity Study was undertaken by the Metropolitan Conservation Alliance (MCA) to identify critical habitat areas in Yorktown, New Castle, Putnam Valley, and Cortlandt. The emphasis of the study was to identify not only where certain individual species have been sited (the typical approach), but areas that are likely to support a rich ecosystem of species. The report was released in April 2004.
- The Town participated in the Hudsonia Biodiversity Assessment Training with the Town of Cortlandt. This trained local decision-makers on biodiversity assessment with one of the goals being to develop an inter-municipal preservation agreement.

Stormwater, Drainage & Flooding

See Figure 7-2.

- The Town's stormwater infrastructure is currently being mapped on GIS.
- New development, by clearing trees and vegetation and increasing the amount of impervious surface, tends to increase the volume of stormwater runoff from a site. This can result in stream bank erosion and downtown siltation, as well as downstream flood impacts.
 - Since development has occurred and continues to occur incrementally over time, the floodplains may change with each passing year.
 - The Federal Emergency Management Agency (FEMA) is the prime source of flood zone maps nationwide. FEMA maps for Yorktown are current through 1993, but due to development since that time, the maps may now be out of date. Major deviations from the FEMA maps are not anticipated, in that flood hazard areas are still expected to be concentrated around wetlands, streams, and water bodies, but those flood areas may now be narrower or wider in some areas.
 - Currently, the Town requires new development to be designed for a combination of containment (i.e., recharge) and drainage. Further study of the effectiveness of these requirements may be warranted.
- According to Comprehensive Plan's traffic consultants, some roadways in Yorktown are extremely wide (e.g., parts of London Road.) Overly wide roads unnecessarily increase impervious surface. Uniform use of curbing along roads, parking lot edges, and even residential driveways increases the amount of water channeled into storm drains and streams.

Water Quality, Watersheds & Aquifers

- Stormwater runoff may contain pollutants, such as fertilizers and pesticides, loose garbage and litter, improperly disposed household chemicals, animal droppings, human waste from malfunctioning or improperly maintained septic systems, and oil and rubber particles from automobiles.
 - This negatively impacts surface water quality and habitat areas. It partially contributed to the algae problem in many of the Town's lakes.
 - It also poses a threat to public health, because stormwater flows into aquifers and reservoirs that are used for drinking water.
- The Conservation Board has posted on the Town's web site a list of strategies that residents and businesses can use to reduce the potential for polluting stormwater runoff. These are as follow:
 - Use fertilizer sparingly (or not at all) and according to directions.
 - Check cars for leaking oil and other fluids and make any needed repairs.
 - Pick up and properly dispose of pet waste.
 - Pump out the septic tank often, usually every one to three years, so that solids do not build up and flow into the leaching system.
 - Never use sinks or toilets to dispose of household chemicals.
 - Do not use drains for disposal of solid waste.
- EPA's Phase II Storm Water Program
 - Intended to reduce water pollution resulting from stormwater runoff
 - Requires a stormwater management program that includes (1) public education and outreach; (2) public participation; (3) illicit discharge detection and elimination; (4) construction site runoff control; (5) post-construction runoff control; (6) pollution prevention/good housekeeping
 - The program must also establish Best Management Practices and measurable goals.²
 - Yorktown is in the process of implementing this program.

² EPA, Fact Sheet 1.0: Storm Water Phase II Final Rule: An Overview, <www.epa.gov/npdes/pubs/fact1-0.pdf>; EPA Fact Sheet 2.0: An Overview of the Small MS4 Storm Water Program, <www.epa.gov/npdes/pubs/fact2-0.pdf>.

- Under the Federal Clean Water Act, developers of construction sites meeting certain thresholds must obtain a stormwater discharge permit from the State's Department of Environmental Conservation (DEC.)
- Yorktown has received grants to determine the effectiveness of stormwater Best Management Practices and also to construct a stormwater wetland (biofilter) at Lexington Avenue to attenuate point discharge into the Hunterbrook wetlands.
- Yorktown has two drinking water watersheds: Croton Reservoir and Peekskill Hollow Brook. Storm drains empty into streams, which empty into these surface water bodies.
- The New York City DEP plays an important role in shaping development and conservation in the New Croton watershed for the purpose of protecting the City's water supply.
 - The DEP's Bureau of Water Supply (BWS) manages and operates the City's entire upstate water supply system and oversees the Watershed Protection Program, which is composed of various different initiatives (from land acquisition to septic remediation.)
 - The Croton Plan is being jointly developed by the DEP, Westchester County, and Putnam County to identify sources of pollution in the watershed and recommend ways to improve water quality and meet DEP water quality standards.
 - DEP approval is required for certain types of development and activity, including wastewater treatment plants, package plants, hazardous materials storage, solid waste disposal, etc. Because the Hallock's Mill sewage treatment plant is currently operating over capacity and water quality does not meet certain DEP standards, the DEP has placed a moratorium on allowing any additional sewer connections in that sewer district.
- The Peekskill Hollow Brook Watershed encompasses 48 sq. miles including parts of Peekskill, Yorktown, Cortlandt and Putnam Valley. This watershed is the primary source of drinking water for the City of Peekskill. In 2004, Peekskill received authority from New York State to enforce the provision of the Environmental Conservation laws and Penal Laws relating to the contamination of waters within the Peekskill Hollow Brook Watershed.
- A map of unconsolidated aquifers was prepared by Westchester County in 2001. The aquifer information was obtained from the NYS GIS Clearinghouse and created by NYC Department of Health, Bureau of Public Water Supply Protection.
 - That map identifies one aquifer in Yorktown, located roughly along Route 118, just south of the Front Street office/industrial area in Yorktown Heights. It was classified as being able to yield 10 to 100 gallons per minute. It is relatively small in size compared to other aquifers throughout the county.

Steep Slopes

See Figure 7-3.

- Parts of Yorktown have slopes in excess of 15 percent, which are considered very steep. Such steep slopes pose difficulties in construction, and the disturbance of such slopes could accelerate erosion.
- Based on State law and case law, development on steep slopes cannot be entirely prohibited, but the amount of development can be further limited over and above what would normally be permitted under the zoning.

Enforcement & Education

- Federal, State, and County agencies, as well as the City DEP, will all continue to play a strong role in local environmental regulation and enforcement. Natural resources are currently regulated by many different agencies at all levels of government:
 - The U.S. Environmental Protection Agency (EPA) has required stormwater planning. The EPA also tracks/lists endangered species.
 - The New York State Department of Environmental Conservation (DEC) requires environmental review of significant planning or development projects; it regulates surface water discharge, such as from wastewater treatment plants.
 - New York City's Department of Environmental Protection (DEP) is responsible for reservoir oversight and watershed protection.
 - Westchester County is responsible for septic approvals and is involved in New Croton watershed planning.
 - The Town of Yorktown reviews proposed development applications and is responsible for environmental enforcement.
- Effective implementation requires not only government oversight, but active involvement of residents and businesses. Making educational programs and information available can help promote environmentally sensitive habits and practices. Volunteer programs can also assist with enforcement.

Figure 7-1: Wetlands, Streams and Water Bodies

Town of Yorktown, New York



Map Prepared by: Phillips Preiss Shapiro Associates, Inc.
Data Source: Westchester County GIS Data
Map Unit: Feet

Figure 7-2: Drainage and Floodplains

Town of Yorktown, New York

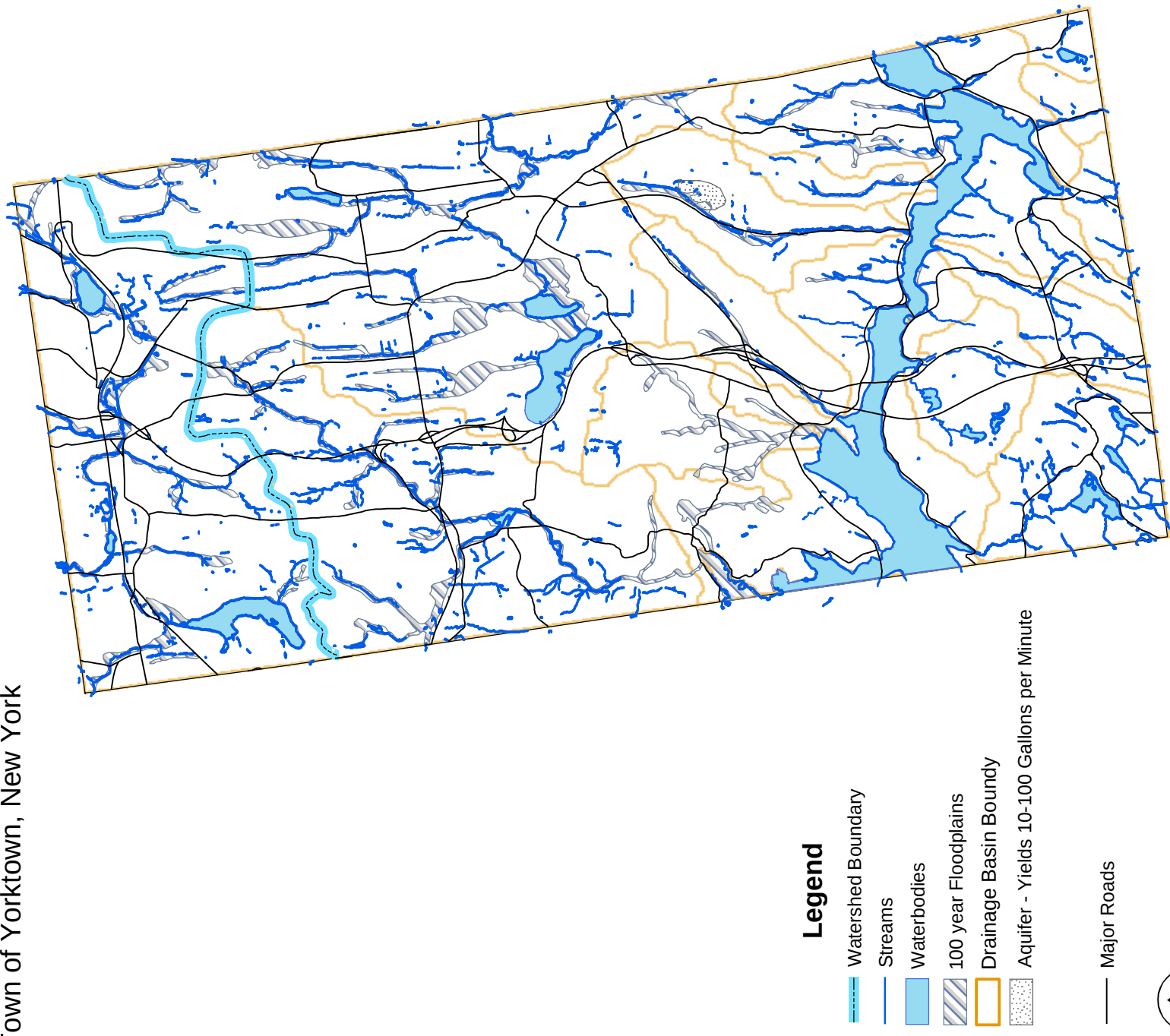
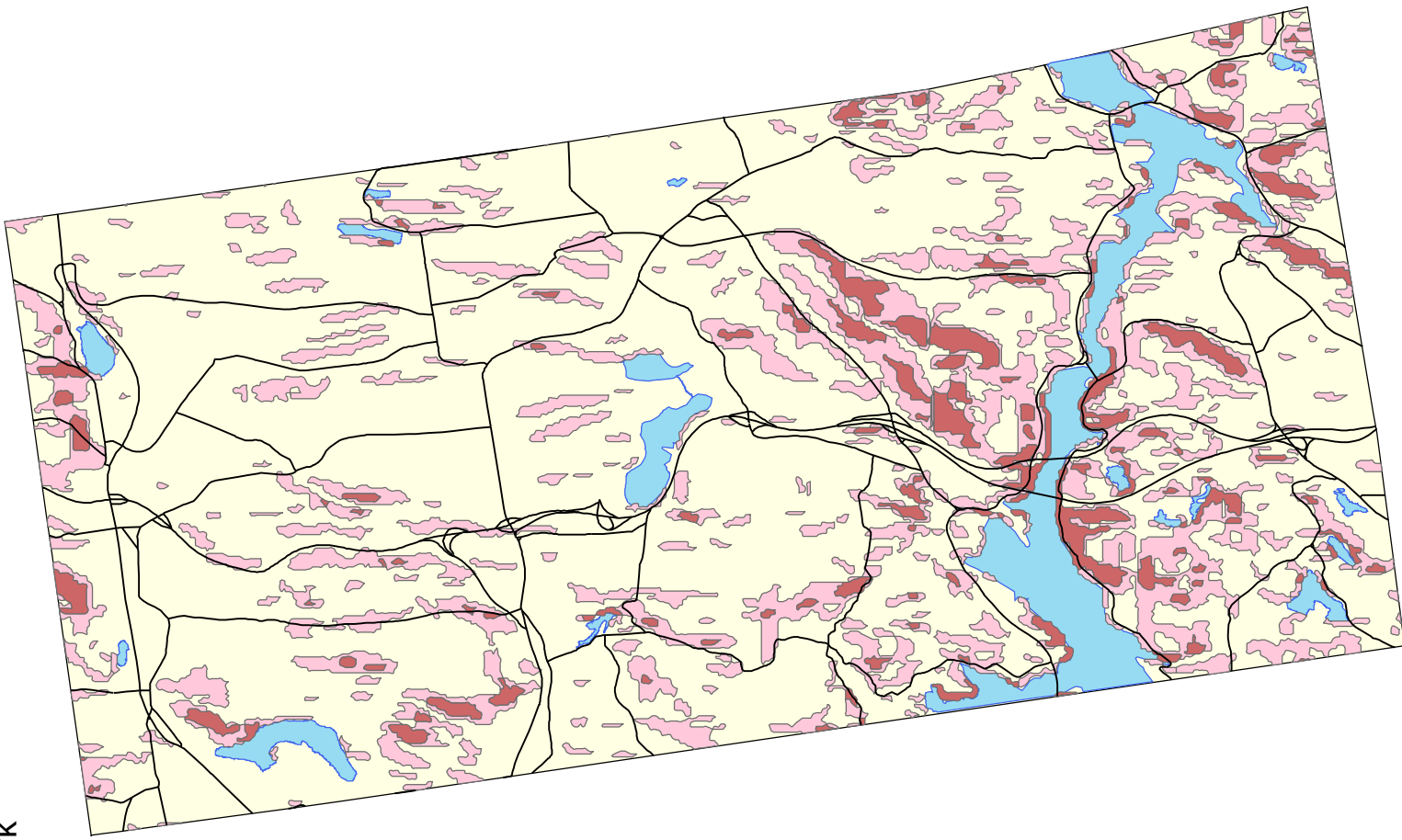


Figure 7-3: Steep Slopes

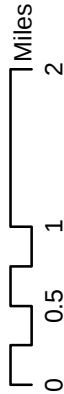
Town of Yorktown, New York



Legend

Steep Slopes

- Slopes 15-25%
- Slopes over 25%
- Waterbodies
- Major Roads



Map Prepared by: Phillips Preiss Shapiro Associates, Inc.
Data Source: Westchester County GIS Data
Map Unit: Feet

8. Infrastructure

8.1 VISION STATEMENT

Infrastructure is a basic building block of the community — essential for the health, safety, and welfare of residents. Utilities should continue to be expanded to meet Yorktown's growing needs. At the same time, the Town should strive to limit any potential negative impacts from infrastructure expansions on Yorktown's natural, historic, or scenic resources.



Yorktown Heights Water Pollution Control Plant,
Greenwood Street, Yorktown Heights.

8.2 GOALS

Goal 8-A: Infrastructure expansions should reflect the land use goals expressed in this Comprehensive Plan.

Goal 8-B: Seek to ensure that all Yorktown residents and businesses have a reliable source of clean, safe drinking water at a reasonable cost.

Goal 8-C: Provide wastewater treatment and disposal that complies with State and City health standards and adequately serves properties within established sewer district boundaries.

Goal 8-D: Continue to expand sewer infrastructure into areas where septic systems are inadequate.

Goal 8-E: Work with utility providers to install infrastructure and provide service connections.

Goal 8-F: Work with developers, utility providers, and State and federal agencies to ensure that water, sewer, electricity, gas, and telecommunications services are reliable, of exceptional quality, and available at a reasonable cost.

Goal 8-G: Promote energy and water conservation.

Goal 8-H: To the greatest possible extent, ensure that cellular antennae and towers are screened and unobtrusively located throughout Town. Encourage the undergrounding of pipes and wires wherever possible.

Goal 8-I: Promote an attractive visual environment throughout Yorktown by appropriately locating or screening above-ground utilities, including cellular antennae and towers.

Goal 8-J: Work proactively to underground overhead wires in the hamlet business centers, in historic districts, along scenic corridors.

Goal 8-K: Limit the potential for future infrastructure expansions to induce haphazard and unsustainable growth.

8.3 OVERVIEW OF INFRASTRUCTURE

- Yorktown's population will not increase dramatically in the coming decades, because there are so few areas of the Town that remain developable and most new development will be low density. Therefore, future increases in demand for water service, sewer infrastructure, electricity, natural gas, and telecommunications services will be manageable.
- Increased service demands will not be so great that they will trigger the need for major facility expansions. Smaller improvements to existing facilities, possibly through the use of new technology, should suffice to keep up with demand. The major work to be done will be simply in the form of service connections to newly developed sites.
- The key to success will be to balance infrastructure improvements with the goal of protecting natural and scenic resources. Expansion of sewer lines, establishment of cellular facilities, and use of septic systems, in particular, can have unintended consequences on development trends, visual quality, and water resources. The Town should plan ahead to avoid possible detrimental impacts.
- More specifically, with regard to both sewers and septic systems, Task Force meeting participants expressed interest in keeping aquifers, the reservoir, and wells clean. There was a general consensus that before vacant land is sewerred, sewers should be provided to those developed areas where the soils cannot handle septic. Undeveloped areas outside sewer districts should have zoning densities that would encourage proper functioning of septic and promote natural resource conservation.

8.4 POLICIES

Water Supply & Service

Policy 8-1: Advocate adding a fifth filter to the Catskill Treatment Plant, in order to ensure an adequate public water supply for Yorktown and the region.

- Work with the NWJWW and other municipalities in the NWJWW district to add the filter, which would increase the total treatment capacity of the NWJWW to 16.0 million gallons per day (MGD) from 14.0 MGD.
- At the same time, work with NWJWW to increase storage capacity, which can help make up water supply shortfalls on peak-demand days.
- With the reduced density zoning proposed in this Comprehensive Plan, future demand may not reach the currently projected levels (13.0 MGD average annual and 16.9 MGD peak.) Adding the fifth filter to the Catskill treatment plant may still be needed, but capacity expansions above and beyond will probably not be.

Policy 8-2: Work with the NWJWW, the Kitchawan Water District, residents, and businesses to consider extension of the NWJWW water supply into southern Yorktown.

- The NWJWW may be able to provide water to current Kitchawan customers in that area at a lower cost.

Policy 8-3: Protect drinking water supplies by upzoning areas of Yorktown with contiguous areas of open space or larger-lot development, limiting increases in impervious surface, and encouraging stormwater recharge.

- Reduce the density of potential development on large, contiguous sites in northern Yorktown that drain into the Peekskill Hollow Brook watershed (see Chapter 5.)
- Promote "Green Building" techniques that result in more energy efficient and environmentally friendly development (see Chapter 7.)
- Implement the policies of the Comprehensive Plan that support limiting stormwater runoff and encouraging groundwater recharge (see Chapter 7.) This would help replenish private wells.

- Improve water quality inspection and protection for privately drawn water. For wells on private residential lots, ensure that any building, structure, or other developed area is sufficiently distanced from the well head to reduce the potential for well contamination.

Policy 8-4: Continue to expand, monitor, and maintain the water distribution system as needed.

- Because of wells that run dry and variable water quality in some locations, continue working with the NWJWW to connect houses within the existing water district boundaries into the public water system.
- Expand water district boundaries to include all residential zones that allow lots of a size that cannot support private wells.

Policy 8-5: Outside existing water district boundaries, maintain lot sizes of adequate size to be able to accommodate private wells.

- Lower density development can reduce the potential increase in pervious surface (allowing better groundwater recharge) and the possibility of groundwater contamination.
- Lower density implies fewer homes and wells, which reduce the risk for groundwater overdraw. This helps to preserve the water supply for future generations.

Policy 8-6: Work with Northern Westchester Joint Water Works (NWJWW) and the Kitchawan Water District to improve water conservation efforts.

- Bolster public education efforts, particularly through the schools.
- Use the Town's web site to promote conservation "best practices."
- Send property owners a brochure with water conservation tips in their tax bills. Require landlords to provide tenants with copies of the brochure.
- Continue working to detect and fix leaks in the water supply system.
- Expand use of gray water (i.e., treated but not potable water) for irrigation of golf courses, parks, and lawns.
- Enact sprinkler legislation. Rather than limiting use of lawn sprinklers, require that new homes have moisture sensors, such that sprinklers shut themselves off when the ground is already wet or when it rains.



Town of Yorktown Water Department.

Policy 8-7: Work with other watershed municipalities, Westchester County, and Putnam County to establish a regional approach for the protection of watersheds and aquifers.

- Through the County and the NYCDEP, there is already extensive regional cooperation for the purpose of protecting the quality of the New Croton Reservoir. Continue working with NYCDEP, Westchester County, and adjacent towns to complete the Croton Plan.
- The Peekskill Hollow Brook watershed crosses many jurisdictional boundary lines and has many potential sources of pollution. Regional cooperation could better protect the watershed.

Policy 8-8: Continue the current Town practice of continually monitoring and upgrading the water distribution system.

Sanitary Sewer

Policy 8-9: Advocate for a variance from the NYCDEP's regulations that would allow for increased flow into the Hallocks Mill Wastewater Treatment Plant.

- The plant was upgraded in 2008 and can now efficiently handle greater flow.
- NYC DEP and State DEC moratoria are still in place, however, as DEP regulations prohibit increase of allowable flow into the plant.

Policy 8-10: Before expanding any existing sewer districts, make sure enough capacity is set aside for areas within existing district boundaries.

- The first priority for new sewer service should be existing unsewered development, i.e., existing homes and businesses, especially those with failing septic systems. The second priority should be vacant or underutilized parcels within the district, where sewers would provide service to future development.

Policy 8-11: Provide sewer service to areas with failing septic systems or any other areas where lots sizes are not considered adequate for the soils to properly handle septic effluent, while ensuring that any sewer expansion is consistent with the land use goals expressed in this Comprehensive Plan.

- Limit sewer expansion into areas where septic use can adequately handle wastewater disposal. Sewer expansion in such areas could actually induce faster rates of growth and/or a wave of redevelopment.
- Ensure that proper zoning, use restrictions, and bulk regulations are in place to protect existing community character, prior to the expansion of sewer infrastructure into an area.

Policy 8-12: Outside existing district boundaries, where vacant sites are subdivided, ensure that minimum required lot sizes are suitable for septic use.

- Outside existing sewer district boundaries, maintain lot sizes at least 1 acre (consistent with County health standards) or more if warranted by environmental conditions or community character.
- This allows flexibility in the siting of septic fields and can help reduce the potential for septic failures, which could contaminate groundwater, streams, or wetlands.

Policy 8-13: Continue to expand and improve programs for reducing stormwater infiltration into sewers.

- There may be innovative techniques worth exploring for the purpose of detecting and sealing cracks and leaks in sewer pipes and manholes.

Electricity, Natural Gas & Telecommunications

Policy 8-14: Continue to expand electric and natural gas infrastructure in Yorktown as necessary and available.

Policy 8-15: Promote expansion of cable internet and DSL services.

Policy 8-16: Continue to require undergrounding of utility wires in new subdivisions.

Policy 8-17: Work with utility companies to underground existing overhead wires.

- Identify priority locations for undergrounding in hamlet centers, within historic districts, and along scenic corridors.
- Wherever possible, coordinate undergrounding with the timing of road improvement projects, so as to avoid duplicative excavation and traffic disruption.

Policy 8-18: Establish parameters for the location and design of cell antennae and towers so that they do not create visual clutter throughout Yorktown.

- Prohibit cell towers and antennae along scenic corridors and on historic sites.
- Continue to encourage development of cellular infrastructure on Town property.

Policy 8-19: Ensure that infrastructure improvements and maintenance do not adversely affect property rights and aesthetic values.**APPENDIX TO CHAPTER 8: EXISTING CONDITIONS REPORT**

Water Supply & Service

- North of the reservoir: public water supply comes from the Northern Westchester Joint Water Works (NWJWW.) Sources of water:
 - Amawalk Reservoir: 7.5 MGD (current capacity of treatment plant);
 - Catskill Aqueduct: 7.0 MGD (current capacity of treatment plant.) There is the potential for a 25 percent expansion.
- In emergencies, interconnect with the Peekskill Hollow Brook. Most of the capacity of this system, however, is needed for Peekskill's own use. Some areas south of the Reservoir, including the IBM campus, are supplied from New Castle. The cost of this water is significantly higher than NWJWW water.
- The NWJWW recently prepared a report entitled *The Long Term Water Needs of the Members of the Northern Westchester Joint Water Works* (June 2002.) Some of its conclusions were as follows:
 - Current capacity is 14.0 million gallons per day (MGD), about half of that capacity coming from the Amawalk Reservoir and the other half coming from the Catskill Reservoir.

- Current average monthly demand for the district is about 9.4 MGD, with a peak of 30 percent greater at 12.3 MGD. By 2011, demand is expected to increase to 11.1 MGD, with a peak of 14.4 MGD. This peak level is just above current capacity. By 2026, average monthly demand is expected to rise to 13.0 MGD, with a peak of 16.9 MGD. In both 2011 and 2026, the average demand would still be below current capacity, but peak demand could be higher on certain days.
 - With the reduced density zoning proposed in this Comprehensive Plan, future demand may not reach the currently projected levels (13.0 MGD average annual and 16.9 MGD peak.) After the addition of the fifth filter, further capacity expansions above and beyond will probably not be needed.
 - The addition of a fifth filter at the Catskill treatment plant could provide the NWJWW with an operating capacity of 16.0 MGD. In this scenario, capacity will still fall short of demand on peak days, but the shortfall could be made up by storage capacity.
 - The distribution capacity in Yorktown is not cited as a constraint on future water delivery.
 - Water storage capacity should also be expanded, in order to provide back-up storage in case of pump failure, help meet local fire demand needs, and provide capacity for peak demand.
- About 5 to 10 percent of Yorktown residents rely on private wells.
 - Large areas in the southern half of the Town lie outside the existing water districts. Private wells are the only choice for water supply in these areas.
 - Several hundred households in the NWJWW district use private well water (particularly in the southeastern part of Yorktown north of the Reservoir.) Some wells have run dry, and the water quality is variable.
 - The NWJWW is currently in the process of implementing a remote reading system for water meters. This will help achieve lower overhead costs.
 - The Town has about 20 water billing districts. The districts all contribute to a shared "water storage and distribution district", which acquires water from various sources and keeps it in storage tanks for emergency use.

Sanitary Sewer

- Hallock's Mill Sewer District (Town district; a.k.a. Yorktown Heights Sewer District):

- Treatment plant was built in the early 1960's with a capacity 0.5 MGD; it was upgraded in 1971 to 1.5 MGD. Average daily flows currently exceed capacity particularly during heavy rain events or spring thaw.
- 56 miles of sewer, 1,500 manholes, 8 pump stations
- Current moratorium: DEC (State) is not allowing additional sewer extensions; DEP (City) is not allowing new individual sewer connections.
- *Diversion proposal*: treatment plant would be turned into a pump station; flow would be pumped to the Peekskill treatment plant; total capacity of the pump station would be 1.73 MGD (negotiated by the County.)
- *Upgrade proposal*: treatment plant would continue to operate but would have to be upgraded to comply with both DEP (City) and DEC (State) watershed regulations; future increases in capacity would be difficult without DEP variances and DEC permits, since the discharge flows into Croton Reservoir. Total capacity of the upgrade would be 2.0 MGD.
- The District has an ongoing program to reduce stormwater infiltration into the sewer system. For example, one ongoing project is the lining (i.e., sealing) of sewers and manholes for this purpose.
- Peekskill Hollow Brook Sewer District (County district.) Serves areas in the northern part of the Town, including the recently added areas around Mohegan Lake.
- Lakeside Treatment Plant (a.k.a. Hunterbrook) was converted into pump station and diverted to Peekskill. Some extensions have been completed.
- The Hunterbrook extension (Crompond business district; adjacent residential areas) is currently being outfitted with sewers. Potential additional areas in need of sewers include: (1) Overlook Avenue; (2) Gomer Street; (3) Jefferson Valley business district; (4) Crompond business district; (5) Sparkle Lake neighborhood; (6) southern Mohegan Lake neighborhood; (7) Birch, Hemlock, and Hickory Streets; (8) Sunrise Street and vicinity; and (9) south side of Countryside Estates.

Electricity, Gas & Telecommunications

- New York State Electric & Gas (NYSEG) and the New York Power Authority provide electricity. Natural gas is provided by the Consolidated Edison Company of New York, Inc. (Con Edison.)
- Verizon operates and maintains the telephone wires that run throughout Yorktown and is responsible for providing dial tone (i.e., basic telephone and internet capability) in Yorktown. Since the deregulation of telecommunications in the 1990's, people can choose other providers for long-distance telephone and/or internet service.
- Cablevision is the cable provider in Yorktown.
- Cable internet and DSL services are available in some parts of Yorktown, although not everywhere.

- Yorktown currently requires new subdivisions to have underground wires. Some older areas of the Town have overhead wires.
- Like every town throughout the country, Yorktown has been inundated with applications for new cellular antennae.
 - Cell companies strive for full coverage of their cell signals, so they want to have their antennae throughout the Town.
 - To the extent feasible, the Town requires wireless telecommunications facilities to be built on Town property with the approval of the Town Board. As an alternative, the Town allows cell antennae to be built on private property with the approval of the Zoning Board of Appeals.
 - In some respects, the approval route for building on Town property is actually easier than building on private property.
 - For development on private property, the Town has established locational priorities: (1) non-residential districts; (2) sites with non-residential uses in residential districts; (3) residential sites in residential districts. Collocation is encouraged. There are setback and height requirements, and submittal of a visual environmental assessment form is required as an addendum to the applicant's SEQR submission.
 - A significant benefit of requiring building on Town property is that rental revenue goes to the Town's taxpayers. Also, there are advantages from a character viewpoint. On public land, wireless facilities can be almost entirely hidden from public view. For infrastructure built on Town property, the Town (as the property owner) reserves the right to impose any conditions of approval as it may deem appropriate.

9. Parks & Recreation

9.1 VISION STATEMENT

Yorktown is and should continue to be a recreation-oriented community, with a network of parks, athletic amenities, and greenways. Parks and recreational facilities should provide Yorktown residents with a diverse range of recreational opportunities, from exercise, to team sports, to experiencing the natural environment. They should contribute to community character and quality of life and should be coordinated with efforts to protect natural resources and scenic landscapes.



Brookside School Playground, Broad Street.

9.2 GOALS

Goal 9-A: Provide safe, attractive, and well-maintained parks and recreational facilities of adequate number and size that contribute to a high quality of life for Yorktown residents.

Goal 9-B: Provide a diverse range of park and recreational facilities that serve residents of all ages and physical abilities.

Goal 9-C: Provide plentiful opportunities for both active and passive recreation in Yorktown and continue to surpass national parkland standards.

Goal 9-D: If possible, link together parks and recreational facilities through a system of recreational greenways, scenic corridors, and "green" corridors (see Chapter 6).

Goal 9-E: Provide a safe, accessible, and connected network for walking and biking throughout Yorktown, including both on-street and on off-street paths, and continue to increase opportunities for walking, hiking, biking, roller-blading, and so on.

Goal 9-F: Continue to create a unified image and identity for Yorktown parks.

Goal 9-G: Promote walking and biking to parks and recreational sites, while also maintaining adequate automobile access and parking.

Goal 9-H: Ensure that parks and recreational facilities are expanded or improved over time to reflect changes in demographic trends, recreational interests, or facility use patterns.

Goal 9-I: Coordinate park planning with initiatives for open space preservation and natural resources conservation.

Goal 9-J: Partner with public and private entities to enhance recreational opportunities for Yorktown residents.

Goal 9-K: Use innovative funding mechanisms to pay for park expansion and maintenance, helping to keep park costs under control.

9.3 OVERVIEW OF PARKS & RECREATION

- Yorktown as a community highly values recreation and athletics, as evidenced by the numerous sports clubs and very intensively used recreational facilities.
 - Interest is not just limited to team sports like soccer, football, and baseball, but also individual activities like biking, walking, and running.
 - Cyclists can be seen all over Town during the warmer months of the year.
 - Many Yorktown residents simply enjoy the outdoors by hiking in places like Turkey Mountain, going to the beach at Junior Lake or Sparkle Lake, or swimming at the Shrub Oak pool, taking their children to the local playground, or walking the dog on their neighborhood streets.
- Yorktown has an abundant supply of parkland, exceeding national standards for park acreage. In the future, enhancing recreational opportunities will not be primarily about setting aside more land for recreational purposes, but about making strategic improvements that make the park system responsive to demographic shifts
- According to national standards, towns need a mix of different types of parks: small pocket parks within walking distance of their houses; neighborhoods parks with ballfields and other limited recreational facilities; and community parks with unique amenities like hiking trails, swimming pools, regulation-size fields, running tracks, and indoor fields or gyms.
- Priorities identified through the technical analysis and community outreach process include: creation of an interconnected greenway network; expansion of athletic facilities; provision of an indoor recreational facility; addition of parkland in the hamlet business centers and built-up neighborhoods; improved access to existing parks; and high standards of maintenance in all parks.
- The effort to establish a greenway network can dovetail with efforts for open space and natural resource conservation. It can also provide greater opportunities for walking and biking to parks and recreational sites. This provides a particularly convenient way for children to reach sports practice and games.

- According to the Yorktown Recreation Commission, Yorktown is particularly in need of more athletic fields. The demand for additional team play areas is being driven by the fact that many sports are now “three season’ sports and are attracting more children and adults. Yorktown also needs more indoor recreational space for basketballs, hockey, indoor field sports, swimming, etc. A third critical shortfall is for meeting space for recreational programs and club activities.
- During Task Force meetings, participants cited the need for maintenance of existing parks and facilities as a high priority. They also discussed and agreed upon the objective of connecting existing parks and neighborhoods *physically* through networks of greenways, open space, scenic corridors, and “green corridors” (see Chapter 6). Participants also came to a consensus that they would like to see parks more unified *conceptually* as well, through uniform signage, maps, and brochures.

9.4 POLICIES

Policy 9-1: Evaluate the utilization patterns of existing parks and recreational facilities. Regularly update the Town’s Recreation Plan, which identifies future needs and includes implementation strategies for park and recreation improvements, expansions, and maintenance.

- The Town's existing Recreation Plan was prepared in 1978 and updated in 1983 although no new open space map was done at that time . The plan should be brought up to the current day and should be updated every few years to take into account changing trends and needs.
- National standards cannot be solely relied upon to determine future facility needs. For most facility types, the Town must continue to monitor needs based on local interest, changing demographics and use patterns.
- As the Recreation Commission has made great strides in recommending recreational improvements, an updated study will allow the Town to better understand how parks and recreational facilities are currently being used and the times of day and days of the week when they are in use.
- In addition to analyzing use and scheduling conflicts, the study should identify facilities that are overburdened or have inadequate “resting” time. It should also evaluate parking and access.
- The updated Recreation Plan would include recommendations for improving the use of existing parks and recreational facilities; identifying what new park and recreational facilities will be needed; providing for the appropriate maintenance of municipal park facilities; and outlining appropriate implementation strategies.
- An updated Recreation Plan would also offer the Town an opportunity to broadly evaluate the costs and benefit of additional park and recreation programs.

- Until the more detailed Recreation Plan is updated, the Town should, considering the fiscal implication, pursue the planning and implementation of park expansions and improvements as described in this Chapter.

Policy 9-2: Consider providing one new major community park with both indoor and outdoor active recreational facilities.

- Ideally this recreational site/center should provide both indoor and outdoor multi-purpose recreational facilities. Conceptually, the center should be centrally located, have access from a major arterial road include ample parking and be connected to the town trailway system. The site could consist of a large indoor facility with gyms, pool, soccer/lacrosse fields, skate rinks, etc. Adjacent to the main building there should be multi-purpose fields and a lighted all- season track. Space for club activities should be provided.
- Due to the magnitude of this project, alternative funding sources should be explored. Possible opportunities include grants, foundation funds, joint ventures with private enterprises or not-for profit organizations. Also a joint venture with an adjacent municipality could be explored. There are several potential site which could be considered including the Strang Road property, the Franciscan parcel, the Phoenix Academy and the former County bus garages on Route 202.

Policy 9-3: Continue to improve and expand hiking trails on Turkey Mountain, in Sylvan Glen, and along the HunterBrook, and seek to establish trails on Piano Mountain.

- This effort should build off recommendations made by the Yorktown Land Trust. The Land Trust issued the *Turkey Mountain Triangle Open Space Master Use Plan* in December 1988 and the *Plan for a Hunterbrook Linear Park* in April 1992. These two plans lay out specific recommendations for land preservation and establishment of hiking trails. Based on these recommendations, the Town has been working to preserve additional open space in these areas.
- Turkey Mountain: Recently acquired land has the potential for new trails. The NYCDEP owns the land, and the Town should pursue a stewardship agreement with NYCDEP to maintain public access to the land.
- Sylvan Glen: Some trails already exist. Creation of additional trails may be possible, and preferably, there should be a connection to the proposed bicycle routes along either Route 202 or the Bear Mountain Parkway right-of-way (see Chapters 3 and 4.)
- Hunterbrook: A greenway has been envisioned. A public access easement has been obtained in some areas, and portions of a trail have been established. The Town should seek to complete the greenway.
- Piano Mountain: Vacant land has trail potential. Some land is Town-owned, but most of the mountain is located north of the Town line. The Town should work with Putnam Valley to establish a comprehensive trail network.

Policy 9-4: Create a Townwide recreational greenway network that providing both walking and biking paths.

- Recreational greenways should include both walking and biking paths. The trailway floor can have a mixed paved and gravel floor that can be shared by both pedestrians and bikers.
- Together with scenic corridors and green corridors, recreational greenways would form a network of open space and greenery that enhances Yorktown's already exceptional quality of life. Scenic corridors preserve and showcase the Town's natural beauty and/or link together historic sites or districts, whereas green corridors have woodland and landscaping buffers along major roadways (see Chapter 6.)
- Recreational greenway locations:
 - North County Trailway to FDR Park along the proposed Downing Street roadway extension (currently being planned.)
 - Along the Catskill Aqueduct right-of-way, utility rights-of-way, and the Taconic State Parkway right-of-way
 - Around the New Croton Reservoir.
 - Connecting to and/or traversing FDR Park, Teatown Reservation, Sylvan Glen, Turkey Mountain, Piano Mountain, Hunter Brook and any other locations with walking, hiking, or biking trails.
 - Connecting to the Briarcliff-Peekskill Trail.
 - Connecting to greenways in adjacent municipalities, such as the Hudson Valley Greenway in Cortlandt.
 - Traversing new subdivisions, if necessary to complete critical links in the greenway network. The Town should seek preservation of trail rights-of-way during the subdivision review process.
- Strategies to implement the trails include: (1) negotiating for public access to wetland buffers beside streams, to create continuous stream-side walking trails; (2) tax abatements for land set-asides and easements; (3) purchase of open space, and (4) promotion of trail connections during subdivision, site plan and other discretionary reviews.



Downing Park Tennis Courts, Yorktown Heights.

Policy 9-5: Consider using in-rem properties currently owned by the Town to provide additional pocket parks in built-up neighborhoods.

- According to the NRPA, residents need a mix of small pocket parks, schoolyard/neighborhood parks, and community parks (see the appendix to this chapter.)

- Formalize criteria for determining which in-rem properties should be sold off and which could be used as parkland. Potential criteria:
 - Parcel adjoins parks, greenways; institutions (e.g., the library, schools); hamlet business centers;
 - Parcel is usable for recreational purposes;
 - Parcel has unique natural resources, scenic qualities, or other characteristics worthy of preservation.

Policy 9-6: The Recreation Commission as part of an updated Recreation Plan should establish criteria for the size, character, and location of future parks to help ensure that they are compatible with surrounding residential neighborhoods.

- The Town's 1983 Development Plan contained such criteria, which are similar to those below. The terminology for parks has changed since 1983, and the more conventional up-to-date terms are used in this Plan. The size standards for smaller-sized parks have generally been increased from the 1983 Plan. This mainly reflects the preference for larger parks, which can be more cost-effectively maintained and more easily patrolled.

Policy 9-7: Acquire land along the North County Trailway in Yorktown Heights as parkland, and establish other small parks in the hamlet centers.

- These parks provide needed open space and recreational opportunities in the built-up areas of Yorktown.
- Located in the hamlet centers, such parks would also contribute to community pride and identity (see Chapter 4.)



Shrub Oak Memorial Park.

Policy 9-8: Allow commercial recreational facilities near the hamlet centers.

- Examples of commercial recreational facilities include tennis clubs, indoor climbing, and health clubs (see Chapter 4.) Sports domes could be considered as well in limited cases, due to their greater traffic and visual impacts.

Policy 9-10: Develop, display, and make available park maps and brochures.

- These should include information on programs sponsored by the Recreation Department and Yorktown's private sporting clubs.

Policy 9-11: Strongly encourage expansion of the Teatown Lake Reservation and its network of hiking trails.

- The Teatown Lake Reservation has 14 miles of hiking trails and an aggressive land preservation program.

Policy 9-12: Work with the State to promote greater use of FDR Park by Yorktown residents.

- As one option, work with the State to program Town activities in the park, as a way of drawing Yorktown users.

Policy 9-13: Work with the school districts to continue allowing Yorktown residents to use indoor and outdoor school recreation facilities when they are not being used for school purposes.

- School sites in Yorktown have playing fields and indoor gymnasiums that are already available for use by Yorktown residents.
- Scheduling conflicts between school and non-school activities may occur, but the Town should work with the school districts to ensure that conflicts are worked out and that all groups are accommodated to the greatest possible extent.

Policy 9-14: Partner with the school districts, the Boys & Girls Club, and neighboring towns to develop joint recreational facilities and programs.

- Such partnering can result in better recreational programming, and can be cost effective as well.
- Work with the school districts and the Boys & Girls Clubs to provide more after-school and before-/after-event care for kids.

Policy 9-15: Increase and improve pedestrian entrances to parks and greenways.

- Provide additional pedestrian entries that link up with local neighborhood streets.
- Enhance sidewalk and crosswalk connections near park entrances.

Policy 9-16: Provide bike trails, lanes, and routes leading up to and weaving through parks.

- Develop a Townwide system of bike trails, lanes, and routes (see Chapter 3.)
- Work with the State to install bike lanes along FDR Park's loop roads, and connect them with bike lanes and trails outside the park.

Policy 9-17: Maintain adequate auto access and parking for parks and greenways

Possible options include:

- Shared parking arrangements between parks/greenways and adjacent sites.

- Provide on-street parking where there is adequate roadway width, residential privacy can be protected, and pedestrian safety can be ensured.
- Redesign parking lots to yield more parking spaces.

Policy 9-18: Ensure that parks and greenways are designed to be handicapped accessible and are user-friendly for senior citizens and the handicapped.

- Although hiking trails, by their very nature, cannot be handicapped accessible, paved trails like the North County Trailway and active recreational facilities should be.
- The Town should make parks friendly to senior citizens and the handicapped by adding ramps, seating, bathroom facilities, hand railings, handicapped parking, and other appropriate facilities and amenities.
- The Township should provide recreational facilities that are popular with senior citizens and the handicapped.

Policy 9-19: Provide bathroom facilities in parks with high volumes of visitors.

- Many parks already have seasonal facilities, for example Shrub Oak Park, Downing Park, Junior Lake, etc.
- Facilities should be provided only where they can be installed and maintained in a cost-effective manner.
- A potential new facility could be at Railroad Station Park to serve trailway users.

Policy 9-20: Coordinate park planning with open space preservation initiatives.

- Greenways, parks and protected open space could form a continuous network of greenery throughout the Town.
- Requiring land dedication for parks as part of subdivisions is a benefit to the community, providing what amounts to small pocket parks in residential areas.
 - Link those small parks into the Town's park system through trail links and sidewalk connections.
 - Identify each park with a name and post a sign at the entrance identifying it as a public facility,
 - Make sure that such parks are recorded on Town tax maps, indicating the title holder and specifying that the site is designated for park use in perpetuity.
 - Continue to allow developers to pay an in-lieu fee instead of improving parkland. However, the Town should periodically re-evaluate fees; they may need to be increased to better reflect current land values.

Policy 9-21: Make the Holland Sporting Club site into a self-sustaining, multi-use cultural and/or recreational facility.

- The Town's acquisition of the Holland Sporting Club site provides a unique opportunity to create a special public use that brings Yorktown residents together. The site is very beautiful, with woodlands that slope down to the waterfront of Mohegan Lake.
- This unique site is located in an equally unique neighborhood. Mohegan Lake is known for its turn-of-the-century cottages, its history as a summer haven for artists and intellectuals, and its tradition in the art and profession of storytelling.
 - These attributes open up a world of possibilities. Opportunities may allow for a number of possible uses including day camps, cultural activities, picnicking and hiking, nature activities, outdoor theater and, very importantly, access to Mohegan Lake for boating and swimming.
 - The ultimate use for this site depends first upon a thorough assessment of the condition of the buildings, needed infrastructure improvements, and environmental impacts. Of utmost importance is a site master plan to consider the aforementioned issues, the property attributes, accessibility, and neighborhood impacts. Use of this property will require a significant financial commitment and phased improvements may be the most appropriate approach. Therefore, the expected initial uses may likely be limited to hiking, picnicking and boating.

APPENDIX TO CHAPTER 9: EXISTING CONDITIONS REPORT

- Table 9-1 and 9-2 list the Town's recreational sites and open space.

Table 9-1: Inventory of Town Parks

<i>Name</i>	<i>Address</i>	<i>Acres</i>	<i>Use/Facilities</i>
<u><i>Pocket Parks</i></u>			
Blackberry Woods Park	Marcy Ln.	2.39	Tennis courts, playground, nature trail
Hanover East Park	Hanover St.	13.51	Playground, parking lot
Hunterbrook Field	Hunterbrook Rd.	15.41	Ballfield, parking
Ivy Knoll	Spruce St.	0.96	Playground, nature trail, pond
Ivy Knolls Park	Ivy Rd.	1.18	Playground, ballfield, parking, basketball hoops, outdoor ice skating
Mohansic Ave. Park	Mohansic Ave.	N/A	Playground, parking
Shrub Oak Memorial Pavilion	East Main St.	N/A	Monument, benches
York Hill Park	Hawthorne Dr.	2.25	Playground, ballfield
Yorktown Plaza Park	Commerce St.	0.26	Sitting area
Walden Woods Park	Curry St.	5.38	Playground
<i>Subtotal</i>		<i>41.34</i>	<i>(excluding N/A)</i>
<u><i>Neighborhood Parks</i></u>			
Chelsea Park	Gomer St.	2.6	Ballfield, playground
Crystal Lake	Granite Springs Rd	5.16	Natural; outdoor ice skating
London Woods Field	London Rd.	7.9	Ballfield, parking
Pine Tree Field	Benjamin Blvd.	39.45	Ballfield, parking, nature trail
Willow Park	Curry St.	9.3	Ballfield, playground, ball field, play apparatus, and outdoor ice skating
Woodlands	Strang Blvd.	24.26	Ballfield, parking
<i>Subtotal</i>		<i>88.67</i>	
<u><i>Community Parks</i></u>			
Downing Park	Rte 202/Crompond Rd.	27.88	Lighted tennis courts, playground, picnic area, ballfield, restrooms, parking, cooking grills, pavilion, outdoor concert area

Table 9-1: Inventory of Town Parks

<i>Name</i>	<i>Address</i>	<i>Acres</i>	<i>Use/Facilities</i>
Junior Lake Park	Edgewater St.	9.11	Swimming pool, playground, picnic area, lake building, restrooms, cooking grills, and outdoor ice skating
Railroad Station Park	Commerce St.	1.06	Playground, basketball courts, station building, bike trail
Shrub Oak Park	Sunnyside St.	88.26	Swimming pool, lighted tennis courts, ballfields, playground, trails, pool building, parking, restrooms, outdoor hockey rink
Sparkle Lake Park	Granite Springs Rd.	39.37	Lake, beach, playground, basketball courts, parking, community building, administration building, picnic area, cooking grills, rest rooms, outdoor ice skating
Sylvan Glen	Morris Ln.	163.83	Nature trails, ice skating, parking
Turkey Mountain	Locke Rd.	149.96	Nature trails, parking
Yorktown Community & Cultural Center	Commerce St.	6.08	Ballfield, play equipment, track, parking, YCCC building, gazebo, gymnasium, senior center
<i>Subtotal</i>		<i>485.55</i>	
TOTAL		615.56	<i>(excluding N/A)</i>

Table 9-2: Inventory of Other Open Space Owned by the Town

<i>Name</i>	<i>Address</i>	<i>Acres</i>
Open Space	Amelia Ct.	7.40
Open Space	Audra Ct.	0.80
Open Space	Blinn Rd.	4.50
Open Space	Bonnie Ct.	11.10
Open Space	Bridge Pointe Lane	2.80
Open Space	Cordial Rd.	1.60
Open Space	Deerfield Ave.	5.00
Open Space	Eleanor St.	2.00
Open Space	Fenimore Ave.	19.60
Open Space	Frost Rd.	3.40
Open Space	Giordano Dr.	3.00
Open Space	Glen Rd.	14.80
Open Space	Gomer St.	19.30
Open Space	Gomer St.	6.80
Solomon Farm	Gomer St. near Somerston Rd.	33.89
Open Space	Granite Springs Rd.	4.17
Open Space	Greenwood St.	1.00
Open Space	Hanover St.	5.20
Open Space	Heyward St.	0.40
Open Space	Hillside St./Kimble	0.30
Open Space	Hillside St./Sagamore	0.40
Open Space	Hunterbrook Rd.	0.70
Open Space	James St.	5.20
Open Space	Juniper Dr.	0.10
Open Space	Lakeside Dr.	0.30
Open Space	Locke Ave.	22.80
Gomer Wetlands	London Rd.	79.40

Table 9-2: Inventory of Other Open Space Owned by the Town

<i>Name</i>	<i>Address</i>	<i>Acres</i>
Open Space	Manchester Rd.	8.90
Open Space	Manor St.	7.00
Open Space	Maxwell Ct.	1.40
Open Space	Mohegan Ave.	0.40
Open Space	Oakside Rd.	12.10
Open Space	Old Yorktown Rd.	1.30
Open Space	Radcliff Dr.	10.20
Shallow Creek	Route 6	12.00
Open Space	Route 6/Mill St.	0.10
Open Space	Salem Rd.	6.10
Open Space	Scofield Rd.	16.70
TOTAL		459.33

- Buildings used for Town's Parks and Recreation programs:
 - Sparkle Lake building
 - YCCC, Community Rooms 1, 2, 3 and Senior Room
- *School Recreation Facilities.* The following school facilities are located in Yorktown, each having their own recreational facilities. School recreation facilities are generally available for public use when they are not needed for school purposes. Non-school athletic groups, including the Town's Recreation Department, have to apply to use school recreational facilities for organized activities.
- The portion of the site used for recreational purposes is shown. This figure is an estimate, based on 50 percent of the total acreage for the site (rounded)
 - Lakeland Central School District
 - George Washington Elementary School: Ballfields, playground: 6.0 acres.
 - Thomas Jefferson Elementary School: Ballfields, playground: 13.0 acres.
 - Lakeland-Copper Beech Middle School (Grades 6-8): Swimming pool (temporarily closed), Ballfields; & Benjamin Franklin Elementary School: Ballfields, playground: 33.0 acres combined.
 - Lakeland High School (Grades 9-12): Ballfields: 17.0 acres.

- Yorktown Central School District
 - Brookside Elementary School (Grades 3 to 5): ballfields, playground; 6.0 acres.
 - Crompond Elementary School (Grades 3 to 5): ballfields, playground; 5.0 acres.
 - French Hill Elementary School (Grades K to 2): ballfield, playground; 6.0 acres.
 - Mohansic Elementary School (K to 2): ballfields, playground; 6.0 acres.
 - Yorktown High School (Grades 9 to 12): ballfields, tennis courts; & Mildred E. Strang Middle School (Grades 6 to 8): swimming pool, ballfields; 28.0 acres combined.
- *County Facilities.* Mohansic Golf Course (717.4 acres.) Bald Mountain Park (112.1 acres, near Teatown Lake Reservation, a.k.a. John C. Hand Memorial Park.) The County also owns the 207.3-acre Kitchawan Preserve on the south side of the New Croton Reservoir. This site has publicly accessible walking/hiking trails.
- *State Facilities.* Franklin D. Roosevelt State Park (823.7 acres, including water bodies; pools, trails, and soccer fields.)
- *Teatown Lake Reservation.* This private, non-profit nature preserve consists of 784.0 acres, an education center, and 14 miles of hiking trails.
- *Regional Trails.* The North County Trailway (bike trail, 22.1 miles from Eastview to the Putnam County border) is paved and allows for both pedestrians and bikes. The Briarcliff-Peekskill Trail (a 12-mile trail that runs from Ossining to the Blue Mountain Reservation in Peekskill) runs through the Teatown section of Yorktown.
- *Nearby Regional Parks:* Palisades Interstate Park (Bear Mountain); Blue Mountain Reservation in Cortlandt; Fahnestock State Park in Putnam County.
- *Private Park Associations.* Yorktown has some private park associations as well, which maintain private facilities for members. Membership in the Shrub Oak Community Park District, for example, provides access to the Shrub Oak Lake, off route 6, which has a beach, playground, and picnic area.
- Yorktown has a large number of private, volunteer-based sports clubs. The clubs provide a wide variety of sports opportunities for residents, particularly children, which the Town would not be able to provide on its own.
 - Examples: Boys & Girls Club; Shrub Oak Athletic; Yorktown Athletic; Yorktown Soccer
 - The Recreation Department has two (2) program supervisors, who help clubs get organized and work out facility scheduling.
 - Private clubs charge fees for insurance, umps and uniforms
- The primary user group of the Town park system currently is children.

Observations

- During the Task Force discussion of Strengths, Weaknesses, Opportunities, and Threats (S.W.O.T.), participants had many positive things to say about the parks and recreational facilities in Yorktown. One participant cited as a community strength the unique “size and scope” of Yorktown parks compared to other towns in the county.
- However, two needs were cited: (1) additional athletic fields and other sporting facilities and (2) better access to the park system. For example:
 - Participants said that the bike trail is “well-maintained” but that people “can’t get to the bike trail.”
 - Various participants said that there is a general need for more fields of all types, due to the popularity of soccer, lacrosse, etc.
- According to the Recreation Department, much field time is taken up by organized team sports, with very little time for “field resting” or free play.
 - Between March and November, all fields are booked during weekdays (after-school hours) and Saturdays. Weekday school hours and Sunday afternoons are virtually the only free time available.
 - Because of the lack of available playing time, there is currently little opportunity for new leagues to be organized.
- Major future needs, as identified by the Parks and Recreation Department, include: a new walking track; and lighting of fields in some locations.
 - Proposed new track at Lakeland High School; Town has agreed to pay for half.
 - A new senior housing development will be providing a track that will be open to the public;
 - All types of fields are needed; they may also need to be sprinklered.

National Trends & Standards

- Recreational activity has been steadily increasing nationally over the last several years. (Source: U.S. Census Bureau *Statistical Abstract of United States, 1996 and 2000.*)
- In order by participation level, the most popular forms of recreational activity (i.e., with the greatest number of participants) are: walking as exercise, swimming, exercise with equipment, bicycle riding, golf, camping, bowling, hiking, fishing (fresh water), basketball, and aerobic exercise.
- The most popular field sports are: soccer, baseball, softball, and football. (Lacrosse and inline hockey were not tracked.)
- The sporting activities whose popularity increased the most between 1994 and 1998 were: hunting with firearms, aerobic exercise, hiking, backpacking, fishing, basketball, walking as exercise, bowling, bicycle riding, exercise with equipment, and swimming.

- It is interesting to note that most of these listed activities are passive, i.e., they do not require specialized recreation facilities, just open space.
- The National Recreation and Park Association (NRPA) recommends that a municipality provide between 6.25 to 10.5 acres of parks per 1,000 residents.
 - If Town parks alone are counted (462.89 acres, from Table 9-1, excluding State, County, school, and non-profit lands, and also excluding Town open space not currently being used for recreational purposes), Yorktown has about 12.75 acres per 1,000 residents (based on the year 2000 population of 36,318.)
 - If State and County parks and the Teatown Lake Reservation are counted, then the figure increases to well above the minimum standard.
- However, only a portion of Yorktown's parkland is used for active recreation. If land used for active recreation is examined alone, recreation areas in Town parks still exceed the minimum standard, but by a narrower margin. This suggests that additional land will be needed for active recreation as the population grows.
- Parkland is reasonably well-distributed throughout Yorktown. While most active recreation facilities are concentrated in the north, this is where most residents reside.
- According to the NRPA, residents need a mix of pocket parks, schoolyard/ neighborhood parks, and community parks.
 - **Pocket parks:** usually less than 5 acres; provide a local place for residents to stroll, visit with neighbors, walk the dog, and take the kids to use the playground; typically do not have large recreational facilities like regulation-size baseball fields; mostly serve nearby residents who live within walking distance (about a quarter-mile radius.)
 - **Schoolyard/neighborhood parks:** 5 to 20 acres; have playing fields, tennis courts, basketball courts, and other recreational facilities; provides more space and a wider range of facilities than a pocket park; has a larger service area, meaning some people live too far to walk and will drive instead.
 - **Community parks:** usually 20 acres or more; attract residents from throughout Yorktown; has particularly large open space areas and/or unique facilities not found elsewhere in the community (e.g., a swimming pool, a golf course, a playing field with stadium seating, hiking trails, etc.)
- As shown in Table 9-1, most of Yorktown's park acreage is in the form of community parks.
 - Because of the size and abundance of community parks in Yorktown (a unique attribute among towns), those parks actually serve as de facto neighborhood and local parks as well. For example, Junior Lake is not only a community-wide attraction, but it functions as a local pocket park for the surrounding Yorktown Heights neighborhood.
 - Generally, high school sites are considered to function as community parks, whereas middle school and elementary schools function as neighborhood parks.

- All County and State facilities, as well as regional attractions like Teatown Lake Reservation and the North County Trailway, would be considered community parks.
- While there is no shortage of parkland Townwide, the table does show fewer pocket parks than might be expected in a municipality the size of Yorktown. Some areas could potentially benefit from the addition of a pocket park, particularly the business hamlet centers, for example, as a way of complementing their built-up environment. At the same time, since pocket parks are more costly to maintain than larger parks, the Town should consider creative ways to pay for small parks, perhaps with the assistance of businesses, residents, property owners, or non-profit agencies.

10. Community Facilities & Services

10.1 VISION STATEMENT

Community facilities and services should protect public safety and enhance Yorktown's quality of life. They should be improved and/or expanded to meet growing needs, and they should be provided in a cost-effective manner. The Town's cultural and community facilities should help build a rich civic life for all Yorktown residents to enjoy.

10.2 GOALS

Goal 10-A: Provide facilities and services that protect the health, safety and welfare of the community and provide a high quality of life for Yorktown residents.

Goal 10-B: Maintain exceptional police, fire, ambulance, and emergency response services, and provide adequate facilities and amenities for police, fire, ambulance, and emergency response agencies in appropriate locations.

Goal 10-C: Continue to promote interest in reading, media, technology, the arts, sports, cultural activities, and community life, particularly through the Hart Library and the Yorktown Community & Cultural Center (YCCC).

Goal 10-D: Partnering with business and/or non-profit organization, continue to provide engaging programs and activities for residents of all ages and physical abilities.

Goal 10-E: Within financial constraints, provide for the expansion of Town Hall and the expansion and/or upgrade of other municipal facilities, as necessary, to keep up with growing need.

Goal 10-F: Provide facilities and services at appropriate and convenient locations that best serve current and future residents.



Yorktown Heights Engine Co. No. 1, Commerce Street.

Goal 10-G: Continue to find new ways to apply technology for the purpose of improving the quality, cost-effectiveness and awareness of municipal services.

Goal 10-H: Improve the efficiency and cost-effectiveness of municipal services wherever possible.

Goal 10-I: Within financial constraints, explore the feasibility of a freestanding senior center.

10.3 OVERVIEW OF COMMUNITY FACILITIES

- Yorktown has civic and cultural institutions that are the source of community pride and contribute to the high quality of life. The focus in the future will be to improve upon this already strong base by making facility expansions and program enhancements as needed, given fiscal limitations.
- In Task Force meetings, participants expressed great appreciation for the activities and programs offered through the Yorktown Community & Cultural Center. It continues to be a vibrant, active forum for community life in Yorktown, and there was strong consensus that the Center's programs should continue to improved and expanded into the future. Task Force participants also demonstrated enthusiastic support for the offerings of the John C. Hart Memorial Library.
- One of the major facility issues currently facing Yorktown is whether to expand or relocate Town Hall, which is facing a shortage of space. In the Task Force meetings, a variety of options were considered and discussed. Participants seemed open to a number of different possible solutions, although there emerged a clear preference for either keeping Town Hall either in Yorktown Heights or, as an alternative, moving it to another hamlet center.
- With respect to schools, fire, and ambulance, there was recognition among Task Force participants that special districts, and not the Town, make the long-term decisions about facilities and services. Therefore, the Comprehensive Plan is somewhat limited in its ability to plan for these particular aspects of Town life. Nevertheless, there was also recognition that the Town can and should advocate for improvements that would benefit residents in the long-term and should work cooperatively with special districts to yield the best results for Yorktown.
- One participant in the Task Force S.W.O.T. meeting cited as community strengths the "quality of government." Others characterized the government as being open, responsive, and accessible. The Town provides important community services, from snow clearing and salting of roads, to permit processing, to recycling.

- One theme that came out of the technical analysis and community outreach process was the need for better coordination, and perhaps even the amalgamation, of services and facilities. This promises better efficiency, cost control, and more equitable fee structures.

10.4 POLICIES

Schools

Policy 10-1: Explore the possibility of district unification, or work with the districts to seek out other opportunities for coordination, and seek to achieve more equitable taxation of properties throughout Yorktown.

- Barring the merger of school districts, work with the school districts to merge some school services (e.g., administration) and programs (e.g., sports, arts), establish a magnet high school, and/or create a Yorktown curriculum.
- A magnet school concept could focus on environmental studies, building off the presence of the New Croton Reservoir, the Teatown Lake Reservation, Hilltop Hanover Farm, and other open space resources. Alternatively, it could have a focus on technology, building off the presence of IBM; the Town could even approach IBM as a potential sponsor.
- Continue the current practice of providing a Yorktown curriculum in local schools. In each grade level (elementary, middle, high) in each school district, there should continue to be a curriculum that teaches about the history, governance, and ecology of the Town, such that the Town itself becomes a classroom/laboratory for assignments.

Policy 10-2: Monitor school enrollment and space needs. If a new school site is needed in Yorktown, work with the districts to identify an appropriate site.

- Consider locations within or adjoining a hamlet center, taking into account space needs and potential traffic impacts (i.e., busing.) Location in a hamlet center would be compatible with the concept of hamlet centers as hubs of civic life and Town identity.
- Alternatively, consider a location adjacent to a neighborhood or community park, where the school and the park could share recreational facilities.
- Locate any new elementary school on an arterial or collector street and any new middle or high school on an arterial street.
- Traffic-calm adjacent local streets and provide sidewalk and crosswalk connections in order to protect pedestrian safety.

Policy 10-3: Strengthen physical linkages between school sites and adjacent parks.

- For example, consider a bike path or walking trail connecting the Yorktown High/Middle School site with FDR Park.

Policy 10-4: Work with the school districts to continue providing opportunities for community use of school facilities during off hours.

- School sports fields are already available for community use, when they are not being used for school purposes.
- Increase opportunities for community use of indoor school facilities during office hours (i.e., technology/computer labs, libraries, gymnasiums.) Work with the school districts to develop an agreement.
- The Town's Parks & Recreation Department currently runs summer day camps on school sites. This is great example of how school facilities can be shared for the benefit of the community. The Town should work with the school districts to continue to offer and improve the day camp program.



John C. Hart Memorial Library, Shrub Oak.

John C. Hart Memorial Library***Policy 10-5: Expand the Hart Library on its current site and/or onto the adjacent Lakeland Administration site.***

- The Hart Library is busier than would normally be expected of a library its size. It has a circulation rate of about 13.0 volumes per capita, compared to 9.0 for the national standard. Also, the library has a book stock of about 3.8 volumes per capita, compared to a standard of 2.75.
- An important trend in recent decades is that libraries not only provide books and reading rooms. They are full community centers, with space for special program and events. A great deal more space is needed to accommodate computer equipment as well. Seniors are a large user group for the library, and with the senior population expected to increase, library space needs may be even greater. Yorktown is also a popular place to live for young families with children, suggesting that there will continue to be demand for children's programs.

- The expansion feasibility study completed for the Library in February 2003 proposed that by 2020, to meet future demand, the Library should be expanded to approximately 42,000 square feet, more than double its current size.¹
- An on-site expansion is contingent upon a determination that wetland buffers can be preserved and adequate open space can be maintained on the site. If an on-site expansion is not feasible, then expansion into the adjacent Board of Education could be explored, pending outreach to the Lakeland school district.
- If an expansion is done, make it a priority to expand the community room or to replace the community room with a larger one.
- If expansion into the adjacent Lakeland Administration site takes place, consider creation of a satellite YCCC in any surplus place.

Policy 10-6: Re-establish a branch library in Yorktown Heights.

- The Town should not consider the establishment of a branch library as an alternative to the expansion of the Hart Library on its current site. In the long-term, both projects would benefit the community, providing enough space in adequate locations throughout all of Yorktown.
- The preferred location is within or adjoining the YCCC, provided adequate space can be made available. See separate discussion in this chapter. Alternatively, the branch could occupy a storefront space along the new "Main Street" area envisioned for Yorktown Heights (see Chapter 4.)
- Explore whether the branch should have a focus on a particular user group (such as children or seniors) or a particular theme (like technology, the environment, or the arts.)
- There are cost implications of hiring personnel to staff an additional library. Explore options for keeping staffing costs under control.

Policy 10-7: Explore the benefits, as well as any potential drawbacks, of establishing a library district with an elected board.

- With a library district, property owners in Yorktown would be assessed a library fee. The main advantage is that this could provide more funding resources for the library. Residents would be able to vote on Library budget.

Policy 10-8: Explore additional grant funding that could be used for library purposes.

- This could help defray some of the Library's costs, offsetting the need to use revenue from property taxes or fees.

¹ Lathrop Associates, *The John C. Hart Memorial Library Feasibility Study*, February 20, 2003.

Policy 10-9: Continue to improve library technology and outreach to youth and seniors.

- Expand programs for bringing books to seniors (i.e., the program in which volunteers take books to the Senior Center and the “Hart to the Homebound” program.) Explore whether local businesses would be willing to sponsor such a program.
- Continue to expand the technological offerings at the Library (i.e., computer terminals and internet access)
- Continue to expand and improve library resources online, including the Library's excellent online book reservation service.

Policy 10-10: Improve access to the library.

- Explore the feasibility of expanding the parking lot on the west side of the building.
- Sponsor a regular shuttle from the senior room/nutrition center at the YCCC and/or from senior housing sites, such as Jefferson Village, Wynwood Oaks, or Beaver Ridge.

Seniors & Youth***Policy 10-11: Expand senior services.***

- The senior population is generally anticipated to increase in the coming years, as the baby boom generation enters retirement (see Chapter 1.)
- Expand Town programs that provide seniors with transportation, meals, and social opportunities.
- Also, explore ways to make sure that seniors are getting adequate medical attention, personal care, household help, and help with shopping.
- Coordinate programs between seniors and children, i.e., seniors reading to children; teenagers and young adults helping seniors with meals, household chores, etc.

Policy 10-12: Explore the potential for merging senior clubs.

- Currently, there are five senior clubs, each of which requires a separate membership



Seniors leaving the Yorktown Nutrition Center located at the Yorktown Community & Cultural Center, Yorktown Heights.

fee. Merging the clubs would potentially be more cost-effective and inexpensive for members. Many seniors live on limited incomes.

- If merger occurs, one option to consider is to place the merged club under the supervision or administration of the Town's Parks & Recreation Department.

Policy 10-13: Consider establishing a full-service senior center in a separate building.

- Consider locations (such as at the YCCC) that take advantage of other programs, resources, and events. (Part of the success and charm of the YCCC is its multi-generational aspect.)
- Ideally, such a center could provide meeting space (for both large and small groups) and a home for the Senior Nutrition Center.
- In addition, the center could have an advice/help desk to assist seniors with insurance or legal matters, a place for seniors to socialize, an on-site nurse, and information for obtaining transportation or health services.
- Work to obtain State funding for construction.
- Provide senior programs at the expanded library and/or the possible YCCC satellite site.

Policy 10-14: Strengthen and help expand the offerings of the Teen Center, and expand other youth activities and programming as well.

- Opportunities for expanding the offerings of the Teen Center include the following:
 - Promote its activities and programs on the Town's web site
 - Make information in the Center available in Town Hall.
 - Provide more space for the Center at the YCCC, if/when it becomes available.
 - While keeping the Center at the YCCC, provide teen programs at satellite locations (e.g., the Holland Sporting Club, the Hart Library, etc.)
 - Help identify funding sources, or provide municipal funding, if possible.
- The school districts and the Teen Center already provide extensively for teens, including sports activities, arts programs, and other extracurricular activities. The Town should work closely with the Teen Center and the schools, as well as with non-profit organizations, parents, and volunteers, on youth activities, so that programs complement, not duplicate, one other. Teen-oriented events or programs provided by the Town should focus on sports and the arts, as teens have an ongoing interest in those two areas. Opportunities for expanding other activities and programming, outside the Teen Center, include the following:
 - Provide additional space in the YCCC for classes in painting, sculpture, acting, crafts, music, etc.

- Sponsor occasional trips to art museums, theater/music events, historic sites, etc.
- Coordinate with the school districts to establish a media center where teens can learn about and experiment with film production, computer animation, musical recording, etc. Seek out a business sponsor for such a program.

Policy 10-15: Provide more transportation options for teens.

- Work with Jefferson Valley Mall, Cortlandt Town Center, and taxi vendors to increase the availability of standing taxi service on Saturday nights, in order to provide kids with an alternate means of getting home after seeing a movie. Currently, the nearest location where taxi service is available is Peekskill.
- If/when the Town establishes jitney service for commuters to train stations, make the jitney available for return trips from movie theaters on Saturday nights.

Yorktown Community & Cultural Center

Policy 10-16: Undertake a study for improving use of interior space.

- Since the current configuration of hallways and stairwells provide good circulation keep them intact as is.
- Investigate the possibility of providing space for a concession in the front or rear part of the YCCC building. Ideally, the concession would be in the form of a café, with outdoor tables and chairs. The Town need not operate the café itself, but would preferably lease the space to a private business. The rental revenue could be used for building maintenance or administration.
- Consider reconfiguring some of the indoor space to provide more of a lobby space around of one of the entrances facing Commerce Street. Improve internal signage and décor in order to help visitors orient themselves and to expedite emergency access.
 - In such interior reconfigurations is not feasible or effective in creating a lobby space, as an alternative, reconsider plans to create a one-story addition to the Commerce Street façade to provide a "front door" to the building. Any addition should be visually compatible with the existing structure and should minimize loss of parking or driveway space.
- Maintain a range of different activities and uses in the YCCC, so that the YCCC continues to attract a cross-section of the Town's residents, from children, to seniors, to sports enthusiasts, to history buffs, to dancers, to theater patrons, and so on. As the population grows and space needs increase, activities should be moved out to a larger campus around the existing YCCC building in

Yorktown Heights (see separate discussion in this Chapter.) This would maintain the "cross-section" quality that residents love while still providing room for growth.

Policy 10-17: Seek to create a YCCC campus in Yorktown Heights.

- The Town should work with residents, businesses, and non-profit and public service organizations to create a YCCC campus that weaves together community, public service, recreational, and cultural uses in and around the YCCC building.
 - The "campus" concept is intended to accommodate both existing and future community activities. As community activities continue to expand, they could be located either within in YCCC building itself or in adjacent buildings within walking distance.
 - The Town could seek to acquire one or more adjacent properties, although the campus concept could also take shape with multiple property owners.
 - If possible, expanded outdoor recreational facilities and parking should be provided as well. This campus should have shared parking and improved pedestrian walkways and landscaping throughout.
- Potential uses that could be located off the YCCC building include a senior center, the nursery school or pre-school, the teen center, a branch library, and an outdoor theater space.
- Veterans Road adjacent to the YCCC site should be traffic-calmed with on-street parking, pedestrian improvements, and additional trees and landscaping, such that the area looks and functions more like a campus. There should be a pedestrian and bicycle linkage to the North County Trailway.



Policy 10-18: Develop shared parking agreements with adjacent sites.

- Develop a shared parking agreement between the YCCC and the adjacent CVS shopping center, such that YCCC patrons can use the lot.

- There is already a stairway that links the track to the A&P site. A second pedestrian walkway or stairway should be established between YCCC parking lot and the adjacent CVS lot. A footpath has already been blazed in that location.

Policy 10-19: Use any available space to expand the Teen Center, arts programs, sports programs, and the museum, and/or provide a branch library.

- With the relocation of the Planning Department and possibly the senior activities (see separate discussion in this Chapter,) use freed-up space to expand existing facilities and programs, including the Teen Center, arts programs, and sports programs. Also make space available for a branch library and/or additional general-use community rooms.

Police

Policy 10-20: Keep expanding the police force and patrols in accordance with future needs.

- The average national personnel standard for police staff (officers and civilians) is about 2.0 staff members per 1,000 residents.² Applying this standard to the 2000 population (36,318), Yorktown would currently be expected to need about 73 staff persons. The Town currently has Police staff of 64, composed of 54 officers and 10 civilian staff.
- Following the 1996 Town-commissioned report on police administration³, the Police Department implemented a series of staffing changes. In light of changing enforcement issues, the Town should continue to regularly evaluate staffing to ensure that sufficient police services are provided.
- Explore the need for adding an additional patrol car to southern Yorktown, in order to provide additional support for that large area.
- Take into consideration the cost impacts of personnel expansion to Town taxpayers.
- Explore the possibility of expanding the police station.

² Robert W. Burchell and David Listokin, *The Fiscal Impact Handbook: Estimating Local Costs and Revenues of Land Development*, 1978.

³ State of New York, Division of Criminal Justice Services, December 1996.

Policy 10-21: Improve dispatch and use of technology.

- Consider establishing a Town information line for non-emergency calls, in order to deal with questions about pest control, roadway construction, etc. This would help take some of the burden off Police dispatch.
- Continue to provide the Police Department with state-of-the-art technology that improves its ability to respond to emergency calls. Pursue establishment of additional police-frequency satellite transmitter sites, particularly in southern Yorktown.

Fire



Mohegan Volunteer Fire Assn. Inc., Route 6,
Mohegan Lake.

Policy 10-22: Explore the feasibility of shared services between the fire districts and/or a merger.

- As an interim step, work with the two fire districts to continue ongoing cooperation and study the issues surrounding a potential merger.
 - One issue to be resolved is the fact that one force is partially paid (Mohegan Lake) and one is volunteer (Yorktown Heights.)
 - The effect of a merger on Cortlandt, if any, would have to be fully considered.
- As an alternative, explore the feasibility of sharing or merging certain facilities or services. For example, sharing training facilities and merging dispatch systems would potentially improve efficiency and save costs for both districts and all taxpayers.

Policy 10-23: Address long-term personnel needs and promote volunteerism.

- Promote volunteerism by:
 - Providing tax incentives for volunteers.
 - Helping sponsor volunteer recruitment and fundraising events.
 - Improving community visibility/awareness of fire/rescue services.

- Including fire fighters and ambulance workers in annual Town awards.
- Working with the school districts to enlist teen volunteers.

Policy 10-24: Expand use of technology, provide additional equipment as needed, and improve dispatch.

Policy 10-25: Continue to identify sites for new fire stations, as needed.

- The Town should work with the Mohegan Fire Department to move their headquarters to a new site.
- A new facility south of the Reservoir has been in discussion since the 1950's and was recommended in the Town's 1983 Development Plan. The goal is to have trucks available in the southern part of Town for quicker dispatch. In 1997, the YHF District bought six acres near the intersection of Old Kitchawan Road and Route 134 for \$170,000. Three referendums to approve the construction of a new station have been defeated, however.
- The Town should still pursue opportunities for one or two additional fire stations as necessary. In addition to the new station south of the Reservoir, a second station could be necessary in the Hunterbrook area. The need for a Hunterbrook station needs to be researched further.
- The Town should work with the fire districts to undertake outreach efforts to build support for any necessary fire stations.

Ambulance

Policy 10-26: Explore the feasibility of shared services between the ambulance districts and/or a merger. Also, explore the feasibility of establishing a single first response system.

- Any potential merger would have to consider how Cortlandt (partly covered by the Mohegan VAC) would be affected.
- Currently, there is duplication in first response services, as both the Police and the Mohegan Fire Department may respond. There should be coordination to establish a single Townwide first response unit.

Policy 10-27: Explore the potential for a sub-regional emergency response system.

- In a sub-regional emergency response system, Yorktown and adjacent towns work together to support a single system that provides all services: first response, EMT, and ALS.
- Policy 10-28: Promote volunteerism.
- Promote volunteerism through:
 - Recognition events/awards.
 - Outreach to teens at the high school.
 - Assistance with education costs (i.e., for training) in exchange for volunteer time.
 - Contribution to retirement plans for volunteers.
 - Improved the community visibility/awareness of fire/rescue services.
- The Town should also explore the feasibility of providing property tax incentives for volunteers. Such exemptions first have to be authorized by the County, the Town should advocate for authorizing legislation.

Policy 10-29: Require senior housing and residential health care facilities to provide their own non-emergency ambulance services and health response.

- Some facilities already provide this service however, the burgeoning senior population will continue to place increased stress on this system and needs attention to ensure service in future.

Town Services

Policy 10-30: Improve coordination to better respond to fire, ambulance, and police emergencies.

- Make recommendations for improving dispatch, reducing the potential for duplication of service, and ensuring adequate coverage.
- Currently, some calls go through the Police Department, others go through the Mohegan Fire Department, and still others (i.e., cell phone calls) go through the State.
- Develop recommendations for how to merge or otherwise streamline existing services..

Policy 10-31: Continue to expand enforcement capabilities.

- Consider establishing enforcement sweeps for building and zoning code violations.
- Get more residents and businesses involved as watchdogs.
- Expand the capabilities of the Town's GIS system in order to facilitate planning and enforcement.

Policy 10-32: Provide more space for the Environmental Conservation garage behind the Police Station.

- There will be an opportunity to re-occupy records storage if/when it is moved, as discussed below.

Policy 10-33: Expand the Town's record-keeping capacity, and create a single repository for all Town records.

- The existing records center, which is located on the Police Station property, should be relocated to Town Hall in conjunction with an expansion or relocation. This new center should function as a consolidated repository for all records.
- As an interim measure, until the Town Hall expansion/relocation is complete, the Town should explore the feasibility of moving records storage to another Town-owned building, provided that the building provides appropriate conditions for file storage. This would allow expansion of the Environmental Conservation garage into the existing records center space.
- Also use new technology, such as scanning and microfilming, in order to reduce the space needed for records storage. Film-based or digital-based records are less subject to deterioration, compared to paper records.

Policy 10-34: Consider closing the Highway Department garage on Front Street in Yorktown Heights, and relocate those operations to the Spillway, Greenwood, and/or other sites.

- The Yorktown Heights location is less than ideal, because the site is limited in size and it forces trucks through the streets of the hamlet center.
- Whether or not the Front Street site is closed, vehicle storage should be expanded at the Spillway site to better meet current levels of demand. The feasibility of utilizing the Greenwood site needs to be considered further, given the future needs of the Hallock's Mill Sewer District.
- If the Front Street site is closed, explore the potential for converting it into a new fire station, a transit center, a Town Hall annex, or another needed community facility.

Policy 10-35: Improve use of media for community outreach purposes.

- Explore the possibility of publishing a regular Town newsletter that provides a calendar of events, information about Town services and refers people to the Town's web site.
- Make additional use of the government-access channel for disseminating information.
- Explore a variety of media to reach Yorktown residents.

Town Hall***Policy 10-36: Provide adequate, consolidated space in an expanded or new Town Hall.***

- Town Hall departments could benefit from location in a single building or on a single campus, which would facilitate communication and collaboration between different departments. Some departments could even be consolidated for improved efficiency.
- Expand Town Hall on its existing site, contingent upon the following conditions:
 - The addition can be designed in such a way as to be visually compatible with the existing building.
 - The addition can provide enough space to house all municipal offices, with the exception of Environmental Conservation, Police, and Highway. The Environmental Conservation and Highway Departments should continue to be located on the same sites as their garage facilities. The Police Department is well-located on a site that provides room for the parking of police vehicles.
 - The addition should also be large enough to provide room for records center (expanded to meet current and future needs), additional archival/storage rooms, meeting space, circulation space, and ample space for computer equipment.
 - Provide adequate parking and circulation on the site.
 - Use the expansion as an opportunity to make any needed upgrades to the existing building, including ADA compliance.



Town Hall, Underhill Avenue, Yorktown Heights.

- If it is determined that Town Hall expansion would not be feasible, relocate Town Hall to a new or retrofitted building, contingent upon the following:
 - The building should ideally be located in Yorktown Heights, because of its central location and identity as the center of Yorktown. It should be accessible on foot from the commercial core of Yorktown Heights.
 - As an alternative, the Town should consider available, accessible sites in or immediately adjacent to other hamlet centers. One particular location to be considered is the Crompond Triangle, which is centrally located for all Yorktown residents.
 - The building should be designed in such a way as to be compatible with surrounding uses and is architecturally evocative of the Town's historic character.

Policy 10-37: Building on the Town's excellent web site, create a "Virtual Town Hall" on the internet.

- A "Virtual Town Hall" would have expanded interactive capabilities.
- Forms would not only be provided on the web site (as they are currently), but people would be able to fill them out and submit them online.
- Provide email links to Town departments.
- Provide on-line registration for parks and recreation programs.

Policy 10-38: Provide better pedestrian linkages between Town Hall, the Highway Department building, the YCCC, and other Town facilities in Yorktown Heights.

- Develop continuous and safe sidewalks and crosswalks linking Town Hall to other parts of Yorktown Heights.
- Sidewalks should be provided along the Underhill Avenue, east of Route 118 to the Underhill/Kear intersection. Sidewalks should also be provided along the newly proposed pedestrian walkway between Underhill and Kear (see Chapter 3.)

APPENDIX FOR CHAPTER 10: EXISTING CONDITIONS REPORT

Schools

Lakeland Central School District

- Enrollment levels during the 1980's dropped from their peak in 1974-75 (8,000 students.) It has now crept up again to about 6,200. Much of the increase is going to Panas High School, rather than Lakeland High School.
- Space needs are continuing to increase, despite the overall lower enrollment levels today, because of more stringent State space requirements and increasing spatial needs related to computers and electronic equipment.
- Current needs include storage for maintenance equipment, records; computerization of records.

Yorktown Central School District

Inventory of schools located within Yorktown (as of January 2010):

- French Hill Elementary School, Baldwin Road (K-2): Built 1969; 56,500 square feet; 12.0 acres.
- Mohansic Elementary School, Locksley Road (K-2): Built 1961; renovations, improvements 1987; 56,600 square feet; 12.0 acres;
- Crompond Elementary School, Manor Court (3-5): Built 1958; 61,400 square feet; 10.0 acres.
- Brookside Elementary School, Broad Street (3-5): Built 1954; renovations, improvements 1987; 54,600 square feet; 12.0 acres;
- Brookside Annex Classroom, Broad Street (UE): Built 1953, renovations, improvements 1987, 1995; 8,000 square feet; 3.0 acres;
- Mildred Strang Middle School, Crompond Road (6-8): Built 1969; renovations, improvements 1978, 1987; 149,900 square feet; 57.0 acres.
- Yorktown Senior High School, Crompond Road (9-12): Built 1960; renovations, improvements 1980; 154,800 square feet; 57.0 acres.

Table 10-1: Enrollment for Schools Located in Yorktown, 2009Lakeland Central School District

Benjamin Franklin Elementary School	635
George Washington Elementary School	478
Lakeland Alternative High School (Grades 9-12)	20
Lakeland High School (Grades 9-12)	1,132
Lakeland-Copper Beech Middle School (Grades 6-8)	1,493
Thomas Jefferson Elementary School	469
Total Enrollment	4,227

Yorktown Central School District

Brookside School (Grades 3-5)	470
Crompond School (Grades 3-5)	441
French Hill Elementary School (K-2)	367
Mildred E. Strang Middle School (Grades 6-8)	927
Mohansic School (K-2)	349
Yorktown High School (Grades 9-12)	1,308
Total Enrollment	3,862

Table 10-2: Enrollment for Schools Located Outside Yorktown, 2009Croton-Harmon School District

Croton-Harmon High School	542
Pierre Van Cortlandt Middle School (Grades 5-8)	557
Carrie E. Tompkins Elementary School	660
Total Enrollment	1,759

Lakeland Central School District

Lincoln Titus Elementary School	477
Van Cortlandtville School	677
Walter Panas High School (Grades 9-12)	942
Total Enrollment	2,096

Ossining Union Free School District

Anne M. Dörner Middle School (Grades 6-8)	878
Brookside School (Grades 1-2)	728
Claremont School (Grades 3-4)	633
Ossining High School (Grades 9-12)	1,424
Park Early Childhood Center (Pre-Kindergarten)	268
Park Early Childhood Center (Kindergarten)	353
Roosevelt School (Grade 5)	284
Total Enrollment	4,568

John C. Hart Memorial Library

- The John C. Hart Memorial Library is an important community asset and extremely popular with residents. The Library is well-used. Foot traffic is 300,000 per year currently. Major user groups are kids, seniors (typical for most libraries.)
- Located at 1130 Main Street in Shrub Oak, it is 20,000 square feet in size. The Hart building was donated to the Town in the 1920's. A major expansion/renovation was completed in 1990. The exterior façade of the original building was left intact, and the additions were designed to look compatible. Town Department heads who participated in a S.W.O.T. session said that the building has a "handsome appearance."
- There used to be a branch in the YCCC. This branch closed after the Hart expansion. The Hart Library is far from the southern part of Town.

- Existing Facilities: Children's Department, Circulation Desk, Adult Reference Department; Stack Area; Adult Book Collection; New Book Area; Audio-Visual area; Study carrels in quiet area; Community Room (85 seats); Administrative Offices; Technical Services area; Staff Lounge; Maintenance Room; Storage Room.
- Library gets \$45.55 per capita in funding from the Town; \$53.36 is the County average, by comparison.
- The Library is part of the County system. There is an automated book sharing system, which makes up for gaps in the collection.
- The Library has a web site that allows for online book reservations, allows people to send in emails with reference questions, and provides a calendar of events.
- Town Department heads, during a S.W.O.T. session, noted that the Library has unique service ethic.
- Facility and equipment needs that have been identified by the Library Director include: (1) more room for all library materials; (2) more room for tables and seating (library currently has half of State standard); (3) more parking spaces; (4) more staff to handle additional workload; (5) larger community room; (6) more room for children's programs; (7) more room for computers; (8) more computers and printers for public use. The need for a larger community room was reiterated by people who attended the Task Force S.W.O.T. meeting.

Facility Planning Analysis

- The expansion feasibility study completed for the Library in February 2003 made the following recommendations:
 - It proposed that to accommodate the Library's current resources, the Library *currently* needs to be expanded from 20,800 square feet to 29,300 square feet.
 - By 2020, to meet future demand, it proposes that Library should be expanded to approximately 42,000 square feet, more than double its current size.⁴
- The study also made the following observations:
 - The current number of seats (i.e., user seating) is low in comparison to the 183 seats recommended for the current population that the Library serves.
 - The number of both periodicals is low according to the nationally recognized standards, although this may be a result of the accessible on-line periodicals.

⁴ Lathrop Associates, *The John C. Hart Memorial Library Feasibility Study*, February 20, 2003.

- Expansion potential may be limited due to the presence of wetlands, the small overall size of the site, and the need to accommodate parking.

Other Observations

- The Hart Library is extremely busy, with a circulation rate of about 13.0 volumes per capita, as of 2001. It has a book stock of about 3.8 volumes per capita, as of 2001.
- An important trend since the 1960's is that libraries not only provide books and reading rooms. They are quasi-community centers, with space for special program and events. They also have more computer equipment nowadays.
- Seniors are a large user group of the Library, and with the senior population expected to increase, senior users are expected to increase. At the same time, Yorktown will continue to be a popular place to live for young families, suggesting that there will be ongoing demand for children's programs.

Senior Citizens

- During the Task Force visioning session, participants referred to Yorktown as a "great place to spend a lifetime." That is, Yorktown is as attractive for retirees as for young families.
- The Town's senior services are popular and unique. One Task Force participant said that brokers call the Town inquiring about the senior programs. This suggests that seniors find Yorktown to be an appealing place to live.
 - There are several senior clubs that share the Senior Room in the YCCC.
 - The Senior Nutrition Center provides meals.
- Some senior housing developments have been built with private recreational facilities.
- There was an initiative in the 1990's to build a new senior center that would provide a wider range of services and social opportunities for senior citizens. Not enough money was raised, however, to cover the building costs.
- Additional social and health programs are needed for seniors.
 - During the Task Force topical workshop on Parks and Community Facilities, some people said to increase programs that provide opportunities for socializing. People who don't belong to one of the social clubs don't have a place to go.
 - Better outreach to non-participating seniors is needed.
 - Other people during the Task Force topical workshop said that programs should focus on health services, food, medicine, transportation, and other critical day-to-day needs.

Youth

- The YCCC has the Yorktown Teen Center
 - The center has programs for middle school and high school youth aged 11 to 18 year-round.
 - Programs are provided in social recreation, physical education, cultural enrichment, educational enhancement (i.e., help with homework and tutoring), and personal development.
 - For middle school grades 6-8, there is also an after-school program. For high school grades 9-12, there are athletic programs (travel basketball, volleyball, indoor soccer, hockey), education and career development, computer training, job training and placement.
 - Summer programs and trips are offered. There are also game-room tournaments, dances, parties, and special interest clubs.
- During the Task Force S.W.O.T. session, participants cited Yorktown as being "a great place to raise children", because of the sporting opportunities, the schools, the recreational facilities (parks, pools), and the YCCC.
- Many of the current activities available to teens are based in the schools and oriented to sports. This is great for kids who are interested in sports, but for other kids, options tend to be more limited.
- During the Task Force topical workshop on Parks and Community Facilities, some participants said they have observed that some kids won't participate in the Teen Center, because they feel it is "uncool." Other participants have seen that some of the kids who take advantage of the Center have gotten a great deal out of it.
- During Task Force meetings, some people have said that there are not enough places/activities for teens. The JV Mall and the YCCC are the two main places where they hang out. Kids go to the movies at the JV Mall or Cortlandt Town Center.

Yorktown Community and Cultural Center

- The YCCC — including both the building and the programs provided there — is a major community asset. The YCCC provides opportunities for engaging in community activities (from theater, to ballet, to sports clubs) and also functions as a repository of Town history (the museum.) The building is fully occupied.

- The building once housed the sixth grade class of the Yorktown school district and was known as the Sixth Grade School through the 1970's. The Town purchased the building from the school district in 1980 and developed a multi-phased program for the adaptive reuse of the former school building into a community center.
- The building is generally in good condition.
- Tenants:
 - Main Level: YCCC Main Office, Bright Beginnings Nursery School Pre-School Learning Center, Thrifty Me Thrift Shop, Senior Room, Section 8 housing, Yorktown Teen Center,
 - Lower Level: Yorktown Stage Theatre (600-seat theater), Yorktown Youth Soccer; Get Fit/Get Fit Kids, Senior Nutrition Center/Office
 - Middle Level: Westchester Ballet Center, Dance Theater in Westchester
 - Upper Level: Yorktown Head Start Program, Kids to Kids International, Town of Yorktown Museum, Yorktown Planning Department, Westchester Department of Senior Services, Beaver Farm
- The gymnasium and community rooms are used for a variety of programs by community groups.
- As noted, the YCCC provides a daily nutrition program for the community's seniors, as well as a full-time space (Senior Room) for the various other senior clubs and organizations to host their programs and meetings.
- The YCCC is supported by numerous public and private sources: State, local, and federal grants as well as support from the Town, its residents, and the Council for the Arts in Westchester.
- The YCCC is managed by the Town Board along with a part-time office manager.
- The YCCC is a Town facility, with space rented out to privately run groups. A number of those groups receive public or private grant funding or charitable donations.
- There is a need for more indoor space and parking. Parking is a problem, especially when the theater is in use.
 - The site is limited in size, and making any sort of addition, whether for parking or building space would further cramp the site or cut into the track area or the precious little landscaping.
 - During the Task Force topical workshop, some participants talked about the disjointed layout of the building for occupants. Some felt the building interior to be poorly organized. Others felt there lacked a central lobby.
- Security for young children has been an issue due to the mixing of activities.
- Participants of the Task Force visioning workshop felt that the ad-hoc mix of activities is part of what gives the YCCC such great character and feeling. People of different age groups and interests can cross paths.

- During Task Force meetings, many people noted that one of the best aspects of the YCCC is that it is multi-generational in use and appeal. The YCCC pulls together kids, youth, adults, and seniors into a single place.

Police

- Yorktown Police were referred to as "excellent" during the Task Force S.W.O.T. meetings. Having the Department was also cited as an asset, as some Towns don't have their own local forces.
- Headquarters built in 1972. Internal changes have been made since, but no additions.
- The following are the basic manpower commitments of the Police Department:
 - Three shifts with basic staffing during each;
 - Data management
 - Training: weapons of mass destruction; terrorism; following laws; procedures (safety); weapons; technology; environmental concerns (federal laws)
 - Unlocked car emergencies (if child/pet locked inside)
 - Provides emergency contact information for residents are out of Town, upon request, but the Police Department does not perform regulation household inspections any longer for those residents.
 - Bank checking (opening in the morning)
 - Escorts for money transfers (i.e., courts)
- There are five patrol sectors: Mohegan Shrub Oak (covered by one patrol); Jefferson Valley (covered by one patrol); Yorktown Heights (covered by one patrol); 2 sectors in southern Yorktown, covering 28 square miles (covered by one patrol.)
- Personnel: 51 officers, 10 civilian, as of spring 2002. This is the lowest ratio of police per 1,000 residents in Westchester County.
- Equipment: County helicopter available; Mohegan Lake boat patrol suspended
- Emergency calls have more than tripled in recent years due to: cell phones; changing habits; pest control questions; information questions; Neighborhood Watch programs; easy to dial 911. Anticipated future increase in senior population will increase call frequency but not crime rate.
- The Town is currently being required to increase Police training with regard to terrorism and weapons of mass destruction. This will contribute somewhat to greater staffing needs, as training time detracts from available patrol time. However, because Yorktown is

not a major target for terrorist activity, terrorism is generally not expected to create major increases in personnel needs for the Police Department.

- There is an ongoing need for technology improvements. Two of the major future needed for the Police Department are:
 - GPS units for police vehicles to track the vehicle
 - Satellite transmitter sites for police frequency only; southern Yorktown has worst communication problems.

Fire

Mohegan Lake Fire Department

- Covers a 45 square mile area in Yorktown and Cortlandt; complete hydrant system in Yorktown and Cortlandt.
- Seven volunteer fire officers in the district (a chief, 2 assistant chiefs, a captain, and 3 lieutenants); paid fire fighters.
- Dispatch is done at the headquarters on Route 6:
 - 2,670 total calls received in 2001. 40% of calls are for fire; 60% are for EMS.
 - Major sources of calls: vehicle accidents; automated alarm systems; hospital.
 - Dispatch goes directly from 911 to Mohegan Lake Fire Department, which notifies the Mohegan Lake EMS/T. Calls are routed through the County, not through the Yorktown Police, as the Mohegan Fire Department also covers parts of Cortlandt. The Fire Department is then required to notify Yorktown Police as well. However, cell phone calls are dispatched through the State.
- Major sources of calls: vehicle accidents; automated alarm systems; hospital.
- Technology improvements: thermal imaging cameras; new radio systems (currently being updated)
- Mutual aid received from surrounding fire departments in Westchester and Putnam.
- *Station 1, Fire Headquarters, 1975 Main Street, Mohegan Lake*
 - 3 acres. Built in 1924; storage area added in 1966; new attached building for the ambulance corps completed in 2000.
 - Equipment: Ladder 10, Engine 258, Utility 40; Car 2268; a boat.
 - Staffed by minimum of 3 firefighters; also maintains EMT/paramedic staff.

- Receives calls and dispatch; 2,670 calls received last year (fire and EMS.)
 - Facility also equipped with living/kitchen facilities, exercise equipment, offices; vehicle exhaust removal system.
 - Provides/receives mutual aid from surrounding fire departments in Westchester and Putnam Counties.
- *Station 2, the Jefferson Valley station, 500 Lee Road, Yorktown*
 - 4 acres. Built in 1972.
 - Equipment: 2 engines.
 - Staffed by a minimum of one firefighter/EMT.
 - Facility also equipped with living/kitchen facilities, exercise equipment, offices.
 - No plans for expansion expansion/relocation or increasing staff levels.
- *Station 3, the Furnace Woods Fire Station, 260 Croton Avenue, Yorktown*
 - 5 acres. Built in 1973.
 - Equipment: 2 engines and Utility 50.
 - Staffed by a minimum of one firefighter/EMT and a Lieutenant.
 - Facility also equipped with living/kitchen facilities, exercise equipment, Chief and Lieutenant's offices, storage room, meeting/training room and an SCBA air compressor room.
- *Station 4, the Hollowbrook Fire Station, 1130 Oregon Road, Cortlandt Manor*
 - 6 acres. Built in 1995.
 - Equipment: 3 engines, Utility 11, Utility 18, antique fire engine; fire prevention trailer.
 - Staffed by a minimum of one firefighter/EMT (several days a week four career firefighter/EMT's.)
 - Facility also equipped with living/kitchen facilities, exercise equipment, SCBA compressor room, large supply storage room and a diesel refueling station for district trucks.
 - In addition to calls in Yorktown and Cortlandt, the station responds to calls in Lake Peekskill and Continental Village.
 - Due to the large size of the apparatus room, often stores fire apparatus from other departments.
- Due to mandates from Homeland Security, increased focus on training for Hazardous Material work and weapons of mass destruction.
- Issues with new development:

- Wide setbacks are the problem, makes it harder to get the ladder close.
- Truss construction of new single-family units; nailing plates pop off roof triangle, causing roof collapse.
- Fire Department keeps records of building plans: storage, entrances, hazardous materials storage.
- Knock boxes contain keys; need better coordination to know where keys are kept.
- Traffic complicates volunteers getting to the station, even though blue lights are used.
- Future needs include :
 - More staffing.
 - Headquarters needs more space, but there's no more room on-site. No expansion needed at substations 2 or 3 (Jefferson Valley and Furnace Woods in Yorktown) or 4 (Hollowbrook in Cortlandt.) The department has a site on Route 6 in Yorktown that could be used to be a new headquarters, replacing the existing site.
 - Apparatus upgrades (ongoing.) The department is currently obtaining an additional aerial ladder truck to replace Ladder 10 at the Headquarters.
 - Technology improvements: thermal imaging cameras; new radio systems (currently being updated.)

Yorktown Heights Fire Department

- Serves 30 square mile area.
- Headquarters on Commerce Street in Yorktown Heights; substation on Locksley, north of Route 202, north of FDR Park.
- Forty (40) percent of the district does not have a public water supply system therefore the District relies on its 26,000 gallon pumper and dry hydrants. Also they have the ability to draw from lakes, streams and the reservoir. They are able to call in for mutual aid for extra water if necessary.
- The District has mutual aid agreements with all surrounding communities.
- Many areas of the district (particularly southwestern Yorktown and the area south of the Reservoir) are outside of a three-mile radius of a fire station. Some runs in the district exceed seven miles. To serve some of those outlying areas, mutual aid is provided by the New Castle Fire Department.
- Dispatched through 911, through Yorktown Police Department. However, cell phone calls are dispatched through the State. Calls are automatically sent to all active members who carry radios. The radios are relatively new. However, it is anticipated that in the future calls could be sent through member's cell phones.

- Also the District is required by Federal regulations to have two methods of communication for alerting members of fire. Three sirens are in place throughout the Town which can be sounded when a fire is called in.
- In 2001, there were 470 fire and rescue calls. The Department is also responsible for initial HazMat response until the County is able to arrive. There has been an increase in calls relating to traffic accidents and automatic alarm systems. Longest response time is 7 minutes to the southern part of town. The national standard adopted by the National Fire Protection Association (NFPA) is 4 minutes for the arrival of an engine company to a fire (Standard 1710.) The NFPA is an international association of firefighters, fire chiefs, vendors, and trade organizations whose mission is to provide recommended standards and code to prevent or reduce the burden of fire.
- There are 80 active members and one paid employee. The Board of Commissioners are elected for five year terms. Concern about the future of volunteerism in Town. Began a service award program to give monies to members who are over 59 after they have completed a certain number of years of service.

Ambulance Services

Mohegan Volunteer Fire Association, Volunteer Ambulance Corps (VAC)

- Building is attached to the Mohegan Lake Fire Department headquarters. The addition was completed in 2000. It houses three ambulances.
- The VAC was a spin-off of the fire department but is actually a separate non-profit organization. It pays rent to the Fire Department for its space. There are no sleeping quarters on-site.
- Dispatch is through Mohegan Fire Department.
- Forty (40) percent of calls are for VAC. There are about 2,200 calls per year; lots of trauma calls (i.e., car accidents), accidents at the mall, seniors.
- The VAC has started doing third-party billing.
- Most VAC volunteers are also volunteers for the fire department. The boards of the two organizations are largely common. More and more difficulty in recent years getting volunteers.
 - Lots of currently active volunteers are retirees or local college kids, which doesn't bode well for future volunteerism.
 - Volunteer training requirements are more rigorous nowadays, due to State and federal requirements.

Yorktown Volunteer Ambulance Corps (VAC)

- Non-profit organization providing 24-hour, 7-day a week service. Provides Intermediate emergency medical response (EMT-I.)
- VAC is composed of all-volunteer Emergency Medical Technicians (EMT's) and staff. It is governed by an elected Board of Directors, with an elected chair and vice-chair. Three Operators run the VAC day-to-day.
- Headquarters has 4-bay garage, office, storage, training and living quarters. Located on Route 202, north of FDR Park. Equipment: three ambulances.
- Service area is the Town of Yorktown, but primarily the Heights Fire District.
- The VAC is primarily supported by private fundraising. Two fund-drive letters are mailed per year. The VAC has also started doing third-party billing.
- The VAC receives dispatch calls from the Yorktown Police.
 - Typically, it does not get calls for emergencies in the northern Yorktown, as the Mohegan VAC is dispatched there. However, if Yorktown Police is notified, then the Yorktown VAC may be dispatched as well. Thus, there is the potential for duplication of response between the two VAC's. Whoever gets there first takes control.
 - For car accidents, VAC responds to calls not only on Town roads, but also on the Taconic Parkway and Route 202.
- There has been increasing difficulty in recent years getting volunteers. There are currently 55 active members, down from 80 to 90 in the 1980s.
 - Paramedic certification now takes 18 months, so after spending so much time in training, paramedics are typically not interested in serving as volunteers.
 - Also, people's busy schedules and commutes are making it difficult to commit the time necessary.

First Response

- The Yorktown Police Department and Mohegan Lake Fire District have the ability to provide first response services. That is, they can be the first to arrive on the scene and to assess the situation. They support the VAC's and the ALS.

Yorktown Advanced Life Support (ALS)

- The ALS is a tax district (i.e., "special district") created by the Town. The ALS service area is all of Yorktown.
- The ALS is run by a Commission, made up of representatives of the two Volunteer Ambulance Corps (VAC's) in town (Yorktown and Mohegan.) Commissioners are appointed by the Town Board.

- Paid paramedics are contracted through Empress Ambulance Service. Personnel: two paramedics during the day shift, 8 a.m. to 8 p.m.; one medic overnight. Additional paramedics can be called in if necessary.
- The ALS rents space in the VAC headquarters on Route 202.
- Equipment: 1 fly car.
- The ALS supplements services provided by the two VAC's, as well as the other services provided in Yorktown. It provides more advanced service than is typically provided in an ambulance.
- In the future, with increasing emergency care costs in hospitals, there may be a shift toward more ALS/paramedic care in the field, which can eliminate some trips to the emergency room. The Town should keep abreast of this trend for the time being and should consider expanding ALS personnel and equipment in the future. This could potentially result in the need, eventually, for a freestanding ALS facility.

Town Hall

- Built in 1935. Last renovation in the 1950's. Approximate size: 19,000 square feet.
- General condition: needs upgrading. An upgrade/expansion study was being undertaken as of Summer 2002.
- Town Hall currently provides space for only a portion of Town offices and meeting rooms. Even though several Town departments have been moved to other locations, the Town Hall is extremely cramped for space.
 - The departments currently housed in the building are Building & Zoning, the Comptroller, Engineering, Legal Services, Real Estate Assessor, the Supervisor, and Town Board chamber.
 - The following departments are located elsewhere: Environmental Conservation, Highway, Planning (at YCCC), Police, the Courthouse, Water, and Parks & Recreation.
- Technology improvements have increased space needs, both for archiving/storage and for computer equipment and wiring.
- Some of the needs identified during the S.W.O.T with Town Department heads included: (1) expand use of internet and email; (2) more space for archives; (3) publication that summarizes Town services; (4) more resources for enforcement.
- Town's web site is up-to-date and easy to navigate. Contact information is provided throughout.
- Town Board meetings are televised (cited as a strength in the S.W.O.T. session with Town Department heads), but televising results in a lot of the meeting time being given over for distribution of information (cited as a problem.)

Town Services

- According to the Task Force S.W.O.T. session on Parks and Community Facilities, participants feel that Town services are good/reliable. People also felt that garbage pick-up was reasonably priced and that the recycling program is good.
- There is a perception of high and inequitable Town taxes. This is exacerbated by the fact that School and Town boundaries are not coterminous, and people are taxed differently depending upon which district they live in. This creates differences in the tax rates for similar properties located in different districts.

Highway Department

- One main facility, plus two salt buildings (Greenwood Street and Spillway Road.)
- The department is responsible for paving and tree maintenance on Town roads; also plowing. On County roads, the department is responsible for plowing, but not paving. The State is completely responsible for State roads, but Town sometimes plows them when the State is slow to respond.
- Tree cutting and trimming. The Department does regular trimming for the purpose of visibility, power lines, interference with traffic, pickup from storms, etc. Roughly three miles of roadways are trimmed per year.
- The Highway Department has an ongoing re-paving program. It re-paves about 15 miles of Town roads each year, and the entire Town is re-paved on a 15-year cycle.
- Total reconstruction of many roads has been done in recent years. About 2,100 catch basins and four to five miles of drainage per year have been installed.
- Private roads: Current requirement is that it has to be built to specification, in case the road ends up being turned over by the Town.
- Needs identified by the Highway Department include:
 - Expanded storage area (currently at maximum.)
 - Seven additional staff members

- Does not necessarily need more technology, but more training on how to use technology. The department already uses technology for the purposes of inventory, security, communications, etc.) It is installing a GPS system into its fleet of trucks.
- The ideal would be to have two new facilities: (1) equipment and materials storage at the Spillway Street site; and (2) a maintenance facility at the Greenwood Street site

Environmental Conservation

- Vehicles: 100 vehicles serviced at the Central Garage (behind the Police Department); 50 at the Water Department; 15 at the Highway Department.
- The Town contracts for trash pick-up service for single-family residences. Garbage is sent to the Peekskill incinerator. Businesses and multi-family residences need to arrange for their own private haulers. BOCES picks up garbage and recycling for Yorktown schools.
- Waste Reduction Program: (1) Four scheduled annual bulk trash collections (twice yearly for condominiums, co-ops and apartments); (2) Weekly collection of commingled recycling bins and pulp; (3) Weekly fall Leaf Bag collections during the autumn season; (4) Christmas Trees collection during January; (5) Waste Oil & Antifreeze depots; and (6) outreach for the Organic Yard Waste Facility
- Hazardous waste: Refrigerators and air conditioners are taken by private haulers. Tires are accepted by the County for free. For computer monitors, there is a County recycling program.

APPENDIX

Survey 1: 30 Second TouchTone Survey[®] Report, November 2002

Survey 2: 60 Second TouchTone Survey[®] Report, July 2003



Yorktown Town Hall
363 Underhill Ave, P.O. Box 703, Yorktown Heights NY 10598
(914) 962-5722

30 Second TouchTone Survey® Report

Provided for the Town of Yorktown by ATC/MarketFAX Inc.
<http://www.marketfax.com>

A. In what part of town do you live?		1	2	3	4	5	6	7	Totals
		North of 202, West of the Taconic State Parkway	North of 202, East of the Taconic	South of the Reservoir	South of 202, West of the Taconic, North of the Reservoir	South of 202, East of the Taconic, North of the Reservoir	Don't Know	Do not live in Yorktown	
	Cumulative	257	635	25	120	265	23	9	
	Statistical	19.27%	47.60%	1.87%	9.00%	19.87%	1.72%	0.67%	100.00%

B. How long have you lived in Yorktown?		1	2	3	4	5	6	Totals
		1-5 Years	6-10 Years	11-20 Years	21-30 Years	More than 30 Years	Do not live in Yorktown	
	Cumulative	223	224	300	249	330	8	
	Statistical	16.72%	16.79%	22.49%	18.67%	24.74%	0.60%	100.00%

C. If you take the train as part of your commute to work, which station do you use most often?		1	2	3	4	5	6	7	8	Totals
		Peekskill or Cortlandt	Croton-Harmon or Ossining	Golden's Bridge or Katonah	Bedford Hills or Mt. Kisco	Chappaqua	White Plains or North White Plains	Another station	Does not apply	
	Cumulative	41	182	28	24	2	49	15	993	
	Statistical	3.07%	13.64%	2.10%	1.80%	0.15%	3.67%	1.12%	74.44%	100.00%

D. Indicate whether you agree or disagree with the following statement: "The Town should implement regulations to protect old stone walls throughout Yorktown."		1	2	3	4	5	Totals
		Strongly Agree. Protect all walls everywhere	Agree. Protect only those walls that have historical significance	Disagree. It's not worth the bother	Strongly Disagree. It's too much of a burden on property owners	No opinion	
	Cumulative	351	652	119	121	91	
	Statistical	26.31%	48.88%	8.92%	9.07%	6.82%	100.00%

E. Indicate whether you agree or disagree with the following statement: "Remaining vacant parcels in Yorktown, if developed, should be built at lower densities than surrounding parcels that have already been developed."		1	2	3	4	5	Totals
		Strongly Agree. Even if it reduces potential tax revenue for the Town.	Agree. But only on very large parcels.	Disagree. This wouldn't be appropriate for most sites.	Strongly Disagree. Reducing the density isn't going to solve much.	No opinion	
	Cumulative	639	361	120	130	84	
	Statistical	47.90%	27.06%	9.00%	9.75%	6.30%	100.00%

F. Indicate whether you agree or disagree with the following statement: "Large remaining vacant parcels in Yorktown should be built in the form of cluster development." In cluster development, houses are grouped together on smaller lots, with the surrounding area preserved as open space.		1	2	3	4	5	Totals
		Strongly Agree. Even if a few more houses are permitted, as an incentive	Agree. But only if there is no increase in the number of houses	Disagree. I'd rather see houses spread out	Strongly Disagree. No one would build or buy clustered houses	No opinion	
	Cumulative	180	400	562	123	69	
	Statistical	13.49%	29.99%	42.13%	9.22%	5.17%	100.00%

G to N. Do you think Yorktown ...		1	2	3	Totals
		Needs More	Has Enough	Not Sure	
	G. Light industry	572	612	150	1334
		42.88%	45.88%	11.24%	100.00%
	H. Office buildings	366	843	125	1334
		27.44%	63.19%	9.37%	100.00%
	I. Bed & Breakfast Inns	742	263	329	1334
		55.62%	19.72%	24.66%	100.00%
	J. Townhouses	313	882	139	1334
		23.46%	66.12%	10.42%	100.00%
	K. Apartment buildings	187	1005	142	1334
		14.02%	75.34%	10.64%	100.00%
	L. Affordable housing	419	756	159	1334
		31.41%	56.67%	11.92%	100.00%
	M. Accessory units (i.e. in-law units)	392	593	349	1334
		29.39%	44.45%	26.16%	100.00%
	N. Age-restricted housing (senior housing, nursing homes)	494	594	246	1334
		37.03%	44.53%	18.44%	100.00%

O to S. Where do you go most often for ...		1	2	3	4	5	Totals
		Yorktown Heights	Crompond	Jeff. Valley Mall	Other Areas /Yorktown	Other	
	O. Weekly groceries?	842	39	5	185	263	1334
		63.12%	2.92%	0.37%	13.87%	19.72%	100.00%
	P. Clothes and Furniture?	62	42	497	71	662	1334
		4.65%	3.15%	37.26%	5.32%	49.63%	100.00%
	Q. Window shopping?	46	18	577	35	658	1334
		3.45%	1.35%	43.25%	2.62%	49.33%	100.00%
	R. Professional services (i.e., lawyer, accountaants?)	472	14	13	86	749	1334
		35.38%	1.05%	0.97%	6.45%	56.15%	100.00%
	S. Eating Out?	348	35	19	344	588	1334
		26.09%	2.62%	1.42%	25.79%	44.08%	100.00%

T. Do you think that the Yorktown Heights business district could benefit from additional pedestrian-oriented, mixed-use development in a "Main Street/Town Center" design? This would consist of sidewalk-orientated shops and restaurants with parking in the back, civic institutions, small offices, apartments, townhouses, and public plazas.		1	2	3	Totals
		Yes	No	Not sure	
Cumulative		906	295	133	
Statistical		67.92%	22.11%	9.97%	

U. Do you think that the Crompond business district could benefit from additional pedestrian-oriented, mixed-use development in a "Main Street/Town Center" design? This would consist of sidewalk-orientated shops and restaurants with parking in the back, civic institutions, small offices, apartments, townhouses, and public plazas.		1	2	3	Totals
		Yes	No	Not sure	
Cumulative		635	394	305	
Statistical		47.60%	29.54%	22.86%	

V to Z. For each of the following business districts, which do you think is the MOST important issue to address?	1	2	3	4	5	6	7	8	Totals
	Quality and mix of stores	Roadway access (to/within)	Parking availability	Walkability	Attractiveness of storefronts	Landscaping	None of the above	Not sure	
V. Yorktown Heights:	452 35.04%	375 29.07%	35 2.71%	167 12.95%	169 13.10%	39 3.02%	53 4.11%	0 0.00%	1290 100.00%
W. Mohegan Lake (Route 6 area):	126 9.45%	782 58.62%	78 5.85%	66 4.95%	131 9.82%	26 1.95%	40 3.00%	85 6.37%	1334 100.00%
X. Shrub Oak:	457 34.26%	224 16.79%	60 4.50%	87 6.52%	156 11.69%	46 3.45%	81 6.07%	223 16.72%	1334 100.00%
Y. Jefferson Valley:	564 42.28%	132 9.90%	35 2.62%	129 9.67%	126 9.45%	62 4.65%	124 9.30%	162 12.14%	1334 100.00%
Z. Crompond:	279 20.91%	411 30.81%	13 0.97%	93 6.97%	124 9.30%	48 3.60%	56 4.20%	310 23.24%	1334 100.00%



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(914) 962-9722

60 Second TouchTone Survey® Report

Provided for the Town of Yorktown by ATC/MarketFAX Inc.

<http://www.marketfax.com>

A. In what part of town do you live?

		1	2	3	4	5	6	7	
		North of 202, West of the Taconic State Parkway	North of 202, East of the Parkway.	South of the Reservoir.	South of 202, West of the Parkway, North of the Reservoir	South of 202, East of the Parkway, North of the Reservoir	Don't Know	Do not live in Yorktown	
	Cumulative	259	507	19	82	196	11	11	Totals
	Statistical	23.87%	46.73%	1.75%	7.56%	18.06%	1.01%	1.01%	1085
									100.00%

B. How long have you lived in Yorktown?

		1	2	3	4	5	6	
		1-5 years	6-10 Years	11-20 Years	21-30 Years	More than 30 Years	Do not live in Yorktown	
	Cumulative	164	186	234	228	261	12	Totals
	Statistical	15.12%	17.14%	21.57%	21.01%	24.06%	1.11%	1085
								100.00%

C. Please indicate how you feel about the following statement. "The Town of Yorktown should adopt ordinances to protect roads and vistas that contribute to the natural beauty and character of the Town."

		1	2	3	4	5	
		Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion	
	Cumulative	657	323	53	26	26	Totals
	Statistical	60.55%	29.77%	4.88%	2.40%	2.40%	1085
							100.00%

D. Where do you work?

		1	2	3	4	5	6	7
		Yorktown	White Plains	Elsewhere in Westchester County	Another upstate county	New York City	Long Island	Connecticut
	Cumulative	223	88	285	22	186	3	34
	Statistical	20.55%	8.11%	26.27%	2.03%	17.14%	0.28%	3.13%

D. Continued...

		8	9	
		New Jersey	I don't work	
	Cumulative	18	226	Totals
	Statistical	1.66%	20.83%	1085
				100.00%

E. How long is your commute to work, door to door?		1	2	3	4	5	6	7	Totals
		Less than 15 minutes	15-30 minutes	30-45 minutes	45-60 minutes	More than 60 minutes	I work from home	I don't work	
	Cumulative	184	183	200	109	138	45	226	1085
	Statistical	16.96%	16.87%	18.43%	10.05%	12.72%	4.15%	20.83%	100.00%

F. How would you rate the visual appearance of your neighborhood? Consider the appearance of buildings, landscaping, parking areas, streets, local parks and schools, and the natural scenery.		1	2	3		Totals
		Very attractive	Attractive	Not attractive at all		
	Cumulative	304	675	106		1085
	Statistical	28.02%	62.21%	9.77%		100.00%

G. How would you rate the quality of the sidewalks in your neighborhood?		1	2	3	4	Totals
		Excellent	Good	Fair	My neighborhood doesn't have sidewalks	
	Cumulative	26	87	86	886	1085
	Statistical	2.40%	8.02%	7.93%	81.66%	100.00%

H. If additional bike trails/lanes were available, would you ride your bike to work or for shopping?		1	2	3	4	Totals
		Yes	No	Maybe	Does not apply	
	Cumulative	118	582	159	226	1085
	Statistical	10.88%	53.64%	14.65%	20.83%	100.00%

I. Would you use a neighborhood jitney service to a nearby train station?		1	2	3	4	Totals
		Yes	No	Maybe	Does not apply	
	Cumulative	293	274	271	247	1085
	Statistical	27.00%	25.25%	24.98%	22.76%	100.00%

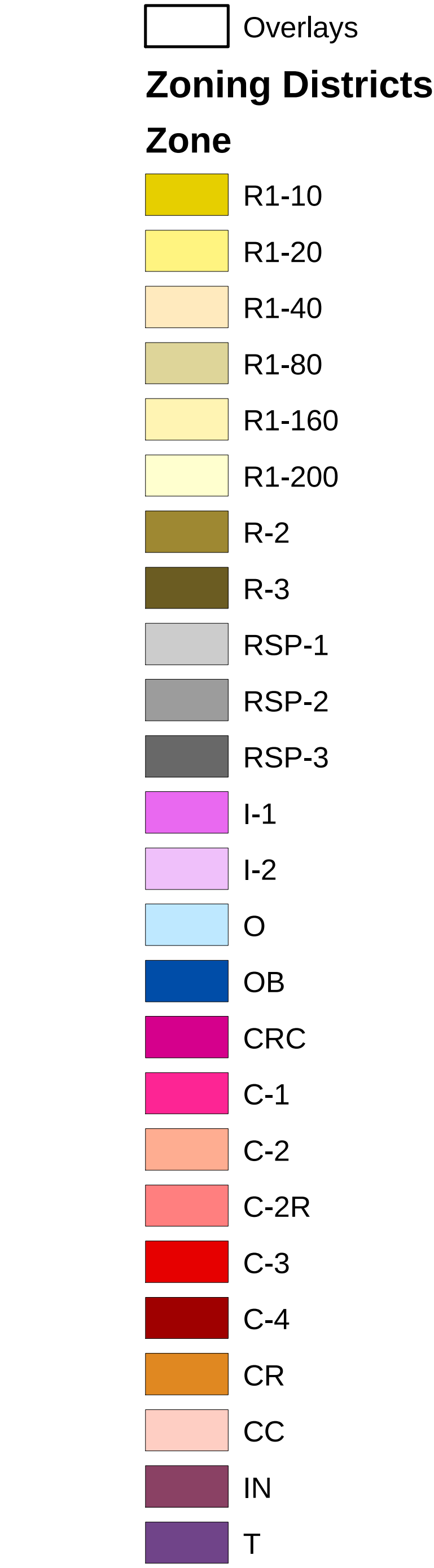
M. Please indicate how you feel about the following statement. "If the State is able to get federal funding for road improvements, a by-pass in Mohegan Lake should be constructed."		1	2	3	4	5		Totals
		Strongly Agree	Agree	Disagree	Strongly Disagree	No opinion		1085
		568	292	54	45	126		100.00%
	Cumulative	568	292	54	45	126		
	Statistical	52.35%	26.91%	4.98%	4.15%	11.61%		

N. How importantant is historic preservation to you?		1	2	3	4		Totals
		Very important	Important	Not very important	Not important at all		1085
		452	441	156	36		100.00%
	Cumulative	452	441	156	36		
	Statistical	41.66%	40.65%	14.38%	3.32%		

O. How would you rate your level of satisfaction with the following:

	Very Satisfied	Somewhat Satisfied	Not Satisfied	N/A	Totals
1. Shopping	399	544	139	3	1085
	36.77%	50.14%	12.81%	0.28%	100.00%
2. Location in the region	665	373	20	27	1085
	61.29%	34.38%	1.84%	2.49%	100.00%
3. Access to the Taconic Parkway	897	155	31	2	1085
	82.67%	14.29%	2.86%	0.18%	100.00%
4. Neighborhoods	487	499	81	18	1085
	44.88%	45.99%	7.47%	1.66%	100.00%
5. Housing stock	303	488	119	175	1085
	27.93%	44.98%	10.97%	16.13%	100.00%
6. Diversity of age groups, income levels	438	508	72	67	1085
	40.37%	46.82%	6.64%	6.18%	100.00%
7. Schools	325	465	143	152	1085
	29.95%	42.86%	13.18%	14.01%	100.00%
8. Roads & infrastructure	56	454	569	6	1085
	5.16%	41.84%	52.44%	0.55%	100.00%
9. Natural beauty & scenery	498	524	57	6	1085
	45.90%	48.29%	5.25%	0.55%	100.00%
10. Parks & recreational facilities	545	456	70	14	1085
	50.23%	42.03%	6.45%	1.29%	100.00%
11. Historic character	333	566	116	70	1085
	30.69%	52.17%	10.69%	6.45%	100.00%
12. Municipal services, town government	326	598	145	16	1085
	30.05%	55.12%	13.36%	1.47%	100.00%
13. Police, fire & EMT services	741	291	39	14	1085
	68.29%	26.82%	3.59%	1.29%	100.00%
14. Cultural Life	223	548	244	70	1085
	20.55%	50.51%	22.49%	6.45%	100.00%

Town of Yorktown, NY
PROPOSED LAND USE MAP



TOWN OF YORKTOWN PLANNING DEPARTMENT Yorktown Community & Cultural Center 1974 Commerce Street, Yorktown Heights, NY 10598 Phone: (914) 962-6565, Fax: (914) 962-3986, Web: www.yorktownny.org	
TITLE: Figure 2-1: Proposed Land Use Map DATE: March 9, 2010 BY: RAS	
Revisions:	Date:
Revised Zone Colors & Added Labels	April 6, 2010
Town Board Response to Comments	May 4, 2010

