A. INTRODUCTION

This document is a Draft Environmental Impact Statement (DEIS) for the Proposed Action (as defined below). The DEIS has been prepared in accordance with the State Environmental Quality Review Act (Article 8 of the Environmental Conservation Law) (SEQRA) and its implementing regulations and includes all required elements pursuant to 6 NYCRR §617.9(b).

800 E Main Yorktown Dev AMS LLC (the "Applicant") proposes to redevelop the approximately 35.5-acre property located at 800 East Main Street in the Town of Yorktown, New York (the "Town") identified on the Town tax map as Section 5.19, Block 1, Lot 15 (the "Project Site") with an active adult residential community for residents aged 55 and over, consisting of approximately 250 dwelling units (200 rental units and 50 for-sale townhomes), approximately 383 parking spaces, a clubhouse, approximately 9.4 acres of common open space, approximately 0.9 miles of walking trails, a central water feature (pond), and recreational amenities (the "Proposed Project"). To facilitate the Proposed Project, the Applicant has petitioned the Town of Yorktown Town Board (the "Town Board") for an amendment to the Zoning Map of the Town of Yorktown, to rezone the Project Site from OB Research Laboratory and Office District (the "OB District") to the RSP-2 Senior Citizens District (the "RSP-2 District") and for text amendments to the Zoning Code of the Town of Yorktown (the "Zoning Code") affecting the RSP-2 District of the Town (see **Appendix A-2**). The Zoning Code and Zoning Map amendments are referred to as the "Proposed Zoning." The Proposed Zoning and the Proposed Project are together referred to as the "Proposed Action."

Pursuant to SEQRA, the Town Board, acting as Lead Agency, determined by resolution on March 7, 2023 that the Proposed Action has the potential to result in one or more significant adverse environmental impacts and that a DEIS is required to be prepared. A Scoping Document was prepared to guide the preparation of the DEIS. As required by SEQRA regulations, and in order to allow the public sufficient opportunity to comment on the draft Scoping Document, the Town Board accepted written comments on the draft from March 24, 2023 through April 14, 2023. A public scoping session for the purposes or receiving oral comments was held by the Town Board on April 4, 2023 and the draft Scoping Document was reviewed at the April 10, 2023 meeting of the Planning Board and at the April 18, 2023 and April 19, 2023 meetings of the Yorktown Advisory Board on Architecture and Community Appearance and Yorktown Conservation Board, respectively. On May 2, 2023, the Town Board adopted the final Scoping Document, which sets forth the analyses required in this DEIS (see **Appendix A-1**).

This chapter of the DEIS summarizes the main elements of the Proposed Action, the potential environmental impacts of the Proposed Action, measures incorporated to mitigate the potential environmental impacts of the Proposed Action, and a description of the alternatives to the Proposed Action that are studied in this DEIS. The following chapters of the DEIS explore these topics in greater detail.

B. DESCRIPTION OF PROPOSED ACTION

B.1. PROJECT SITE AND SURROUNDING AREA

The Project Site is an approximately 35.5-acre parcel situated at 800 East Main Street in the Town, located along the northern boundary of the Town of Yorktown within the hamlet of Jefferson Valley, the largest of the Town's five hamlets (see **Figure S-1**). The Project Site is presently zoned OB District. The northern edge of the Project Site borders the Town of Putnam Valley, which is in Putnam County. The Project Site is situated east of the Taconic State Parkway (the "TSP" or "Parkway") and north of U.S. Route 6 (**see Figure S-2**). The Project Site is presently owned by Contractors Register, Inc., and the Applicant is the contract-vendee.

The central portion of the Project Site is developed with two three-story office buildings, comprising approximately 63,617 square feet, one constructed in the late 1980s and the other in the early 2000s. The Project Site is improved with 288 surface parking spaces, as well as driveways, landscaping, and associated infrastructure (see **Figure S-3**). The elevation of the developed portion of the Project Site, in the vicinity of the existing office buildings, is approximately 70 feet higher than the elevation of the Project Site's entrance at Old Route 6.

The office buildings on the Project Site are currently vacant and have been for several years. Approximately 30 percent of the Project Site (10.74 acres) is currently developed, with the northern 70 percent of the Project Site (approximately 24.79 acres) undeveloped and in a forested state. The Project Site is accessed by a single driveway that enters the Project Site at its southeastern corner, where it connects to Old Route 6. Once inside the Project Site, the driveway slopes uphill, where it joins the ring road that encircles the two office buildings. The Project Site generally slopes north to south. There is a steep drop in elevation between the two existing office buildings, such that the first floor of the northern office building is approximately 25 feet higher than the first floor of the southern office building.

To the north and northeast, the Project Site is bordered by the Donald J. Trump State Park, a 436-acre State Park that spans the Towns of Yorktown and Putnam Valley. To the west, the Project Site is bordered by the Parkway, a New York State Scenic Byway, which runs north-south within the Town. There is an approximately 150-foot-wide vegetative buffer between the Parkway and the Project Site, which provides a natural visual screen between the Parkway and Project Site. The majority of this buffer would remain as part of the Proposed Project. The Project Site is bordered to the southeast by several single-family homes, and to the south by East Main Street and U.S. Route 6.

B.2. PROPOSED PROJECT

The Proposed Project would be an age-restricted residential community, comprised of 250 dwelling units, with 200 rental units located in 12 buildings (of varying building types), and 50 for-sale townhouses in 12 buildings[1] (see **Figure S-4**). The Proposed Project would include 96 one-bedroom units and 154 two-bedroom units. A total of 383 surface parking spaces would be constructed to serve the development. The parking spaces would be located throughout the Project Site and would include surface and garage spaces within

[1] The townhomes are proposed to be condominiums.

buildings (as discussed below). The Proposed Project's different building and unit types, and associated parking spaces, is provided in **Table S-1**. There would be four "villa" buildings (containing 96 total dwelling units), seven "flats" (containing 32 total dwelling units), one apartment building (containing 72 dwelling units), and 12 townhome buildings (containing 50 total dwelling units).[2] Dwelling units would have either one or two bedrooms. Renderings of the Proposed Project are provided in **Figure S-5a to S-5c**, demonstrating residential buildings that are developed with a transitional yet local vernacular architectural design standing against the backdrop of rolling hills and natural landscapes.

Table S-1
Proposed Project Buildings and Parking

Building Type	Number of Buildings	Dwelling Units	Building Height (stories)	Building Size (gsf)	Parking Spaces	Tenure
Villa	4	96	4	208,160	144	Rental
Flat	7	32	2	55,650	50	Rental
Apartment	1	72	4	100,785	113	Rental
Clubhouse	1	--	1	30,500	--	--
Townhomes	12	50	2	374,688	76	For Sale
Amenity	1	--	1	1,500	--	--
Total	**24**	**250**	--	**771,283**	**383**	--

Source: Perkins Eastman

Much of the proposed redevelopment would take place within the previously developed footprint of the existing office buildings and associated surface parking areas. The Project Site would continue to be served by the existing entrance, which connects to East Main Street, however, the driveway for the Proposed Project would be developed slightly to the west of the existing driveway (closer to the TSP), which would slightly increase the area of developable land within the interior of the Project Site. The driveway would include two, 10-foot-wide travel lanes (i.e., one into the Project Site, one out of the Project Site) as well as a 12-foot-wide median that would be improved with grasscrete and low-rise, mountable curbs.

There would be approximately 0.9 miles of walking trails and bicycle riding paths within the Project Site. As part of the Proposed Project, approximately 9.4 acres of the overall Project Site would be private common open space for residential use. Amenities in the common open space would include walking paths, areas for yoga and painting classes, picnic areas, a putting green, a centrally located water feature, a swimming pool, tennis courts, pickleball courts, an amphitheater, a gazebo, and areas for outdoor dining (see **Figure S-6a to S-6c**). The Proposed Project would have full-time staff responsible for site management and maintenance, including leasing, building repairs and maintenance, and building operations, including solid waste management.

The Applicant has developed a conceptual landscaping plan for the Proposed Project that divides the Project Site into five different zones, each of which complements the adjacent buildings and programmatic elements (see **Figure S-7a to S-7f**). A conceptual lighting

[2] The Conceptual Site Plan (see **Figure S-4**) shows 48 townhouse units, however, to be conservative in its review, the Applicant assumed the development of 50 townhouse units (two additional units could be in an additional townhouse building).

plan for the Proposed Project has also been prepared, which divides the Project Site into five different lighting zones (see **Figure S-8a to S-8b**). Proposed fixtures would utilize cut-off luminaires, be Dark-Sky compliant, adhere to Town guidelines on color temperature (e.g., avoid temperatures over 3000K, which tend to be brighter white), and the distribution patterns would prevent light spillover onto adjacent properties to the maximum extent practicable.

The Proposed Project would redevelop the previously disturbed area of the Project Site (office building footprint and associated parking areas) and would extend to the north and south of that area, requiring clearing and grading. The driveway for the Proposed Project would be sited west of the existing driveway, resulting in the need for grading closer to the Project Site's border with the Parkway than in the current condition (see **Figure S-9**). Areas south of the Project Site's existing parking lot would also be re-graded to accommodate the apartment building. In the northern, currently undeveloped, portion of the Project Site, grading would be required, including disturbance of areas of steep slopes (discussed more in Chapter 5, "Geology, Soils, and Topography"). In general, eastern portions of the Project Site would require a lowering in elevation (i.e., cut), while western portions of the Project Site would be raised in elevation (i.e., fill). Tiered grading would be required in certain portions of the Project Site, predominantly east of the proposed recreational areas of the Proposed Project.

B.3. PROPOSED ZONING AMENDMENTS

The Project Site is within the Town's OB District. The uses permitted in the OB District include research laboratories and office buildings. As discussed above, the Applicant has petitioned the Town Board to amend the Town Zoning Map and Zoning Code to permit an age-restricted residential community on the Project Site. Specifically, the Applicant has petitioned the Town Board for an amendment to the Zoning Map to rezone the Project Site from the OB District to the RSP-2 District (see **Appendix A-2**). The Applicant has also petitioned the Town Board for amendments to the regulations of the RSP-2 District that would, for sites greater than 25 acres, increase the floor area ratio from 0.35 to 0.55 and increase the maximum building height from 45 to 55 feet.

The proposed amendments to the RSP-2 District regulations would only apply to sites that are greater than 25 acres. The parcel located at 3770 Barger Street (Section 5.19, Block 1, Lot 14) is the only parcel in the Town, aside from the Project Site, to which the Proposed Zoning would apply. The Barger Street parcel is currently developed with Trump Park Residences, a 4-story, multi-family, age-restricted building. It is highly unlikely that the 3770 Barger Street property would be redeveloped if the changes proposed by Applicant to the RSP-2 District are adopted by the Town. Additionally, there is a Conservation Easement on 39.11 acres of the Barger Street parcel, restricting development on the parcel.

C. LIST OF APPROVALS REQUIRED

The approvals required to facilitate the Proposed Action, as well as the governmental agencies responsible for these approvals, are identified below.

- Zoning Map Amendment; RSP-2 District Amendments (Town of Yorktown Town Board)
- Site Plan Approval; Stormwater Permit; Tree Removal Permit; Municipal Separate Storm Sewer System (MS4) Approvals (Town of Yorktown Planning Board)

- Building Permit (Town of Yorktown Building Department)
- Water and Sewer Main Construction, Improvements, Connections (Westchester County Department of Health)
- Traffic Mitigation Measures along U.S. Route 6, if necessary (NYS Department of Transportation)
- State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity; Stormwater Pollution Prevention Plan Approval; Potential 5-Acre Waiver (New York State Department of Environmental Conservation)
- Section 14.09 Review (New York State Office of Parks, Recreation, and Historic Preservation)

In addition to the above approvals, pursuant to §277.61 of the Westchester County Administrative Code, the Proposed Zoning must be referred to the Westchester County Planning Board prior to final action by the Town Board and the site plan of the Proposed Project must be referred at least 30 days prior to final action by the Town Planning Board. Lastly, several "Interested Agencies" will be participating in review of the Proposed Action under SEQRA, including:

- Town of Yorktown Water Department
- Town of Yorktown Advisory Board on Architecture and Community Appearance (the "ABACA")
- Town of Yorktown Conservation Board
- Town of Yorktown Tree Conservation Advisory Committee
- Town of Putnam Valley
- Westchester County Department of Planning
- Putnam County Department of Planning

D. PURPOSE AND NEED

Since its peak the 1980s, the demand for professional office space in a corporate park setting has declined substantially. The demand for campus office buildings in Westchester County is continuing to decline due to evolving market trends, office space needs, and work styles. The existing office buildings on the Project Site do not meet the needs of the current corporate office market, as evidenced by their continued vacancy. At the same time, the demand for housing types other than single-family detached houses remains strong within the region.[3]

It is the Applicant's opinion that the Proposed Project is consistent with both the intent and strategies outlined in the Town of Yorktown Comprehensive Plan (2010) (the "Town Comprehensive Plan"). Consistent with the Town Comprehensive Plan, the Proposed Project would increase housing diversity in the Town by adding to the limited stock of age-restricted housing, providing a viable option for existing residents wishing to downsize and remain in the Town.[4] The Proposed Project

[3] Land use trends are discussed in more detail in Chapter 2, "Land Use, Zoning, and Public Policy."

[4] It is noted that the 2010 Town Comprehensive Plan identified the Project Site in Policy 4-63, which suggested the Town "promote corporate or multi-tenant office development in select locations near major entrances to the Taconic Parkway and Route 6" (page 4-33). The economic realities of corporate office parks in the region have evolved dramatically since the Town Comprehensive Plan's adoption approximately 15 years ago, and the Project Site is no longer viable as an office campus. Therefore other components of the Town Comprehensive Plan were consulted to inform the Applicant's redevelopment proposal for the Project Site.

would be compatible with the surrounding neighborhood, introducing compatible residential use (in place of the existing commercial use) into an area that is primarily comprised of residential neighborhoods including the age-restricted Trump Park Residences community. Furthermore, the Proposed Project would preserve approximately 6.25 acres of woodland areas on the northern portion of the Project Site, and would concentrate development, to the extent practicable, in the areas of the Project Site that are currently improved, further reducing the need for tree clearing, thereby retaining some of the wooded character of the Project Site. The Proposed Project also promotes sustainable development, as encouraged by the Town Comprehensive Plan, by repurposing an already commercially developed site as a residential community. As has been observed throughout the County, vacant and abandoned office parks are prime candidates for reuse. In alignment with the Town Comprehensive Plan goal of encouraging the Town to remain recreation-oriented, the Proposed Project would include approximately 9.4 acres of open space to encourage passive and active recreation on the Project Site by residents.

The Proposed Project would replace underutilized office buildings with an active residential use, creating a development with minimal impact to adjacent residential neighborhoods. In addition, the Proposed Project would support the Town's tax base by introducing new residents to support existing businesses and institutions.

E. POTENTIAL IMPACTS AND MITIGATION

E.1. INTRODUCTION

This section of the DEIS presents a summary of potential significant adverse environmental impacts identified in each subject area as well as the mitigation measures proposed for those potential significant adverse environmental impacts.

As summarized below, and in more detail in Chapter 10, "Stormwater Management," the Applicant developed preliminary stormwater management practices in order to maximize the treatment and retention of stormwater from the new impervious surfaces introduced by the Proposed Project. With the implementation of the proposed preliminary stormwater management practices, peak runoff rates for all storms would decrease at one post-development "design point" (Design Point 1) and increase for all storms at the other design point (Design Point 2), and certain post-development drainage areas would not meet stormwater quality goals. The Applicant has determined that the scale of the Proposed Project would need to be reduced to accommodate the additional infrastructure that would be needed to achieve the stormwater quantity goal at Design Point 2 and stormwater quality goals at certain post-development drainage areas, and that the cost to the Applicant of the reduction in unit count coupled with the cost of the additional stormwater infrastructure would make the Proposed Project economically infeasible. The Proposed Project is the Applicant's preferred action. However, consistent with the requirement of SEQRA that potential adverse impacts be mitigated to the maximum extent practicable, the Applicant has prepared an alternative development program similar to the Proposed Project that meets the Applicant's objectives, but which reduces the potential for the stormwater and some other adverse impacts of the Proposed Project (the "Alternative Site Layout"; see Alternative 4 in Chapter 17, "Alternatives"). The Alternative Site Layout would have 185 dwelling units (165 multi-family units in two multi-family buildings, and 20 cottages each with two bedrooms), together with 278 parking spaces, open space, walking trails, and recreational amenities.

The Alternative Site Layout is analyzed in Chapter 17 with respect to the same impact categories as the Proposed Project. Certain of the analyses of the Alternative Site Layout—specifically, of potential tree impacts and of construction related economic benefits—were performed at a sufficient level of detail to permit them to be extrapolated to the larger Proposed Project. Finally, a detailed "basis of design" report was prepared to estimate the energy usage of the Alternative Site Layout. As the energy usage of the Proposed Project would be greater than the Alternative Site Layout (given the Proposed Project's larger size), but the mitigation measures would be similar in nature, a similarly detailed report was not prepared for the Proposed Project.

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

E.2.a. Land Use

The Project Site is currently improved with two office buildings that, combined, have approximately 63,617 square feet (sf) of space, as well as related surface parking, infrastructure, lighting, and landscaping (see **Figure S-10**). The office buildings on the Project Site are currently vacant and have been for several years. Approximately 30 percent of the Project Site (±10.74 acres) is currently developed, with the northern 70 percent of the Project Site (approximately 24.79 acres) in a forested state (see **Figure S-11**). Within the Land Use Study Area, the predominant land use is residential, followed by commercial, parks and open space, community services, public services, recreation and entertainment, and vacant land (see **Figure S-12**).

With the Proposed Project, the Project Site would be converted from a vacant office campus into an age-restricted (55+) residential community. Much of the development would take place within the previously developed footprint of the existing office buildings and the development would be served by the existing access driveway. The Proposed Project would include large areas of open space, some programmed, to encourage passive and active recreation on the Project Site. Recreational amenities would include walking trails, tennis courts, a swimming pool, and pickleball courts.

In the Applicant's opinion, the Proposed Project, including its residential, parking, and open space components, is consistent with adjoining land uses. The proposed residential use is consistent with the Trump Park Residences west of the Project Site, and the residential neighborhoods to the east and south of the Project Site, and would not introduce new land uses that do not presently exist within the surrounding area. The development of the Project Site would retain the overall mixed residential and commercial land use character of the Land Use Study Area and the Proposed Project would be an appropriately scaled and sited residential community.

The residential use is a lower intensity use than office use (i.e., fewer vehicle trips), and the Proposed Project would retain a significant wooded buffer between it and Donald J. Trump State Park. As discussed in Chapter 3, "Visual and Community Character," the Proposed Project would not be visible from trails within the State Park, owing to thick vegetation and the intervening distance and topography, thereby not impacting potential views from the Park. The Proposed Project is also consistent with the adjacent Parkway, which in addition to being a

four-lane divided highway, is a NYS Scenic Byway. The forested buffer buffering between the Parkway and the Project Site would remain, and while limited portions of the Proposed Project's buildings would be visible from the Parkway, this would be consistent with other developments along the Parkway as well as the Project Site's current condition.

E.2.b. Zoning

The Project Site is within the OB District. Principal permitted uses in the OB District include laboratories devoted exclusively to research, product development and testing, engineering development and sales development, as well as offices for professional or business use (including executive, engineering, accounting, scientific, research and development, educational, statistical and financial purposes).[5] The OB District has a minimum lot area of 20 acres and a permitted floor area ratio (FAR) of 0.10. Maximum allowable building heights in the OB District are three stories or 45 feet, and the third story may not exceed 35 percent of the entire ground floor area of the building.

The Town's RSP-2 District is a senior citizens district with a minimum lot area of five acres. This zoning district permits one unit per 2,200 sf, provided the dwelling unit is no larger than a "3-room living unit" or "2-bedroom apartment," and one unit per 10,000 sf, if the dwelling unit is a "4-room living unit" or larger, or a unit with more than two bedrooms. The maximum permitted FAR is 0.35 and the maximum height is 45 feet.[6] The RSP-2 District is mapped directly to the west of the Project Site, on the western side of the Parkway, where the Trump Park Residences development is located. Additionally, several smaller parcels throughout the Town are mapped RSP-2 District.

To accommodate the Proposed Project, the Applicant has petitioned the Town Board for an amendment to the Town Zoning Map to rezone the Project Site from the OB District to the RSP-2 District, and for amendments to the regulations of the RSP-2 District to permit increased density and increased building height (see Section B.3., "Proposed Zoning Amendments," for additional discussion of the proposed zoning amendments). As the rezoning of the Project Site to RSP-2 District would permit a residential community in an area with current residential development, the Proposed Project would not result in any significant adverse zoning impact. Therefore, no mitigation measures are proposed.

E.2.c. Public Policy

E.2.c.i Town Comprehensive Plan

Consistent with the Town Comprehensive Plan, the Proposed Project would increase housing diversity in the Town by adding to the limited stock of age-restricted housing, providing a viable option for existing residents wishing to downsize and remain in the Town. The Proposed Project would be compatible with the surrounding neighborhood,

[5] Town Code §§ 300-21(C)(14), and 300-105.

[6] In all multifamily districts, the floor area ratio (usable) and the lot area is calculated on the basis of net area, which is determined by subtracting from the gross area of the site all wetlands and controlled areas defined in Chapter 178 of the Town Zoning Code.

introducing compatible residential use (in place of the existing commercial use) into an area that includes various residential neighborhoods, such as the age-restricted Trump Park Residences community, a commercial center (The Jefferson Valley Mall), and is close to the hamlet center of Jefferson Valley. Furthermore, the Proposed Project would preserve approximately 6.25 acres of woodland areas on the northern portion of the Project Site (while removing 11.65 acres elsewhere on the Project Site), and would concentrate development in the areas of the Project Site that are currently improved, further reducing the need for tree clearing, thereby retaining some of the wooded character of the Project Site.

The Town Comprehensive Plan observes that "the supply of townhouse units, condos, apartments, and senior living is limited, some of the demand goes unmet, [and] empty-nesters often want to downsize, but have limited options for housing in Town." The Proposed Project directly addresses this, by increasing the supply of housing for seniors.

The Proposed Project promotes sustainable development, as encouraged by the Town Comprehensive Plan, by repurposing an already commercially developed site as a residential neighborhood. The Proposed Project has been sited to minimize development on steep slopes, thereby reducing the potential for soil erosion and runoff to adjacent properties.

In alignment with the goal of encouraging the Town to remain a "recreation-oriented community," the Proposed Project would include large areas of open space, some programmed, to encourage passive and active recreation on the Project Site. Recreational amenities would include walking trails, tennis courts, a swimming pool, pickleball courts, and an exercise room.

It should be noted that the Town Comprehensive Plan identifies the Project Site in Policy 4-63, which suggested the Town "promote corporate or multi-tenant office development in select locations near major entrances to the Taconic Parkway and Route 6" (page 4-33). The economic realities of corporate office parks in the region have evolved dramatically since the Town Comprehensive Plan's adoption approximately 15 years ago, and the Project Site is no longer viable as an office campus. Therefore, other components of the Town Comprehensive Plan were consulted to inform the Applicant's redevelopment proposal for the Project Site.

E.2.c.ii Westchester 2025

In the Applicant's opinion, the Proposed Project is consistent with the policies in the County's Westchester 2025 Plan as discussed below:

- **Enhance transportation corridors** – As part of the Proposed Project, both the E. Main Street & U.S. Route 6 intersection and the adjacent East Main Street & Old Route 6 intersection would be signalized. These improvements are subject to review and approval by the Town and/or NYSDOT.

- **Nurture economic climate / Track and respond to trends** –There is decreased demand for corporate office park development and increased demand for mixed-use infill development, including a diverse housing stock. The Proposed Project responds to this trend.
- **Preserve natural resources** –The Proposed Project would preserve approximately 6.25 acres as undeveloped woodland in the northern portion of the Project Site, and approximately 9.4 acres would be common open space for residents of the community to use at their leisure. In total, 11.65 acres of undisturbed area is being developed as part of the Proposed Project.
- **Provide recreational opportunities to serve residents** – The Proposed Project would include recreational amenities for residents, including pickleball courts, approximately 0.9 miles of walking trails, a swimming pool, a putting green, picnic areas, tennis courts, an amphitheater, an exercise room, activities room, and a spa.
- **Maintain utility infrastructure** – To accommodate development of the Proposed Project, the Applicant would retain the existing water and sewer connections that serve the Project Site.
- **Define and protect community character** – Consistent with the aspirations of the Town Comprehensive Plan, the Proposed Project would promote housing diversity (by introducing for-rent and for-sale units) in a format compatible with the character of the Land Use Study Area, including adjacent residential areas.
- **Promote sustainable technology** – The Proposed Project would incorporate sustainable building practices and green technologies, to the extent practicable, including LED interior and exterior lighting, "right-sized" heating, hot water, and air condition ("HVAC") systems, and the use of activity-sensing and photovoltaic sensing lighting controls, where appropriate.

E.2.c.iii Westchester County Housing Needs Assessment

Consistent with the Housing Assessment, the Proposed Project would increase housing stock in the County, by adding to the Town's limited supply of age-restricted (55+) housing, providing a viable option for residents wishing to downsize and remain in the Town. Increasing the housing supply would positively impact demand for existing housing, potentially freeing up existing homes for younger generations. Residents downsizing but remaining in the Town would maintain their support network of family, friends, churches, civic associations, and services, such as doctors and pharmacists. The Proposed Project is anticipated to meet current demand for market-rate senior housing.

E.3. VISUAL AND COMMUNITY CHARACTER

To evaluate the potential visual impacts of the Proposed Project, a three-dimensional computer model of the Proposed Project was created to represent the massing and general architecture of the proposed buildings. This model was added to a three-dimensional

topographical model of the Project Site and surrounding area that was developed using LiDAR data, provided by Westchester County, of surface and vegetated features. The model (topography and buildings) was then superimposed on photographs taken from each Vantage Point (see **Figure S-13a to S-13g**). The photo simulations do not show the proposed conceptual landscaping program.

From a vantage point south of the Project Site, along the northbound Parkway, a portion of the roof of one of the Proposed Project buildings would likely be visible at or above the tree line (see **Figure S-14**). The remainder of the Proposed Project would not be visible, owing to intervening vegetation, distance, and topography. From the Parkway traveling southbound and from a vantage point directly south of the Project Site, the Proposed Project's buildings would be visible through dense vegetation. In the case of the view from the Parkway, this is a similar condition to the existing condition, where one of the existing office buildings is visible through the vegetation in the leaf-off condition. From both vantage points, visibility of the buildings in the leaf-on condition would be significantly obscured. From the other vantage points analyzed, the Proposed Project's buildings would have limited, if any, visibility.

With respect to community character, the Proposed Project's residential use would be consistent with existing residential uses to the east and west of the Project Site and the Proposed Project would not interfere with the public's enjoyment of parks and other community assets in the Town. Project Site lighting would be selected and positioned to minimize spillover of light off-site and the proposed landscaping would improve the visual character of the Project Site.

E.4. CULTURAL RESOURCES

E.4.a. Archaeological Resources

As recommended by the New York State Office of Parks, Recreation, and Historic Preservation ("OPRHP"), a Phase 1A Archaeological Study, based on documentary research, was prepared. The Phase 1A Study recommends a Phase 1B Archaeological Investigation be conducted in the portions of the Project Site with archaeological sensitivity that would be disturbed with the Proposed Project, which are shown on **Figure S-15**. A Phase 1B archaeological investigation includes conducting test pits within areas of potential disturbance to determine the presence or absence of significant archaeological resources. Testing is not recommended in areas that have been developed with buildings, graded, or paved or in areas with slopes greater than 15 percent.

In the event that the Phase 1B archaeological investigation confirms that pre-contact archaeological resources are present, a Phase 2 Archaeological Survey/Evaluation would be required to determine the horizontal and vertical limits of the archaeological site and to determine its significance/eligibility for listing on the State and National Register of Historic Places ("S/NR"). If the archaeological site is determined to be significant and the Proposed Project cannot be redesigned to avoid it, a Phase 3 Mitigation/Data Recovery would be required. With the completion of the Phase 1B Archaeological Investigation and any subsequent archaeological investigations that may become necessary (e.g., a Phase 2 Survey/Evaluation or a Phase 3 Mitigation/Data Recovery) and continued consultation and coordination with OPRHP during all phases of archaeological

work, it is the Applicant's opinion that the Proposed Project would not result in impacts on archaeological resources.

E.4.b. Historic Architectural Resources

In a letter dated November 2, 2023, OPRHP determined that the buildings on the Project Site are not eligible to be listed on the S/NR (see **Appendix B**). Two historic resources, however, have been identified in the vicinity of the Project Site (see **Figure S-16**). The Hyatt House (also known as the Boehme-Martens House), is located on the north side of Old Route 6, approximately 500 feet east of the Project Site. Vegetated and wooded areas and a private road are between the Project Site and the Hyatt House. The Parkway (S/NR-listed) extends north-south through the area, west of the Project Site. The Parkway is located approximately 125 feet west of the Project Site, and is separated from the Project Site by a dense vegetated and wooded buffer (see **Figures S-17 and S-18**).

The Proposed Project would have no adverse impacts on the Hyatt House and the Parkway. These historic resources are sufficiently buffered from the Project Site by vegetated and wooded areas, and this vegetative buffer would be retained with the Proposed Project. The Proposed Project has been designed so that the new buildings would be below the height of the tree line along the Taconic State Parkway and would therefore not project above the existing vegetative buffer on the east side of the Parkway (see **Figures S-19 and S-20**). OPRHP determined in their letter of November 2, 2023 that they do not have any architectural or above-ground concerns for the Proposed Project (see **Appendix B**).

E.5. GEOLOGY, SOILS, AND TOPOGRAPHY

Approximately 20.29 acres of the 35.5-acre Project Site would be disturbed during construction of the Proposed Project, including the approximately 10.74 acres previously disturbed to construct the Project Site's current improvements (see **Table S-2**). The Proposed Project would increase the building coverage on the Project Site from 1.9 percent to 10.5 percent and the total impervious coverage from 14.6 percent to 26.2 percent. Mitigation for the increase in impervious coverage would include the implementation of a comprehensive Stormwater Pollution Prevention Plan (SWPPP), which would outline methods to reduce the amount of stormwater runoff leaving the Project Site, as well as to improve the quality of the Project Site's runoff.

Table S-2
Existing and Proposed Building and Impervious Surface Coverage

	Existing Condition	Proposed Condition
Total Site Area (acres)	35.5	35.5
Total Permeable area (acres)	30.3	26.2
Total Impervious Area (acres)	5.2	9.3
Percent Impervious	14.6%	26.2%
Total Building Area (acres)	0.7	3.7
Percent Building Coverage	1.9%	10.5%

Source: Site Design Consultants, Perkins Eastman
Note: Totals may not sum due to rounding.

Approximately 8.55 acres of the disturbance required to construct the Proposed Project would occur on slopes greater than 15 percent and approximately 4.35 acres would occur on slopes between 10 percent and 15 percent. The remaining 7.39 acres of disturbance would occur on slopes less than 10 percent. The Proposed Project would require excavation of approximately 90,155 cubic yards of material (i.e., "cut") and would require approximately 8,319 cubic yards of fill material, resulting in a net cut of 81,836 cubic yards of earthen material. If all of the net cut material was removed from the Project Site, approximately 4,546 truck trips would be required, based on 18 cubic yards per truck. It is anticipated that these trips would be spread out over several months of the Proposed Project's construction, such that the number of truck trips per day would be reduced to a level that would not affect traffic operations. Pursuant to Chapter 248 of the Town's Code, as well as State requirements, a Soil Erosion and Sediment Control Plan has been developed as part of the SWPPP for the Proposed Project.

It is anticipated that rock removal will be required. Final determination of the need for rock removal would be determined as construction plans are advanced and additional data collected. If rock removal is necessary, hydraulic hammers could be used. While unlikely, any potential blasting would be conducted in accordance with Chapter 124, "Blasting and Explosives," of the Town of Yorktown Code and pursuant to a blasting permit that would be obtained from the Town. As per the Town Code, a notice of intent to blast would be delivered to all required recipients 30 days to 72 hours prior to blasting and a notice of blasting would be served 72 to 24 hours prior to blasting. Finally, per Section 124-7 of the Town Code, blasting would only be conducted on Monday through Saturday between 8:00 am and 5:00 pm.

E.6. ECOLOGICAL RESOURCES

The Proposed Project would not result in adverse impacts to groundwater resources or floodplains within the Project Site. The construction of the Proposed Project would require the removal of one of the two existing stormwater management ponds, which are not regulated wetlands. The Proposed Project includes construction of a 0.46-acre freshwater pond, which would provide similar wetland functions and values as the existing pond, cover a larger area than the existing pond, and result in a benefit to wetland and surface water resources within the Project Site. With the Proposed Project, approximately 11.65 acres of upland forest would be permanently cleared. This forest clearing would not represent a loss of rare or unique ecological communities or vegetation, and the Proposed Project would not result in significant adverse impacts to ecological communities or vegetation. Disturbance-intolerant wildlife species would be expected to relocate to similar habitat available nearby and would not be adversely impacted by the Proposed Project. Adjacent areas which provide potential habitat for these species include the Donald J. Trump State Park and Danner Family Preserve, which contain suitable tracts of similar forested habitat to which wildlife could relocate. To minimize bird collisions with windows, the Proposed Project buildings would utilize low-reflectivity glass and, as currently designed, would feature more solid façade surfaces than glass within the first two-stories from the ground. All outdoor lighting fixtures would be shielded and downward-directional to mitigate adverse impacts from light pollution.

Federally and state-listed threatened, endangered, and special concern species that have the potential to occur within the ecological resources study area include Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), red-shouldered hawk

(*Buteo lineatus*), and eastern box turtle (*Terrapene carolina*). Limiting tree clearing activities to a period between November 1 and March 31 would avoid impacts to nesting birds and roosting bats within the Project Site. The loss of habitat associated with the operation of the Proposed Project represents a negligible reduction in habitat available for wildlife in the surrounding areas, which contains large tracts of similar habitat for potential use by these species. In addition, approximately 15.2 acres of forested upland would be retained under the Proposed Project, and would continue to represent potential habitat for threatened, endangered, and special concern species.

For these reasons, the Proposed Project would not adversely impact threatened, endangered, or special concern species, or critical habitat for these species. Therefore, the Proposed Project would not adversely impact ecological resources.

E.7. SOCIOECONOMIC AND FISCAL IMPACTS

The Proposed Project would be expected to add approximately 310 people to the Town, a 0.85 percent increase based on the 2020 population of 36,569 residents. Demographic data supports the demand for the Proposed Project, including a growing Town and County population as well as a general aging of the population. In addition, approximately 40 percent of occupied units in the Town, and 30 percent of occupied units in the County, had a householder move into the unit in 1999 or earlier, potentially suggesting that this housing stock may turn over in the short term, with those householders potentially seeking to remain in the same area.

When constructed, the Proposed Project is estimated to generate net new annual property tax revenue over and above what the Project Site currently generates, increasing property tax revenue to all taxing jurisdictions by $1,546,398, of which approximately $170,443 would be to the Town, and $1,083,969 would be to the Lakeland Central School District, with the remaining balance to the other taxing jurisdictions (see **Table S-3**). The Proposed Project would also generate new economic activity on the Project Site during construction and operation. Construction-related activities are estimated to generate over $64.13 million in direct economic output. Once operational, the Proposed Project would generate new activity and employment on-Site and in the surrounding area. The facility is estimated to support 41 full- and part-time jobs in the building services sector and through its proposed recreational center activities, resulting in $3.26 million in economic output. The Proposed Project would also introduce new residents who are anticipated to facilitate investment in the surrounding area through household spending. Overall, the new residents introduced by the Proposed Project would support $442,854 in induced economic output for the Town.

Table S-3
Projected Annual Property Tax Revenues for Proposed Project

Taxing Jurisdiction	Tax Rate per $1,000 of Assessed Value	Taxable Assessed Value of Proposed Project	Proposed Project Property Taxes	Increase in Taxes from Existing
Westchester County	134.16	$1,208,446	$162,125	$137,976
Town of Yorktown	165.73		$200,274	$170,443
Advanced Life Support	5.46		$6,598	$5,616
Lake Mohegan Fire District	81.22		$98,150	$83,530
Westchester County Peekskill Sewer	32.63		$39,432	$33,558
Westchester County Garbage	16.30		$19,698	$16,763
Yorktown Consolidated Water	14.14		$17,087	$14,542
Osceola Lateral Sewage Operating	16.97	1.00	$17	$0
Lakeland Central School District	1,053.99	$1,208,446	$1,273,687	$1,083,969
Total Property Taxes			**$1,817,067**	$1,546,398

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

E.8. COMMUNITY FACILITIES

As the Proposed Project is age-restricted (55+), public school students would not reside at the Proposed Project and, therefore, the Proposed Project would not place any demand on the Lakeland Central School District. The Proposed Project would not be anticipated to result in a significant increase in demand for emergency services (e.g., police, fire, and EMS) despite the fact that the Proposed Project's demand for emergency services might be larger than a comparably sized non-age restricted development. It is anticipated that emergency service providers would be able to adequately serve the residents of the Proposed Project and that any incremental costs incurred by the providers would be offset by the anticipated increase in tax revenue to the various taxing jurisdictions, including approximately $200,274 per year for the Town and $98,150 for the Lake Mohegan Fire District. In addition, the Proposed Project improvements would not be a unique construction or occupancy type in the Town, and measures to mitigate the increased demand for emergency services, such as sprinklers throughout the buildings and on-site security systems, would be included.

In his correspondence to the Applicant, Fire Chief Eade indicates that to "adequately provide services to not only this proposed site, but to the remaining areas of our jurisdiction… it would be recommended that at least one additional firefighter be added… on a 24/7 basis…[necessitating] the hiring of four career firefighters/EMT's." The Chief estimated that each firefighter, inclusive of benefits, would cost approximately $200,000 per year. Although not directly necessitated by the Proposed Project, the Chief also indicated that the Fire Department's ladder truck is approximately 20 years old, and that the Fire Department has to consider replacing the ladder truck, at a cost of approximately $2,000,000. The Proposed Project would generate approximately $98,150 per year in tax

revenue for the Lake Mohegan Fire District. That tax revenue would be the Proposed Project's fair share of the incremental additional costs potentially incurred by the Fire Department.

E.9. WATER AND WASTEWATER

The Proposed Project is anticipated to generate approximately 47,690 gallons per day (gpd) of water/sanitary demand (see **Table S-4**), an increase of 41,815 gpd from the condition when the existing office buildings were at peak usage. Correspondence with the Assistant Superintendent of the Yorktown Consolidated Water District confirmed that there is adequate water supply to the Proposed Project. New water and sewer lines would be constructed within the Project Site and would connect to existing public mains in the cul-de-sac at the end of East Main Street. The sanitary sewer pump station on East Main Street would be replaced to accommodate the increased flow of the Proposed Project. The design of the water and sewer system would be subject to the review and approval of the Town of Yorktown Engineering and Sewer Department, Yorktown Consolidated Water District, and the Westchester County Department of Health (WCDOH).

Table S-4
Estimated Water/Sanitary Generation

Unit Type	Number of Units	Water Usage in Gallons Per Day per Unit	Total Gallons Per Day
1 Bedroom	96	110	10,560
2 Bedroom	154	220	33,880
Clubhouse	1	3,250*	3,250
Total	**--**	**--**	**47,690**

Note: * The calculation for the clubhouse is based on the estimation of 50 patrons per day, multiplied by the combined standard for the NYS DEC Design Standards for a health club, restaurant, and pool.
Source: New York State Design Standards for Intermediate Sized Wastewater Treatment Systems, NYSDEC, March 4, 2014

E.10. STORMWATER MANAGEMENT

Preliminary stormwater management practices were designed to maximize the treatment and retention of stormwater from the new impervious surfaces introduced by the Proposed Project. These practices are illustrated in **Appendix I**, Sheet WS-3. With the implementation of the proposed preliminary stormwater management practices, peak runoff rates for all storms would decrease at one post-development "design point" (Design Point 1) and increase for all storms at the other design point (Design Point 2), and certain post-development drainage areas would not meet stormwater quality goals.

The Applicant has determined that the scale of the Proposed Project would need to be reduced to accommodate the additional infrastructure that would be needed to achieve applicable stormwater quantity and quality goals, and that the cost to the Applicant of the reduction in unit count coupled with the cost of the additional infrastructure would make the Proposed Project economically infeasible.

E.11. USE AND CONSERVATION OF ENERGY

The Proposed Project would be served by a new electric distribution system on the Project Site and may also be served by natural gas. The Applicant has not yet determined whether they will provide gas for cooking and heating, or if the buildings will be entirely electric.

As such, the Applicant prepared, and Con Ed reviewed, the electric and gas loads associated with the Alternative Site Layout for both scenarios.[7] Based on their review of the loads, Con Ed determined that the only off-site mitigation that would be required would be the extension of the natural gas main from East Main Street to the Project Site, if the Applicant moved forward with a gas HVAC system.

The Proposed Project would include various energy conservation measures, including the use of LED interior and exterior lighting, right-sized HVAC systems, and the use of activity-sensing and photovoltaic sensing lighting controls, where appropriate. Is it anticipated that each apartment unit within the multifamily buildings will have a dedicated high-efficiency one-to-one split system heat pump. Similarly, the common corridors will have one-to-con split system heat pumps, while the amenity spaces will utilize variable refrigerant flow multizone split system heat pumps. The buildings would be insulated in accordance with all applicable building and conservation codes, including the use of insulated windows. The Applicant would also undertake a feasibility study to determine if solar power could be utilized. The Proposed Project would include Electric Vehicle chargers at various locations within the Project Site.

E.12. TRAFFIC AND TRANSPORTATION

To assess potential traffic impacts associated with the Proposed Project, key intersections in the Traffic Study Area that might be affected by project generated trips were identified in the adopted Scoping Document (see **Appendix A-1**). Traffic volumes, including turning movement counts, were conducted while school was in session, primarily in May and June 2003. The nine identified intersections, illustrated in **Figure S-21**, are:

- U.S. Route 6 and Barger Street
- Taconic State Parkway Southbound Ramp and U.S. Route 6
- Taconic State Parkway Northbound Ramp and U.S. Route 6
- U.S. Route 6 and East Main Street
- Old Route 6 and East Main Street
- U.S. Route 6 and Lee Boulevard
- East Main Street and Lee Road
- U.S. Route 6 and Hill Boulevard
- East Main Street and Hill Boulevard / Old Jefferson Valley Road

Additionally, two intersections were identified for safety analysis only:

- East Main Street and Indian Hill Road
- East Main Street and Old Jefferson Valley Road

The Proposed Project would result in 108, 128, and 80 total vehicle trips during the Weekday AM, Weekday PM, and Saturday Midday peak hours, respectively. Consistent with the Scoping Document, no credit was taken for the existing office land use on the

[7] See discussion of the Alternative Site Layout in the "Executive Summary." For the Alternative Site Layout. The same type of HVAC systems would be used for the Proposed Project (see **Appendix F**, Basis of Design).

Project Site. However, re-occupancy of the existing office buildings is one of the alternatives studied in this DEIS. When added to the traffic volumes anticipated to occur in the future without the Proposed Project, the additional traffic associated with the Proposed Project would not be anticipated to result in an impact to any studied traffic intersection, with the exception of the following impacts at East Main Street and U.S. Route 6:

- Eastbound left turn movement from U.S. Route 6 onto East Main Street would, in the Weekday AM peak hour, degrade from Level of Service ("LOS") D to LOS E.
- Eastbound left turn movement from U.S. Route 6 onto East Main Street would, in the Weekday PM peak hour and Saturday Midday peak hour, experience more than a 10% increase in traffic volumes while maintaining the same LOS F condition as the future without the Project.
- Southbound left turn/through/right turn movement from East Main Street onto U.S. Route 6 would, in the Weekday AM peak hour experience more than a 10% increase in traffic volumes while maintaining the same LOS F condition as the future without the Project.

In order to mitigate this impact, it was determined that the East Main Street and U.S. Route 6 intersection and the adjacent East Main Street and Old Route 6 intersection, which experiences similar turning volumes, should be signalized. These two closely spaced intersections are proposed to operate using one controller as a "clustered" intersection, such that turning vehicles between U.S. Route 6 and East Main Street would be able to continue their trip without stopping between the traffic signals (see **Figure S-22**). In addition, the eastbound left turn lane from U.S. Route 6 would be lengthened, a right-hand turn lane for northbound traffic would be added at the Old Route 6 and East Main Street intersections, and left turns from East Main Street onto U.S. Route 6 would be prohibited.

With the implementation of these mitigation measures, which are subject to review and approval by the Town and/or NYSDOT, the significant adverse traffic impacts of the Proposed Project would be fully mitigated and all lane groups for the two intersections would operate an acceptable LOS D, or better.

E.12.a. Alternative Site Access

The Project Site has one vehicular access driveway, beginning at the terminus of Old Route 6 at an existing cul-de-sac. The asphalt driveway is 24 feet wide, which meets the Town road standard for two travel lanes. The driveway is curbed on both sides with a two- to three-foot-wide graded grass shoulder. Given the Project Site's proposed reuse as a residential community, the Applicant investigated the potential for creating a secondary means of access to the Project Site, or for otherwise improving emergency vehicle access to the Project Site. Three scenarios for accomplishing this were studied (see **Figure S-23a to S-23d**):

1. Direct access from U.S. Route 6 at the Parkway northbound ramps.
2. Additional driveway connection from the cul-de-sac at Old East Main Street to the eastern side of the Project Site.
3. Improvements to the existing driveway.

Any potential, new access way would be required to conform to the NYS Fire Code to the greatest extent possible. Among the criteria is that the slope of the

access way should not exceed 10 percent. The current Project Site driveway meets this criterion.

Direct access from U.S. Route 6 to Old Route 6 and the Project Site, via a new roadway extending north at the existing intersection of U.S. Route 6 and the Parkway northbound ramps, was evaluated. However, the existing grade is more than 18 percent, which exceeds the maximum 10 percent grade requirement for a new driveway.

Construction of a second Project Site driveway, along the eastern portion of the Site, was determined infeasible for the same reason. The average grade from the end of Old Route 6 to the pad of the existing development is 20 percent.

Given that construction of a new driveway to the Project Site is not feasible, the Applicant evaluated widening the existing Project Site driveway for the purpose of emergency access. Specifically, the existing 24-feet wide roadway would be expanded 8 feet, for a total width of 32 feet. This would establish two, 10-feet-wide travel lanes with a 12-feet-wide center strip that would act as an emergency lane. The emergency lane would be constructed of grass pavers, designed to carry the structural load of emergency vehicles. The benefit of these pavers is that the outward appearance of the center lane would be that of a manicured grass median, enhancing the visual aesthetic of the Project Site's main entry drive. These improvements to the Project Site's main driveway would, in the Applicant's opinion, provide sufficient access for emergency vehicles.

E.13. AIR QUALITY

An air quality screening analysis was conducted and determined that there would be no potential for significant adverse air quality impacts from the stationary sources of air emissions at each of the proposed buildings. Similarly, the project-generated traffic did not result in an exceedance of the screening procedures developed by New York State Department of Transportation (NYSDOT). Therefore, the Proposed Project would not result in a significant adverse air quality impact.

E.14. NOISE

Due to relatively small changes in the volume of vehicular traffic on roadways near the Project Site as a result of project-generated traffic, noise levels in the future with the Proposed Project would increase, at most, by approximately 0.2 dBA. This increase would not be perceptible.

Noise generated from the amenity features of the age-restricted residential development would not be anticipated to be more noticeable than the noise generated from traffic on the Parkway. In addition, the outdoor amenity spaces would be located at least 500 feet away from the nearest existing receptors (i.e., residences along Old Route 6 or Donald J. Trump State Park) and would not operate during night-time hours when residences would be most sensitive to noise.

The buildings' mechanical systems would be located and designed to avoid producing significant noise level increments at nearby receptors and would therefore not have the potential to result in significant adverse noise impacts. The final design of these systems

would be reviewed during the site plan review process. As such, the Proposed Project would not have a significant adverse noise impact.

E.15. HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment (ESA) was performed by William Silveri, LLC on April 11, 2022 (see **Appendix H**). The ESA does not identify any recognized environmental conditions (RECs). On August 23, 2023, AKRF, Inc. performed an on-site assessment to confirm the findings of the ESA and existing site conditions. As the ESA and the confirmation assessment reveal no RECs in connection with the Project Site, no mitigation measures are required. Nevertheless, to avoid and mitigate potential adverse impacts, the following measures would be implemented during construction.

- Prior to Project Site redevelopment, the existing underground storage tanks (UST) and aboveground storage tanks (AST) would be taken out of service and removed in accordance with the prevailing regulations and requirements, the registration would be closed with NYSDEC and/or the WCDOH, and any contaminated soil (if encountered) would be addressed in accordance with applicable regulations.
- Any soil or fill excavated as part of future Project Site redevelopment activities would be managed in accordance with applicable regulations. All material intended for off-site disposal would be tested in accordance with the requirements of the intended receiving facility. Transportation of all soil leaving for off-site disposal would be in accordance with requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.
- If any additional or previously unknown USTs and/or petroleum contaminated soil are encountered during the development activities, the tanks would be closed in accordance with applicable NYSDEC and WCDOH regulations, and any contaminated soil would be properly removed.
- GLS Inspection LLC of Fairlawn, New Jersey performed a comprehensive pre-demolition asbestos containing materials (ACM) survey in the existing buildings and associated auxiliary structures in June 2022, which indicated that no ACMs were present. If any additional suspect ACMs are encountered during demolition that were not previously identified by GLS or AKRF in the ESA, the material would be sampled in accordance with applicable regulations. If any of the tested materials are positive for ACM (greater than 1 percent asbestos), they would be removed prior to demolition by a licensed asbestos abatement contractor in accordance with applicable regulatory requirements.
- Since the current buildings on the Project Site were developed after the use of lead-based paint (LBP) was banned in 1978, the presence of LBP is unlikely and was not tested. Demolition activities with the potential to disturb LBP would be performed in accordance with the applicable Occupational Safety and Health Administration regulation (OSHA 29 CFR 1926.62—Lead Exposure in Construction).
- If dewatering is required, treatment and discharge of dewatering fluids would be conducted in accordance with all applicable regulations and guidance, including obtaining appropriate permits.
- Appropriate erosion and sediment controls would be implemented in accordance with SWPPP requirements.

E.16. CONSTRUCTION

Construction of the Proposed Project would be expected to take approximately 30 months and would be conducted in a single phase, differentiated by six stages:

(1) perimeter fencing and tree clearing [8 to 10 weeks];

(2) mobilization, earthwork, and site utilities [16 weeks];

(3) foundations and site stabilization [18 weeks];

(4) building framing and mechanical/electrical/plumbing rough-in [35 weeks];

(5) interior finishes [35 weeks]; and

(6) site work, landscaping, and occupancy [16 weeks].

During site plan review, and based on the final building and site design, the Applicant would prepare a detailed Construction Management Protocol (CMP), which would formalize the measures to avoid and mitigate potential adverse impacts. For example, a Town-approved Soil Erosion and Sediment Control Plan, meeting State and Town requirements, would detail how the Project Site will be protected from erosion and sedimentation during construction activity when soil would be disturbed, in order to avoid and mitigate potential impacts associated with the off-site migration of sediment during construction.

Construction of the Proposed Project would create daily construction-related traffic to and from the Project Site, including construction workers and the delivery of materials and equipment. The CMP would provide that all construction worker parking, equipment loading, unloading, and queuing would occur on-site, no construction vehicles would be permitted to park or queue on any public roadway, and that construction vehicles (including but not limited to trucks, trailers, and oversized vehicles) would be prohibited from using the U.S. Route 6/East Main Street intersection for access to or from the Project Site, and instead, would be required to access East Main Street from the east at Lee Boulevard or Hill Boulevard.

Measures to reduce fugitive dust and emissions from construction vehicles to the maximum extent practicable would be incorporated into the Proposed Project. Implementation of these measures would avoid and minimize potential adverse air quality impacts during construction.

Construction of the Proposed Project would be expected to result in elevated noise levels at nearby receptors during certain periods of construction. However, noise from construction would be intermittent and of limited duration and is not anticipated to result in a significant adverse impact. Construction activities would comply with the hour limitations set forth in Chapter 216 of the Town Code, to minimize noise intrusion from construction activities during weekends and nights when residential uses are more sensitive to noise. In addition, construction equipment utilized would incorporate sound attenuation practices to further reduce the potential impact to sensitive receptors, such as residences.

While rock hammering might be required, it is not anticipated that the Proposed Project would require blasting. To the extent blasting is determined to be necessary, it would be conducted in accordance with Town regulations, including those in Town Code Chapter 124, “Blasting and Explosives,” and all required permits would be obtained.

E.17. SEQRA REQUIRED ANALYSES

E.17.a. Cumulative Impacts of the Proposed Zoning

The proposed amendments to the RSP-2 District regulations would only apply to sites that are greater than 25 acres. The Trump Park Residences property located at 3770 Barger Street (Section 5.19, Block 1, Lot 14) is the only parcel in the Town, aside from the Project Site, to which the Proposed Zoning would apply. In the Applicant's opinion, it is highly unlikely that the 3770 Barger Street parcel would be redeveloped if the changes proposed by Applicant to the RSP-2 District are adopted by the Town. Additionally, there is a Conservation Easement on 39.11 acres of the Barger Street parcel, restricting development on the parcel. Therefore, there is no potential for a significant cumulative environmental impact as a result of the Proposed Zoning. Similarly, given the size and location of other projects that may be constructed within the Town (i.e., the Toll Brothers project on Catherine Street), it is not anticipated that the Proposed Project, together with those projects, would result in a significant cumulative environmental impact.

E.17.b. Mitigation Measures

E.17.b.i Ecological Resources

The Proposed Project would require the removal of approximately 1,320 Town-regulated trees, 1,265 of which are in good to fair health. As required by Chapter 270 of the Town Code, a "mitigation plan" must be prepared as a condition of the tree removal permit required for the Proposed Project. The Applicant proposes a mitigation plan with the following elements:

- Throughout the Project Site there would be extensive plantings of native deciduous, conifers, shrubs, and herbaceous species. The planting locations and quantities of the various species to be planted would be detailed on the landscaping plan that would be submitted as part of site plan review.
- Invasive species and vines, as well as tree litter from dead and fallen limbs, trees, and roots within the area of the Project Site to be disturbed, would be removed.
- A tree protection plan would be prepared and submitted as part of site plan review. Protection of trees during construction using methods identified in the final construction plan would be undertaken. Areas of existing vegetation and tree buffers would be preserved.
- As noted in the Conceptual Landscaping Plan prepared for the Proposed Project, and detailed in Chapter 3, "Visual and Community Character," conifers would be planted to provide visual screening.
- The Proposed Project would provide stormwater management to minimize erosion and flooding.
- The Applicant would donate trees to the Town nursery stock at Willow Park in quantities to be determined as part of site plan approval.

- The Proposed Project would implement Best Management Practices for the protection of root zones of trees and shrubs on the fringe of the construction disturbance.

E.17.b.ii Traffic and Transportation

As discussed above, traffic from the Proposed Project would result in an adverse impact at the intersection of East Main Street and U.S. Route 6. To mitigate this impact, it was determined that the East Main Street and U.S. Route 6 intersection and adjacent East Main Street and Old Route 6 intersection, which experiences similar turning volumes, should be signalized. These two closely spaced intersections are proposed to operate using one controller as a "clustered" intersection, such that turning vehicles between U.S. Route 6 and East Main Street would be able to continue their trip without stopping between the traffic signals. Additional mitigation measures include:

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

With the implementation of these mitigation measures, which are subject to review and approval by the Town and/or NYSDOT, adverse traffic impacts of the Proposed Project would be fully mitigated and all lane groups for these intersections would operate an acceptable LOS D, or better.

E.17.c. Sustainability

To reduce the energy consumption of the Proposed Project, energy efficient lighting and appliances would be used. Is it anticipated that each apartment unit within the multifamily buildings will have a dedicated high-efficiency one-to-one split system heat pump, and that common corridors will have one-to-con split system heat pumps, while amenity spaces will utilize variable refrigerant flow multizone split system heat pumps. In addition, high-efficiency building envelope features, including windows and facades, would be incorporated. The use of energy-efficient features would reduce energy consumption, which would also reduce the greenhouse gas emissions attributable to the Proposed Project.

The Proposed Project would include various energy conservation measures, and incorporate green and sustainable building practices. As discussed in Chapter 11, "Use and Conservation of Energy," these measures and practices would include the use of LED interior and exterior lighting, "right-sized" HVAC systems, and the use of activity-sensing and photovoltaic sensing lighting controls, where appropriate. The buildings would be insulated in accordance with applicable building and conservation codes, including the use of insulated windows. The Applicant would also undertake a post-approvals feasibility study to determine whether incorporation of solar power is practicable. The Proposed Project would include electric vehicle chargers at various locations within the Project Site. Building materials, to the extent possible, would be recycled or locally sourced, to

minimize the environmental impact of the construction process. In addition, the buildings are designed to maximize natural light and ventilation, reducing the need for artificial light and air conditioning. The stormwater treatment practices discussed in Chapter 10, "Stormwater," which are based on green practices and runoff reduction, would be implemented. Finally, it is noted that the redevelopment of the previously developed Project Site to meet a community need (e.g., housing) is, in and of itself, a sustainable practice in that it minimizes the need for greenfield development and makes use of existing infrastructure.

E.17.d. Growth-Inducing Aspects

The Proposed Project would not be expected to induce growth elsewhere in the Town. The Proposed Project is being undertaken to serve a current and existing need. As discussed in Chapter 2, "Project Description," Chapter 3, "Land Use, Zoning, and Public Policy," and Chapter 7, "Socioeconomic and Fiscal Impacts," both Westchester County and the Town acknowledge that there is a decreased demand for corporate office park development and an increased demand for housing, especially multifamily housing. The Proposed Project does not include the extension of any infrastructure, such as roadways, sewer, or water systems, or electric or gas systems, into areas not currently served. Finally, the off-site spending of the Proposed Project's residents would not be expected to create significant new commercial development pressure, but rather would be expected to benefit existing businesses in the Town.

E.17.e. Irreversible and Irretrievable Commitment of Resources

Certain resources, both natural and human-made, would be expended in the construction and operation of the Proposed Project. These resources include use of the land, building materials, energy, and human effort (time and labor) required to develop, construct, and operate the Proposed Project. These resources are considered irretrievably committed because their reuse for some purpose other than the Proposed Project would be highly unlikely.

The land that makes up the Project Site is the most basic resource irretrievably committed. The actual building materials used in the construction of the Proposed Project (e.g., wood, steel, concrete, and glass) and energy (in the form of gas, diesel, and electricity) consumed during the construction and operation of the Proposed Project or by construction equipment, and the various HVAC systems would be irretrievably committed. The commitment of these resources is not considered significant or adverse.

E.17.f. Unavoidable Adverse Impacts

SEQRA regulations require a DEIS to identify "unavoidable adverse impacts." A significant adverse impact would be considered "unavoidable" if there are no reasonably practicable mitigation measures to eliminate the impact, or if there were no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

The construction and operation of the Proposed Project would result in certain short term and long-term environmental impacts that cannot be avoided. Those and all other adverse impacts of the Proposed Project would be mitigated to the

maximum extent possible. Therefore, no significant unavoidable adverse environmental impacts are anticipated to result from the Proposed Project.

F. DESCRIPTION OF ALTERNATIVES ANALYZED

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

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

Pursuant to SEQRA, the description and evaluation of the alternatives should be at a level of detail sufficient to permit a comparative assessment of the alternatives and a comparison with the Proposed Project. Therefore, if the impacts of an alternative for a specific environmental impact category are expected to be the same as, or less than, the Proposed Project, a brief assessment is provided. For environmental categories where the potential impact of the alternative is anticipated to be materially different from the Proposed Project, a more detailed analysis is provided. **Table S-10**, located at the end of this chapter, summarizes and compares the environmental impacts of the Proposed Project and the various alternatives.

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

Under this alternative (the "Re-Occupancy Alternative") the Proposed Zoning would not be adopted, the Project Site would continue to be zoned OB District, and no demolition of existing improvements or new construction would occur at the Project Site. The Project Site would continue to be improved with approximately 63,617 square feet (sf) of office space within the two existing office buildings, as well as the surface parking lots and landscaping. This alternative assumes that absent the Proposed Project, the office buildings would be fully re-occupied by office tenants, and that no new structures or site improvements would be constructed.

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

F.1.a. Potential Environmental Impacts and Mitigation

This alternative would not be consistent with the Town Comprehensive Plan's goal of promoting housing diversity and providing housing for people in all stages of life. It is noted that the Town Comprehensive Plan does suggest that the Town, "promote corporate or multi-tenant office development in select locations near major entrances to the Taconic Parkway and Route 6," such as the Project Site. However, the economic realities of corporate office parks in the region have evolved dramatically since the Town Comprehensive Plan's adoption approximately 15 years ago, and the Project Site is no longer viable as an office campus. Given market conditions and trends, re-use of the office buildings unlikely, and it is possible under this alternative that the Project Site may generate less property tax revenue in the future than it does in the current condition.

Reuse of the existing buildings would not result in changes to the visual character of the Project Site or the surrounding community character. There would be no physical disturbance to the Project Site, and therefore no impacts to ecological resources. There would be no construction of modern stormwater management systems or implementation of green infrastructure. Water, wastewater, and energy demand would be anticipated to be served by the existing infrastructure.

Full occupancy of the existing office buildings would generate 113 vehicle trips in the Weekday AM peak hour, 114 vehicle trips in Weekday PM peak hour, and 34 vehicle trips in the Saturday Midday peak hour.[8] This is compared to 108 vehicle trips in the Weekday AM peak hour, 128 vehicle trips in the Weekday PM peak hour, and 80 vehicle trips in the Saturday Midday peak hour for the Proposed Project. Although the traffic volumes generated by the Re-Occupancy Alternative would meet or exceed the volume impact criteria at the U.S. Route 6 and East Main Street intersection, the mitigation measures summarized in Chapter 19, "Mitigation," would not be implemented, and the intersection would continue to operate at LOS F.

F.2. ALTERNATIVE 2: DEVELOPMENT UNDER EXISTING OB DISTRICT ZONING

This alternative considers development of the Project Site to the maximum extent permitted under the existing OB District regulations (the "Existing Zoning Alternative"). A hypothetical site plan was developed for this analysis, in which the two existing office buildings are retained, and three additional office buildings as well as additional parking areas to serve those new buildings are constructed (see **Figure S-24**). In total, this alternative would result in 204,901 sf of office space, of which 141,284 sf would be newly constructed space, and a total of 608 parking spaces, an increase of 320 spaces. One new office building would be constructed to the south of the two existing office buildings. This east building would be developed in an area with steep topography, to the south of the existing parking lot. The other two new office buildings would be constructed to the north

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

of the existing site improvements, in a currently undisturbed (wooded) area of the Project Site. The new parking areas required for these two buildings would cover approximately 7.9-acres of the Project Site.

This alternative would not meet the needs and objectives of the Applicant, and, as with the Re-Occupancy Alternative, given market conditions and trends, full occupancy of the office space of this alternative is not likely, and it is therefore unlikely that this alternative would be economically feasible.

F.2.a. Potential Environmental Impacts and Mitigation

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

This alternative, similar to the Proposed Project, would likely not be visible from the vantage points analyzed in Chapter 3, "Visual and Community Character," and would not be anticipated to have a significant adverse impact on visual and community character (see **Figure S-25**).

This alternative would result in less site disturbance (13.62 acres) than the Proposed Project (20.29 acres), mainly due to the fact that the existing office buildings and parking would not be disturbed with this alternative. The majority of site disturbance required for the Existing Zoning Alternative would be to slopes greater than 15 percent and only 1.85-acres of site disturbance would be to land sloped zero to 10 percent. This alternative would result in approximately 18.2 acres of impervious surface, nearly twice as much as the Proposed Project (see **Table S-5**). Six acres of maintained landscaped areas would be created with this alternative, which is five acres fewer than with the Proposed Project, while approximately 11.3 acres of forested areas would be maintained, which is approximately four acres less than with the Proposed Project.

Table S-5
Existing Zoning Alternative – Land Cover

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

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

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

F.3. NON-AGE-RESTRICTED DEVELOPMENT

Under this alternative, the Project Site would be developed with the same layout and development program as the Proposed Project (250 residential units, with 200 rental units located throughout 12 buildings (of varying building types), and 50 for-sale townhouses throughout 12 buildings), but without an age-restriction (the "Non-Age-Restricted Alternative").

F.3.a. Potential Environmental Impacts and Mitigation

Physical impacts of the Non-Age-Restricted Alternative would be the same as the Proposed Project owing to the identical development program for the Project Site.

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

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

The Non-Age-Restricted Alternative would be anticipated to generate public school aged children (PSAC) that would attend the Lakeland Central School District (the "District"). It is anticipated that this alternative could generate approximately 45 PSAC, as described in Chapter 17, "Alternatives," of this DEIS.

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

Based on the District's average, $17,911 per-pupil[10] programmatic expense,[11] which is supported by property tax revenue,[12] the additional cost of the 45 PSAC ($805,974) would be more than covered by the approximately $1,083,969 in annual property tax revenue generated by this alternative. It is noted, however, that with the Proposed Project, approximately the same amount of annual property tax revenue would be generated as this alternative, but no PSAC are anticipated, and therefore, there would be no additional cost to the District.

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

F.4. ALTERNATIVE 4: ALTERNATIVE SITE LAYOUT

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

With this alternative, the existing improvements at the Project Site would be removed and an age-restricted (ages 55 and over) community consisting of 185 dwelling units (165 multi-family units in two multi-family buildings, and 20 cottages each with two bedrooms), together with 278 parking spaces, open space, walking trails, and recreational amenities would be developed (see **Figure S-26**). In total, this alternative would have 71 one-bedroom units, and 114 two-bedroom units, and 349,036 sf of residential structures.

Much of the proposed development would take place within the previously developed footprint of the existing office buildings and associated surface parking areas. This alternative would require 8.65 acres of disturbance to the Project Site, as compared to 20.29 acres for the Proposed Project. The existing driveway and much of the existing parking lots would remain with this alternative. Each multi-family building would be four stories and approximately 55-feet tall (see **Figures S-27 and S-28** for elevations and sections of the proposed multi-family buildings). Interior amenities for the multi-family buildings would include a clubhouse with club room, demonstration kitchen, catering kitchen, fitness center, spa, screening room, sports lounge, reading room, and an art studio.

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

[11] 80 percent of total budget, or, $147,196,971.
https://cms8.revize.com/revize/lakelandnyschools/BOE%202023%2020224/LakelandFlyer_2023_10.pdf

[12] 65 percent of total budget funded by property tax revenue.
https://cms8.revize.com/revize/lakelandnyschools/BOE%202023%2020224/LakelandFlyer_2023_10.pdf

Exterior amenities would include a pool and barbeque area within the courtyard between the multi-family buildings, as well as sports courts and natural walking trails.

F.4.a. Land Use, Zoning, and Public Policy

As is the case with the Proposed Project, the Alternative Site Layout would be consistent with the overall residential land use character of the Land Use Study Area and would be an appropriately scaled and sited residential community. This alternative would also be consistent with the relevant public policies, including the Town Comprehensive Plan.

Similar to the Proposed Project, the Alternative Site Layout would require the Project Site to be remapped to the RSP-2 District, which permits age-restricted multifamily developments. Unlike the Proposed Project, which requires an amendment to the maximum building height and maximum FAR, the Alternative Site Layout conforms to the existing regulations for the RSP-2 District, except as to maximum building height, which would require a change from 45 feet to 55 feet.

F.4.b. Visual and Community Character

Views of the Alternative Site Layout were analyzed from the same publicly accessible vantage points as the Proposed Project. As with the Proposed Project, the buildings of the Alternative Site Layout would be partially visible through dense vegetation from the Parkway (traveling southbound) and could be visible through dense vegetation from vantage points directly south of the Project Site (i.e., the entrance to the Town Golf Course). However, in both cases, the buildings would be well below the tree line, visibility would be obscured by existing vegetation, and in the leaf-on condition the buildings would not be visible.

From the Parkway south of the Project Site, traveling northbound, a small portion of one of the Alternative Site Layout's buildings may be visible through the existing tree canopy in the leaf-off condition (see **Figure S-29**). The remainder of the Alternative Site Layout would not be visible, owing to intervening vegetation, distance, and topography. This represents a slight decrease in visibility from when compared to the Proposed Project, which, from this vantage point, would have the roof of one of its buildings likely be visible at or above the tree line.

F.4.c. Cultural Resources

While the Alternative Site Layout would require less disturbance in the northern portion of the Project Site than the Proposed Project, some disturbance to areas identified in the Phase 1A Study would be required and, therefore, as with the Proposed Project, Phase 1B testing would be recommended.

F.4.d. Geology, Soils, and Topography

Approximately 8.65 acres would be disturbed during construction of the Alternative Site Layout, which is less than the 20.29 acres that would be disturbed to develop the Proposed Project. Much of the disturbance would occur within the area of the Project Site previously disturbed to construct the existing office campus. The estimated earthwork for the Alternative Site Layout would be approximately 28,770 cubic yards of material excavated from the Project Site (i.e., "cut") with approximately 19,855 cubic yards of fill material needed,

resulting in a net cut of 8,915 cubic yards (significantly less than the net cut of 81,836 cubic yards required for the Proposed Project). If all of the net cut material were removed from the Project Site, approximately 496 truck trips would be required (compared to 4,546 for the Proposed Project), based on 18 cubic yards per truck. These trips would spread out over the Alternative Site Layout's construction, such that the number of truck trips per day would be reduced to a level that would not affect traffic operations. As with the Proposed Project, a Soil Erosion and Sediment Control Plan would be implemented to mitigate potential soil erosion impacts.

F.4.e. Ecological Resources

This alternative would require the removal of 651 trees, consisting of 500 "Protected Trees," "87 Specimen Trees," and 64 dead or dying trees, which would be less than half the number of trees that would be removed (1,320) to develop the Proposed Project. As with the Proposed Project, this alternative would incorporate various measures to mitigate the impact of the tree removal, including new plantings. The Alternative Site Layout would result in the clearing of approximately 7.79 acres of upland forest (less than the 11.65 acres that would be cleared for the Proposed Project). Approximately 18.86 acres of forest would remain on the Project Site, which is 3.66 acres more than with the Proposed Project. The Alternative Site Layout would result in approximately 7.5 acres of impervious surfaces on the Project Site, which is nearly two acres less than with the Proposed Project (i.e., 9.3 acres).

F.4.f. Socioeconomic, Fiscal, and Community Facilities

Construction of the Alternative Site Layout would support approximately 367 person-years of employment, and approximately $64 million in direct economic output. Given its larger scale (i.e., more dwelling units and approximately twice the floor area), the economic benefits of the Proposed Project would be higher than those of the Alternative Site Layout. Similarly, operation of the Alternative Site Layout would be anticipated to support approximately 10 full- and part-time jobs and the spending of the on-site residents would be anticipated to support approximately two additional jobs, which are less than the benefits anticipated with the Proposed Project.

The Town of Yorktown Tax Assessor, based on information provided by the Applicant, estimated the taxable assessed value of the Alternative Site Layout upon stabilization to be $894,250, which would equate to a full market value of $51,990,000 (see **Appendix D**). Based on the assessed value, upon full stabilization, the Alternative Site Layout would be anticipated to generate approximately $1,344,634 in property tax revenue per year (see **Table S-6**). The Proposed Project would be anticipated to generate more property tax revenue per year ($1,817,067) than the Alternative Site Layout.

Table S-6
Projected Annual Property Tax Revenues for Alternative Site Layout

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

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

As this alternative would generate a smaller population of new residents (226) than the Proposed Project (310), it would be anticipated to have less impact on the provision of emergency services than the Proposed Project. It is anticipated that emergency service providers would be able to adequately serve the residents and that any incremental costs incurred by the providers would be offset by the anticipated increase in tax revenue to the various taxing jurisdictions (which could be used to purchase new equipment or hire additional staff). In addition, this alternative would not represent a unique construction or occupancy type in the Town and measures to mitigate the increased demand for emergency services, such as sprinklers throughout the buildings, fire hydrants, and on-site security systems, would be included.

F.4.g. Water and Wastewater

The Alternative Site Layout would be anticipated to generate water demand of 32,890 gpd, which is less than the 47,690 gpd estimated for the Proposed Project. As is the case with the Proposed Project, the public water system serving the Project Site would have adequate pressure and capacity to serve the Alternative Site Layout. The sanitary pump station serving the Project Site would likely need to be replaced to service the increased flow generated by the Alternative Site Layout, as is the case with the Proposed Project.

F.4.h. Stormwater Management

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

With the implementation of the stormwater management practices proposed in the SWPPP, the Alternative Site Layout would reduce the peak runoff rate for all storms at both design points, with the exception of a slight increase for the 100-year storm event (see **Tables S-7 and S-8**), but this increase is insignificant, can be attributed to rounding in the analysis, and is well within acceptable ranges.

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

Table S-7
Design Point 1 – Proposed Peak Runoff Rates

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

Note: cfs = cubic feet per second
Source: SDC

Table S-8
Design Point 2 – Proposed Peak Runoff Rates

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

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

F.4.i. Use and Conservation of Energy

As with the Proposed Project, the Alternative Site Layout would be served by a new electric distribution system on the Project Site and may also be served by natural gas. The Applicant has not yet determined whether the buildings' HVAC systems would be electric- or natural gas-powered systems. Therefore, the Applicant requested information from Con Ed regarding the on- and off-site improvements that would be required in both an all-electric and a natural gas scenario. As noted in **Appendix F**, Con Ed determined for the all-electric scenario that no off-site improvements would be required.

With respect to the scenario in which cooking and heating were fueled by natural gas, Con Ed determined that the existing four-inch-high pressure polyethylene (HPPE) gas main in East Main Street would need to be extended approximately 800 feet down East Main Street to the Project Site. From there, the Applicant would need to install a two-inch HPPE gas service line from the property line into

the Project Site. The Applicant would be required to pay for all but 100 feet of the gas main extension.

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

F.4.j. Traffic & Transportation

The Alternative Site Layout would result in 90, 111, and 60 total vehicle trips during the Weekday AM, Weekday PM, and Saturday Midday peak hours, respectively, which is less than the 108, 128, and 80 respective peak hour trips estimated for the Proposed Project. As with the Proposed Project, the Alternative Site Layout would result in an adverse impact at the intersection of East Main Street and U.S. Route 6. However, unlike the Proposed Project, the impact would be limited to the southbound movement from East Main Street to U.S. Route 6; the movements from U.S. Route 6, which were adversely affected by the Proposed project, would not experience an adverse impact with the Alternative Site Layout.

Nevertheless, to mitigate the potential impacts of the Alternative Site Layout, the same mitigation measures that are proposed for the Proposed Project would be proposed, including signalizing the intersections of East Main Street with U.S. Route 6 and Old Route 6, adding and extending certain turning lanes, and prohibiting left turns from East Main Street onto U.S. Route 6. With the implementation of these mitigation measures, which are subject to review and approval by the Town and NYSDOT, project-related significant adverse traffic impacts would be fully mitigated and all lane groups for the impacted intersection would operate an acceptable LOS D, or better.

F.4.k. Air Quality & Noise

As with the Proposed Project, the Alternative Site Layout would not result in an adverse impact to air quality or noise from either project-generated traffic, or the mechanical systems associated with the new buildings.

F.4.l. Hazardous Materials

While disturbance from the removal of the existing buildings would be the same as with the Proposed Project, the Alternative Site Layout would require less on-site excavation. Therefore, the potential for impacts to or from hazardous materials would be similar, or slightly less, with this alternative as compared to the Proposed Project. With the implementation of the same mitigation measures as the Proposed Project with respect to the proper handling of potentially hazardous materials, there would not be a significant adverse impact related to hazardous materials with this alternative.

F.4.m. Construction

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

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

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

- **RSP-2 District with Reduced Program**: This option would develop the Project Site with the same footprint of buildings as the Alternative Site Layout, but the multi-family buildings would each be one story shorter so as to comply with the existing RSP-2 District's height requirements. This option would result in the development of 122 units in the multi-family buildings, together with 20 cottages, for a total of 278,680 square feet of development (see **Figure S-30**).
- **RSP-2 District with Increased Footprint**: This option would develop the Project Site with the same number of units as the Alternative Site Layout. To achieve this program in multi-family buildings that are one story shorter than the Alternative Site Layout, the multi-family buildings would have a much larger footprint (see **Figure S-31**). As shown, the multi-family buildings would take up much of the space within the existing ring road and require the development of a large parking field to the south and west of the buildings.

F.5.a. Potential Impacts of the Reduced Program

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

This option would have multi-family buildings that are 44.3 feet in height as compared to the Alternative Site Layout, which would have buildings up to 55 feet in height. While the buildings in this option would be shorter than the Alternative Site Layout, there would be little to no difference in the visibility of this difference from the off-site vantage points. As described in Section E.3, above, the buildings of the Alternative Site Layout would be partially visible through dense vegetation from the Parkway (traveling southbound) and could be

visible through dense vegetation from vantage points directly south of the Project Site (i.e., the entrance to the Town Golf Course). However, in both cases, the buildings would be well below the tree line, visibility would be obscured by existing vegetation, and in the leaf-on condition the buildings would not be visible. As such, while this option would have shorter buildings, the change in visibility from off-site vantage points would be minimal, if perceptible at all.

The reduced program would generate lower tax revenues than the Alternative Site Layout and have less demand for community services, water, wastewater and energy. Development of this option would generate 77 vehicle trips in the Weekday AM peak hour, 98 vehicle trips in Weekday PM peak hour, and 46 vehicle trips in the Saturday Midday peak hour. This is compared to 90 vehicle trips in the Weekday AM peak hour, 111 vehicle trips in the Weekday PM peak hour, and 60 vehicle trips in the Saturday Midday peak hour for the Alternative Site Layout. This option would not result in an adverse impact at any intersection and, therefore, no improvements would be made to the existing intersection of East Main Street and U.S. Route 6, which would continue to operate at LOS F.

F.5.b. Potential Impacts of Increased Footprint

The difference between this option and the Alternative Site Layout is that the multi-family buildings would be one less floor in height, but would require an increased footprint. As such, this option would have the potential for greater physical impacts than the Alternative Site Layout, but would have the same programmatic impacts (e.g., community facilities, traffic, etc.), which would still be less than for the Proposed Project. While this option would have shorter buildings, the change in visibility from off-site vantage points would be minimal, if perceptible at all.

This option would require a larger building footprint for the multi-family buildings and the development of a large parking field to the south and east of the buildings. As a result, the total site disturbance and the disturbance to steep slopes on the Project Site would be significantly greater under this option than under the Alternative Site Layout, but would be less than the Proposed Project (see **Table S-9**). This option would have the potential to result in more tree clearing than the Alternative Site Layout. Finally, this alternative would result in more impervious coverage than the Alternative Site Layout and would, therefore, require larger stormwater management practices.

Table S-9
Increased Footprint Option - Slope Disturbance

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

Source: Site Design Consultants

Table S-10
Alternatives Impact Comparison

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

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

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

Table S-10 (cont'd)
Alternatives Impact Comparison

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

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

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

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

Table S-10 (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Existing Site Conditions and Re-Occupancy of Office Buildings	Development Under Existing OB District Zoning	Non-Age-Restricted Development	Alternative Site Layout (185 units)	Development Under Existing RSP-2 District Regulations: Fewer Residential Units (3-story buildings with same footprint as Alternative Site Layout)	Development Under Existing RSP-2 District Regulations: Larger Building Footprint (3-story buildings with larger building footprint than Alternative Site Layout)
Stormwater Management	• 9.3 acres of impervious coverage • Stormwater management program to reduce rate and volume of runoff at northern design point in all storms • Further mitigation required for flows discharging at southern design point	• No change from current condition	• 18.2 acres of impervious coverage	• Same as Proposed Project	• 7.5 acres of impervious coverage • Stormwater management program to reduce rate and volume of runoff at: o Northern design point in all storms o Southern design point in all but 100-year storm, which would experience a *de minimis* increase	• Same as Alternative Site Layout	• More impervious coverage than Alternative Site Layout • Would require larger stormwater management practices than Alternative Site Layout
Use and Conservation of Energy	• New electric distribution system on Project Site; Proposed Project may also be served by natural gas • Energy conservation measures include LED interior and exterior lighting, right-sized HVAC systems, activity-sensing and photovoltaic sensing lighting controls, electric vehicle chargers • Feasibility study for solar power	• No change to infrastructure from current condition • If offices were fully re-occupied, demand for electricity would be anticipated to increase above current levels	• No change to source of energy for Project Site • Additional energy demand compared to existing condition	• Same as Proposed Project	• Less demand for energy compared to Proposed Project • Same energy conservation measures as Proposed Project • Feasibility study for solar power	• Less energy demand than Alternative Site Layout • Same measures to bring service to the Project Site as Alternative Site Layout	• Same as Alternative Site Layout
Traffic and Transportation	• Project-generated vehicular trips o 108 in the Weekday AM peak hour o 128 in the Weekday PM peak hour o 80 in the Saturday peak hour • Project-generated impacts at the East Main Street and U.S. Route 6 intersection: o Eastbound left turn movement during Weekday PM and Saturday Midday peak hours (increase of 10% or greater in traffic volumes for LOS F) o Southbound left turn/through/right turn movement in Weekday AM peak hour (increase of 10% or greater in traffic volumes for LOS F) • Mitigation in the form of signalization for East Main Street/U.S. Route 6 intersection, and East Main Street/Old Route 6 intersection o New traffic lights would improve LOS from existing conditions to LOS C and mitigate project impacts	• Re-occupancy-generated trips[13] o 113 in Weekday AM peak hour o 114 in Weekday PM peak hour o 34 in Saturday peak hour • Similar traffic impacts anticipated • No mitigation measures required as no discretionary action	• Development under OB Zoning trips o 310 in Weekday AM peak hour o 301 in Weekday PM peak hour o 109 in Saturday peak hour • Impact to same intersection as Proposed Project o Same mitigation as Proposed Project • Potential for impacts at other intersections and additional mitigation measures	• Non-age-restricted trips o 122 in Weekday AM peak hour o 136 in Weekday PM peak hour o 102 in the Saturday peak hour • Same impact and mitigation as Proposed Project • Would require school bus stop	• Alternative Site Layout vehicular trips o 90 in Weekday AM peak hour o 111 in Weekday PM peak hour o 60 in the Saturday peak hour • Impacts to same intersection as Proposed Project • Same mitigation as Proposed Project	• Reduced program vehicular trips o 77 in Weekday AM peak hour o 98 in Weekday PM peak hour o 46 in the Saturday peak hour • Does not meet standard for "impact" at intersection of East Main St/ US 6 o Intersection would continue to operate at LOS F • No signalization of East Main Street/U.S. Route 6 intersection, or East Main Street/Old Route 6 intersection	• Same as Alternative Site Layout
Air Quality	• No potential for significant adverse air quality impacts from stationary sources at buildings • No significant adverse impact from mobile sources (project-generated traffic)	• Full re-occupancy would be anticipated to result in more vehicle trips, but it is assumed emissions levels would be comparable to those previously generated by Project Site	• Stationary source impacts unlikely; evaluation of specific program would be required • Mobile source impacts unlikely; evaluation of specific traffic impacts would be required	• Same as Proposed Project	• No impacts from stationary or mobile sources	• Same as Alternative Site Layout	• Same as Alternative Site Layout
Noise	• No significant adverse noise impacts at nearby sensitive receptors as a result of project-generated traffic or building mechanical systems • Future noise levels within Project Site acceptable for residential use	• Full re-occupancy would be anticipated to result in more vehicle trips, but it is assumed noise levels would be comparable to those previously generated by Project Site	• Mobile source impacts unlikely; evaluation of specific traffic impacts would be required	• Same as Proposed Project	• Same as Proposed Project	• Same as Alternative Site Layout	• Same as Alternative Site Layout

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

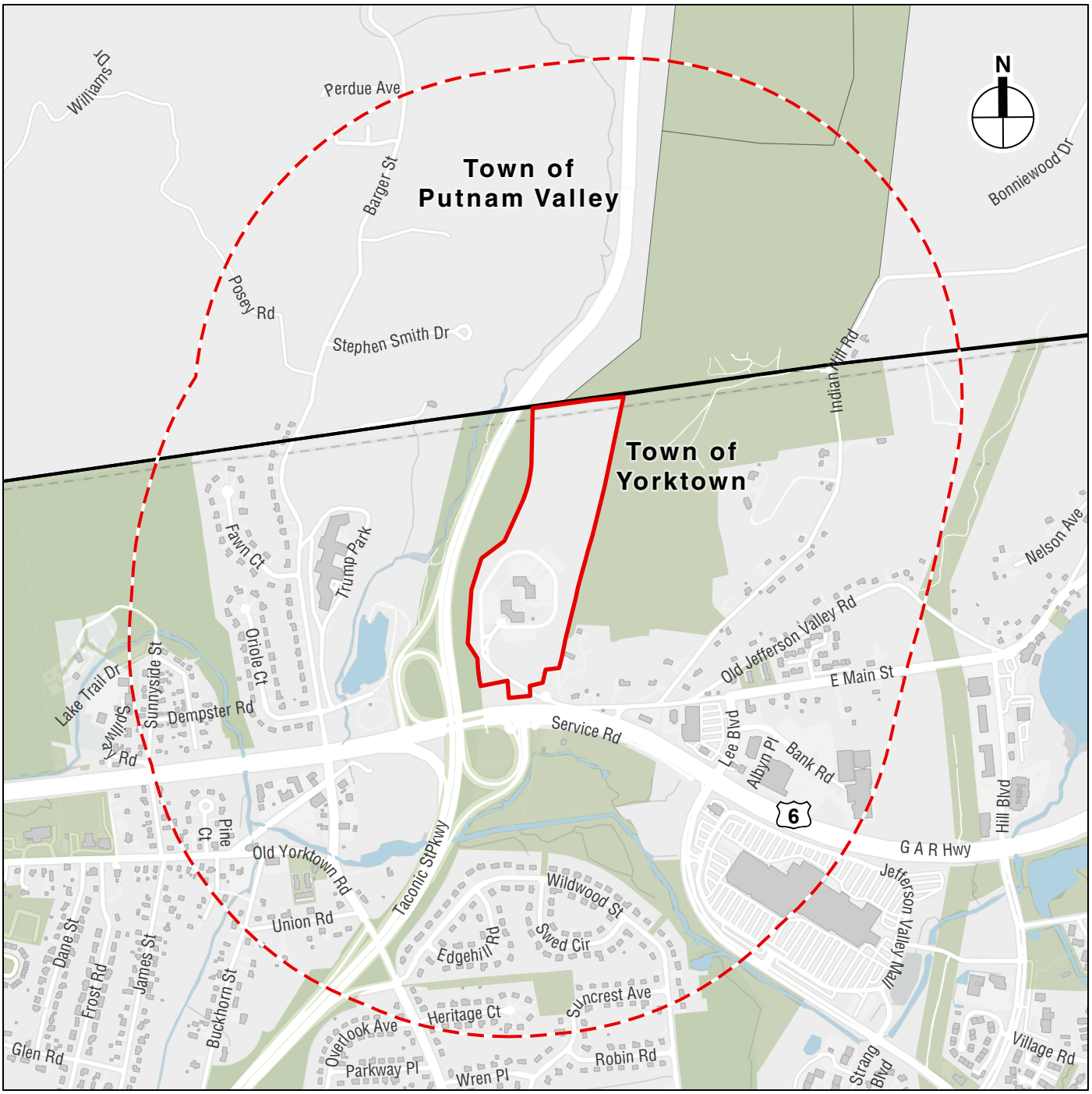
Table S-10 (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Existing Site Conditions and Re-Occupancy of Office Buildings	Development Under Existing OB District Zoning	Non-Age-Restricted Development	Alternative Site Layout (185 units)	Development Under Existing RSP-2 District Regulations: Fewer Residential Units (3-story buildings with same footprint as Alternative Site Layout)	Development Under Existing RSP-2 District Regulations: Larger Building Footprint (3-story buildings with larger building footprint than Alternative Site Layout)
Hazardous Materials	• No recognized environmental conditions (RECs) • No significant adverse impacts related to hazardous materials	• No change from current condition	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Alternative Site Layout	• Same as Alternative Site Layout

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

✷

7.9.24



0 2,000 FEET

Project Site

Study Area (Half-mile perimeter)

Project Location

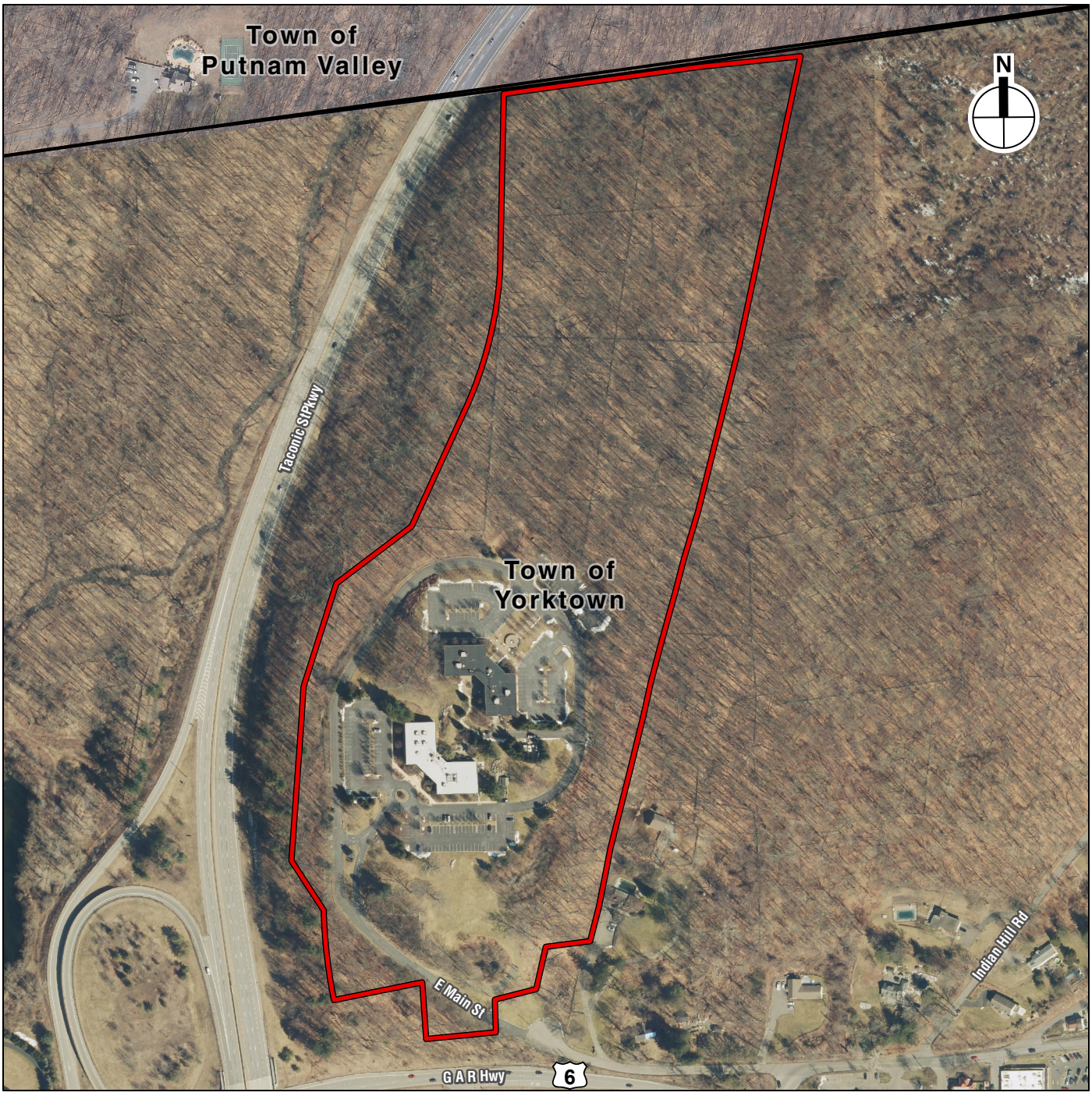
800 EAST MAIN STREET

Figure S-1

Aerial

800 EAST MAIN STREET

Figure S-2



Existing Conditions

800 EAST MAIN STREET

Figure S-3

		Units			Estimated Parking Count	
	Building Type	Quantity of Building Type	No. Floors per Bldg	Total Units	Resident Parking Spaces	Staff Parking Spaces
Rental	Villa	4	4	96	144	0
	Flats	7	2	32	50	0
	Building	1	4	72	108	5
	Clubhouse				0	0
	SUBTOTAL	12		200	302	5
For Sale	Townhomes	12	2	50	76	0
	Clubhouse				0	0
	SUBTOTAL	12		50	76	0
GRANDTOTAL		24		250	378	5
					1.5 Ratio	

Source: Perkins Eastman

Conceptual Site Plan

800 EAST MAIN STREET

Figure S-4

7.9.24

Source: Perkins Eastman

Rendering

800 EAST MAIN STREET

Figure S-5a

Source: Perkins Eastman

800 EAST MAIN STREET

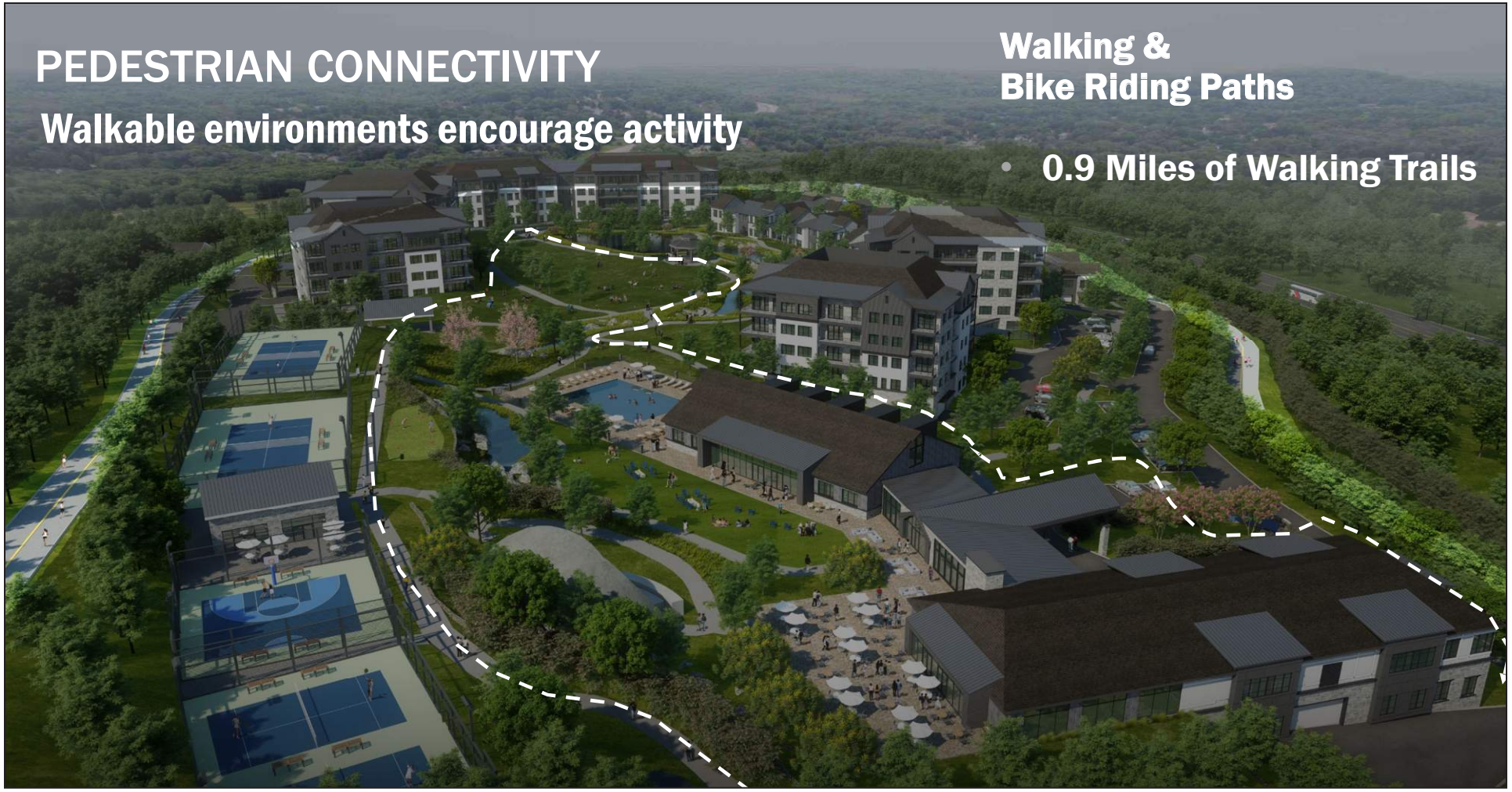
Rendering
Figure S-5b

Source: Perkins Eastman

Rendering

800 EAST MAIN STREET

Figure S-5c



Source: Perkins Eastman

Recreational Amenities

Figure S-6a

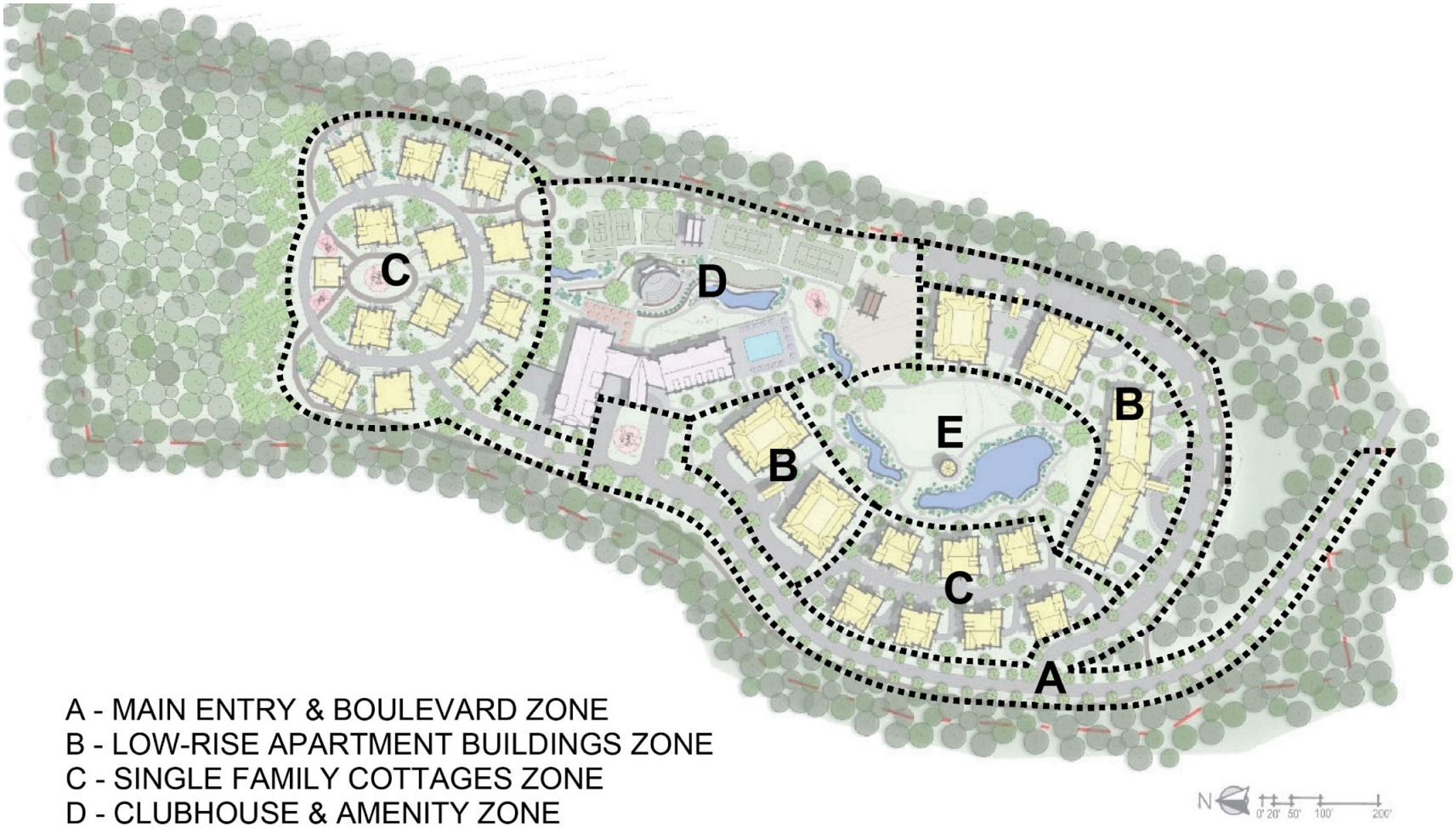
Source: Perkins Eastman

Recreational Amenities

Figure S-6b

Source: Perkins Eastman

Recreational Amenities

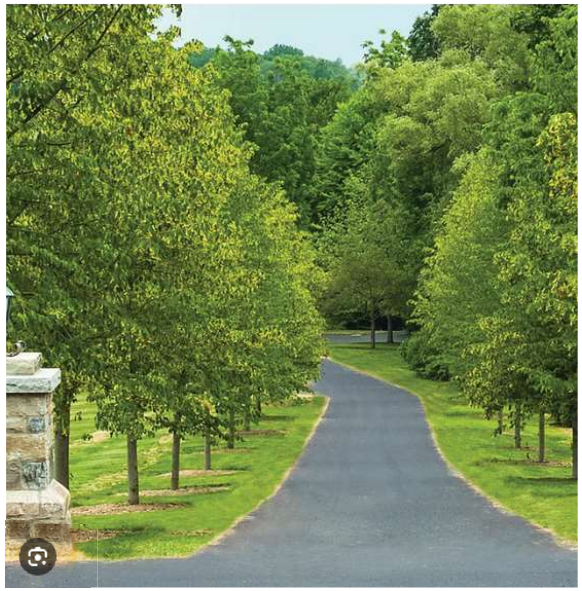


Source: A2 Land Consulting, LLC

Landscaping Plan

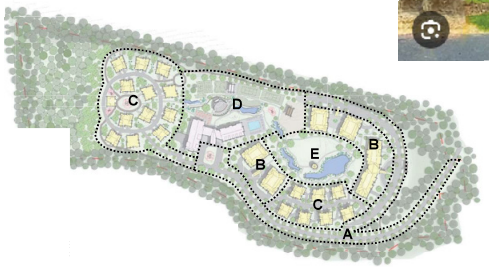
800 EAST MAIN STREET

Figure S-7a



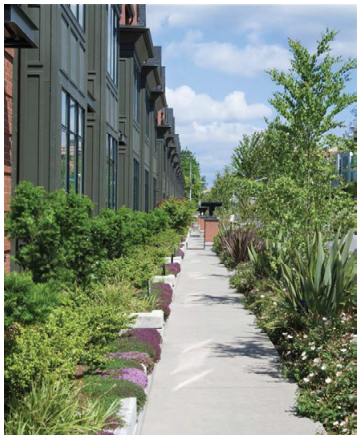
The main boulevard and access drive will be lined with a variety of street trees to provide multi-season interest with color, texture and shape. Varieties will include Sweetgum, London Planetree, Oaks, Linden, disease resistant Elms, Horse chestnut and Hornbeam. A variety of species will enhance local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

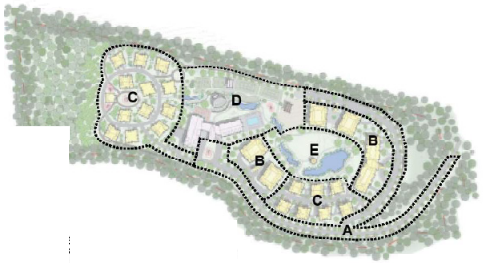
At the main entrance to the site and other key areas to be highlighted, ornamental plantings will be used. Ornamentals to be considered include Serviceberry, Redbud, Dogwood, Crabapple, Cherry, Tree Lilacs, Hydrangea, ornamental grasses, and perennials. Other components may include water features, pavers,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



Landscape Zone A: Main Boulevard/Entry Road

Source: A2 Land Consulting, LLC



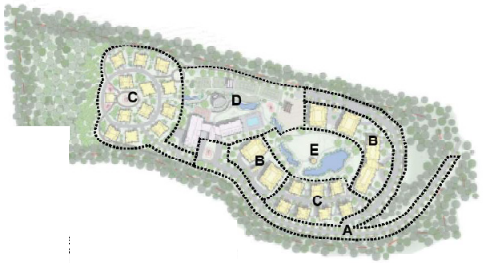


The areas surrounding the low rise apartments will have a combination of small trees, shrubs, perennials and ornamental grasses. Plantings will enhance the building style and size while also providing a sense of home. Shrubs will include Inkberry, Winterberry, Hydrangea, Clethra, Spiraea, Weigela, Mountain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

Landscape Zone B: Low Rise Apartments

Source: A2 Land Consulting, LLC

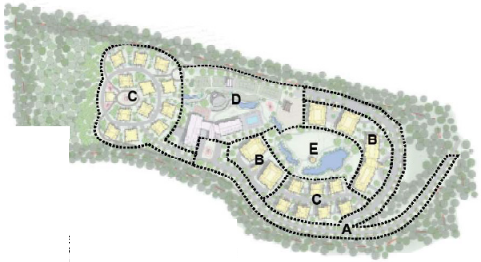
The cottages will have lots of ornamental shrubs and evergreens for multi-season interest and screening. Small ornamental trees, ornamental grasses and perennials will be used as well. Plantings will be cohesive to match the architecture and neighborhood feel. Plantings on the slopes behind the cottages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



Landscape Zone C: Cottages

Source: A2 Land Consulting, LLC

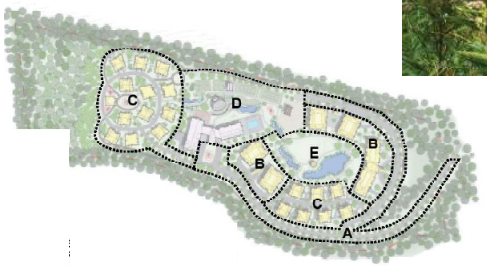
Amenities will include Bocce Ball, Pickle Ball and Tennis courts as well as a couple of putting greens. A gazebo will be used to provide a smaller shaded gathering space and a pavillion for larger gatherings of family and friends. Multi-use (bike, walking, jogging) paths will be used throughout the site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



Landscape Zone D: Amenities

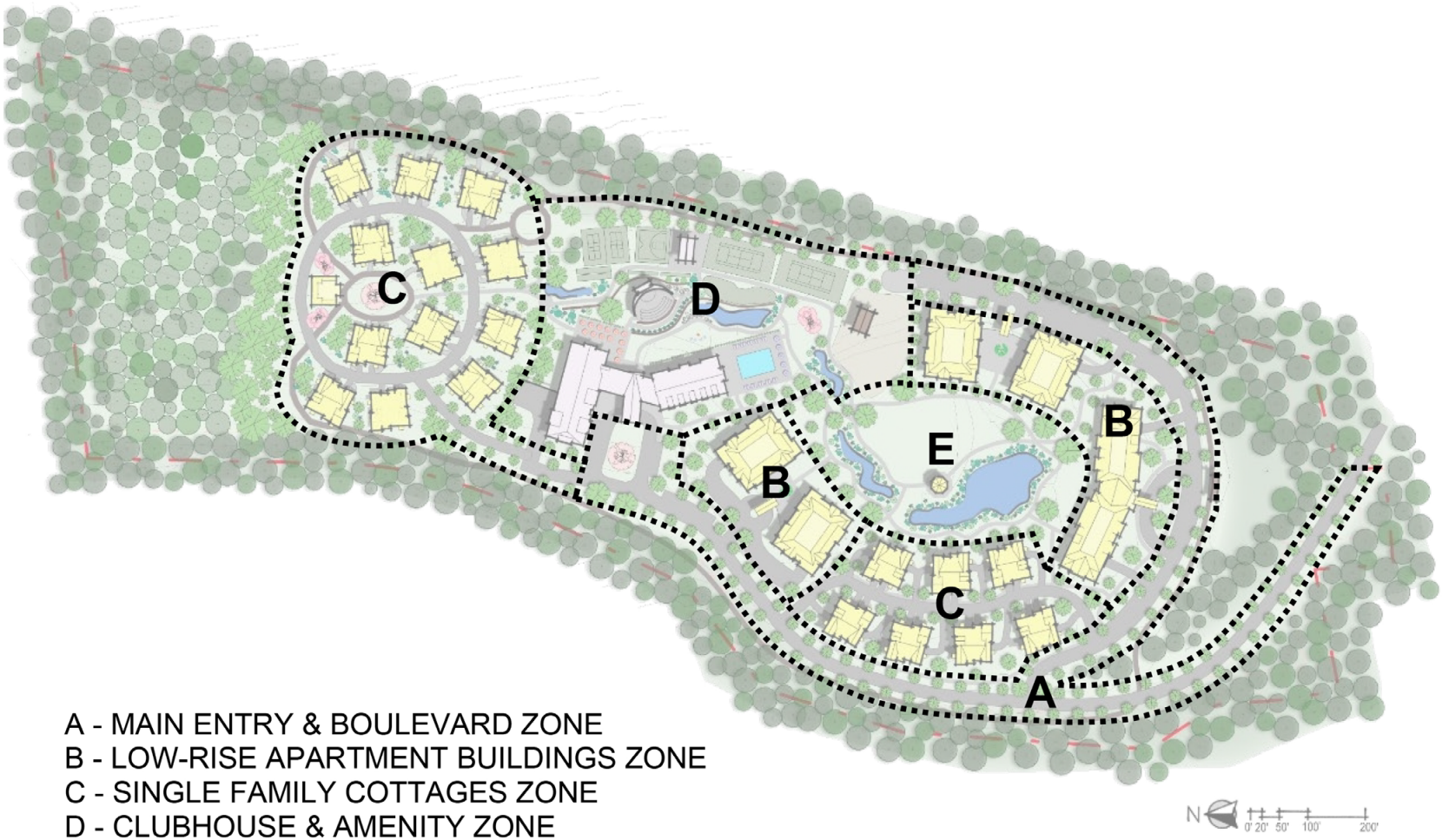
Source: A2 Land Consulting, LLC

Large native shade trees such as Sugar Maples, River Birches, Tulip Trees and Oaks will create a park-like atmosphere among the lakes and ponds placed throughout the landscape. Paved multi-use paths will wind throughout the landscape and smaller ornamental trees will be mixed in to add explosions of color in the varying seasons. Grasses, perennials and shrubs will be used throughout to assist with erosion control, stormwater management and to add beauty to the site.



Landscape Zone E: Lake/Meadow/Park Area

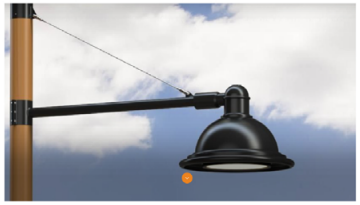
Source: A2 Land Consulting, LLC

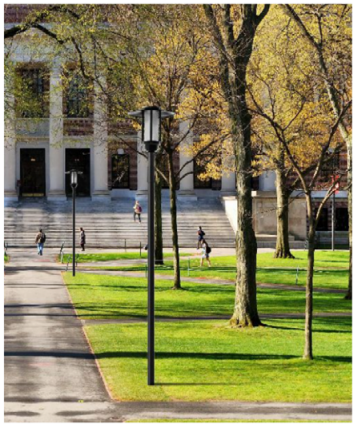


Source: Perkins Eastman

Lighting Plan

POLE LIGHTING

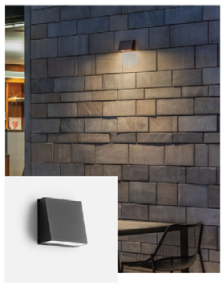




A - MAIN ENTRY & BOULEVARD ZONE

D - CLUBHOUSE & AMENITY ZONE

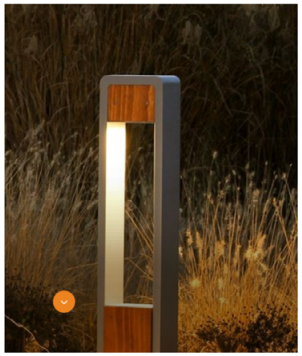
WALL MOUNTED



B - LOW-RISE APARTMENT BUILDINGS ZONE

C - SINGLE FAMILY COTTAGES ZONE

BOLLARDS



A - MAIN ENTRY & BOULEVARD ZONE

D - CLUBHOUSE & AMENITY ZONE

E - LAKE/ MEADOW/ PARK ZONE

DECORATIVE SCONCES

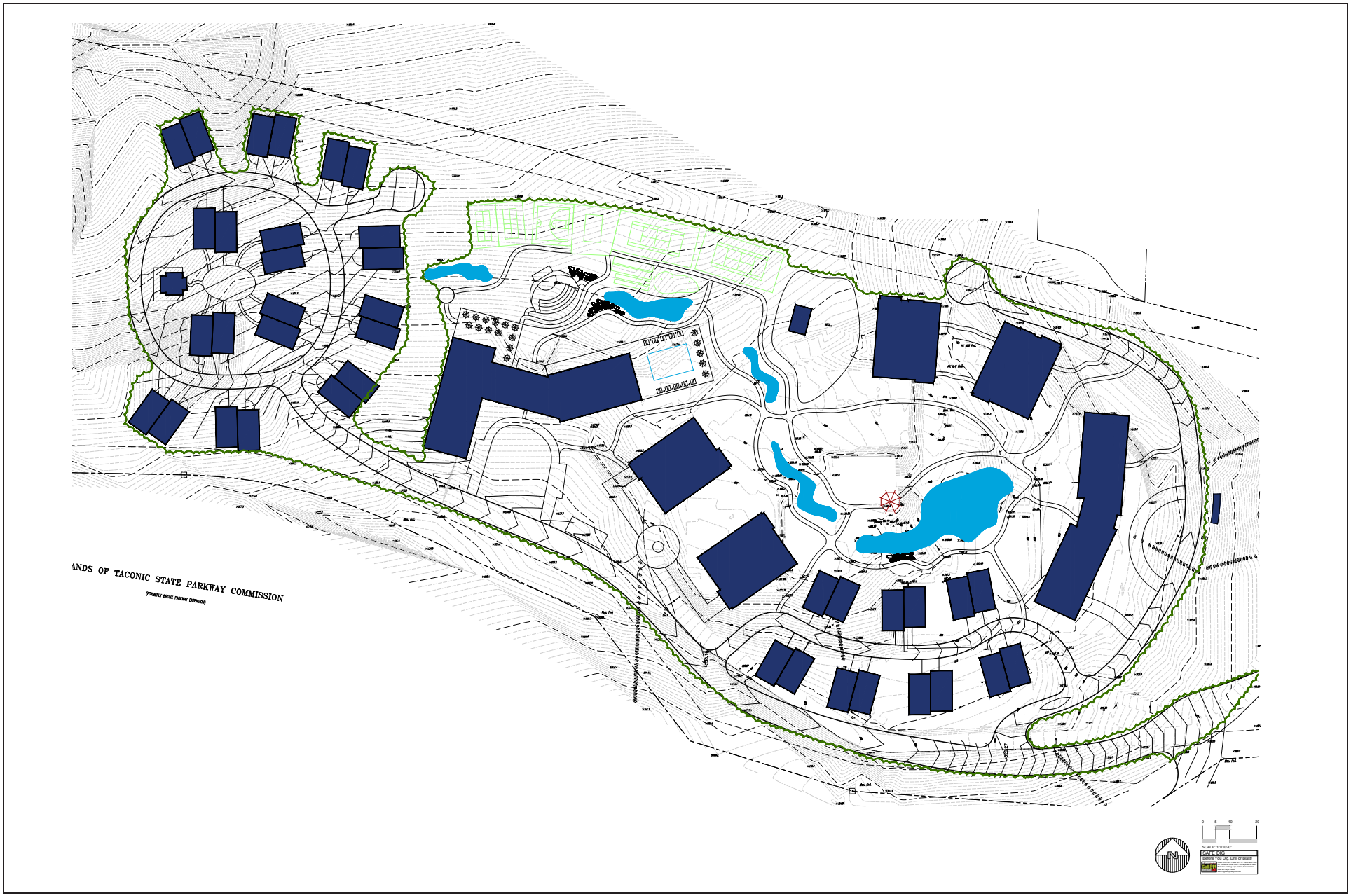
A - MAIN ENTRY & BOULEVARD ZONE

D - CLUBHOUSE & AMENITY ZONE

Source: Perkins Eastman

Lighting Plan

Figure S-8b

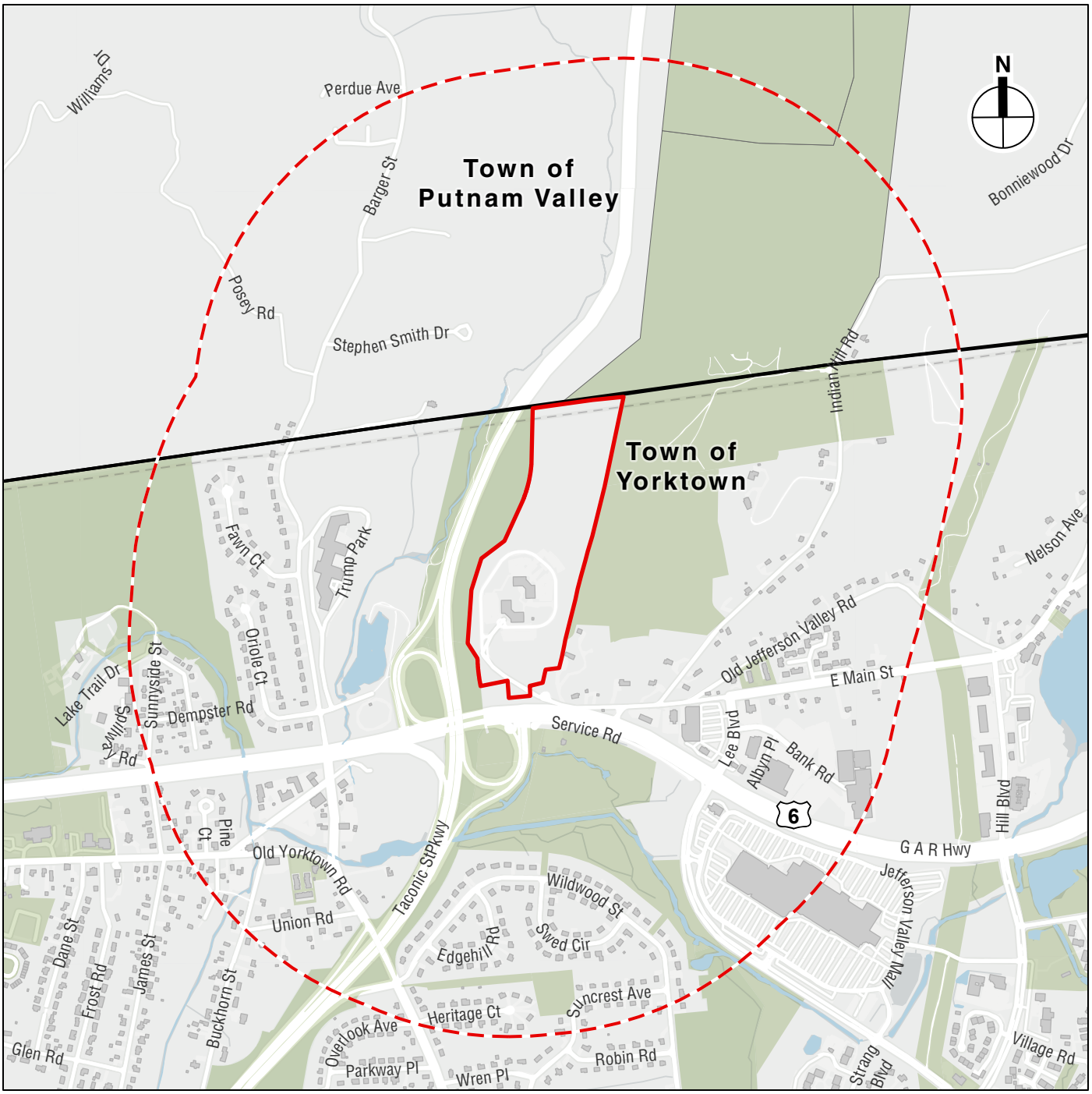


Source: Site Design Consultants

Grading Plan

800 EAST MAIN STREET

Figure S-9



Project Location

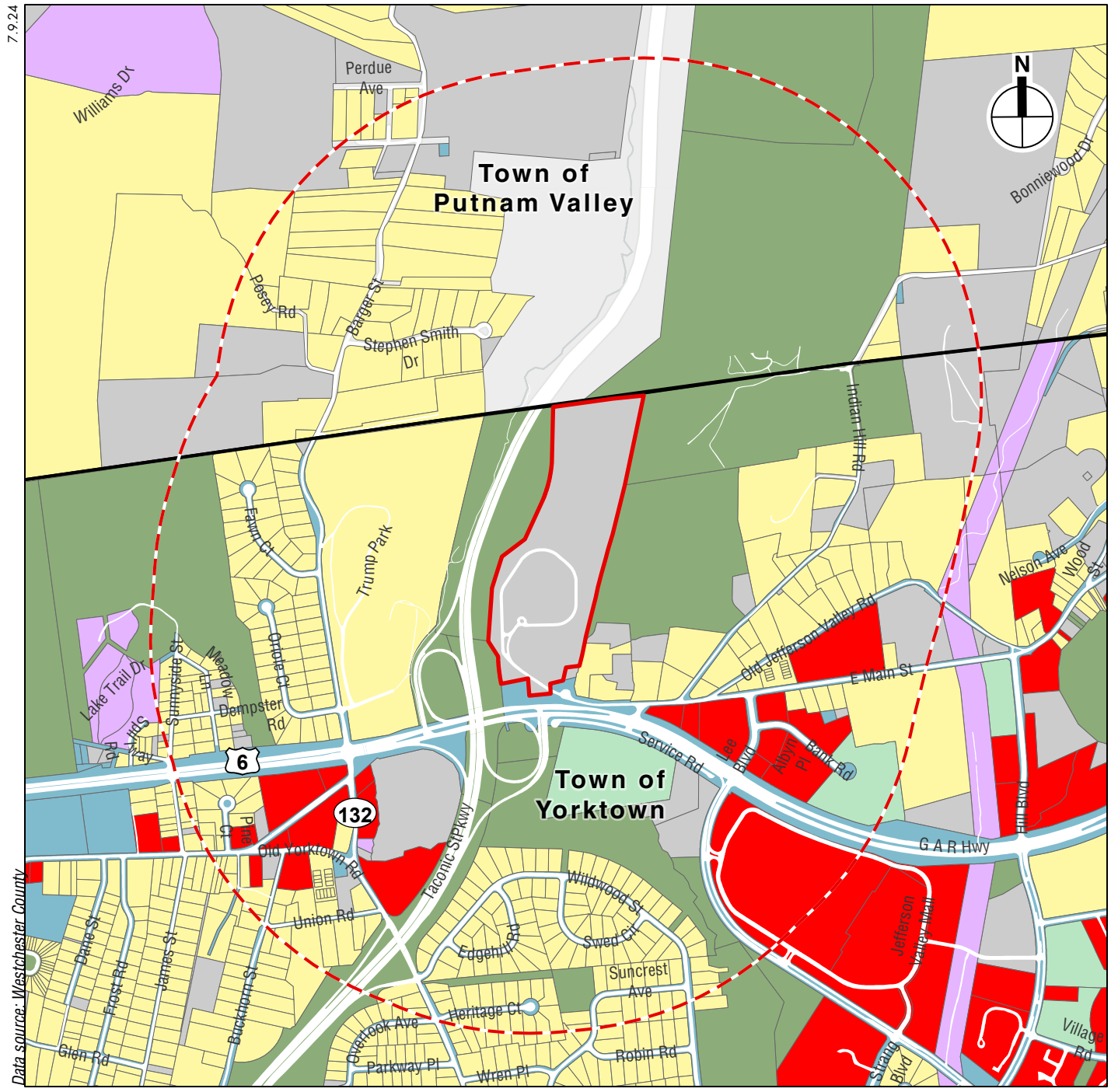
800 EAST MAIN STREET

Figure S-10

Aerial

800 EAST MAIN STREET

Figure S-11



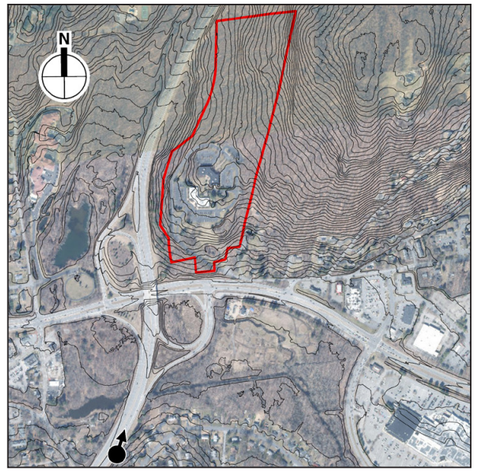
800 EAST MAIN STREET

Land Use

Figure S-12

7.9.24

View Location 1



Existing Condition

Proposed Simulation Building Height Outline **1a**

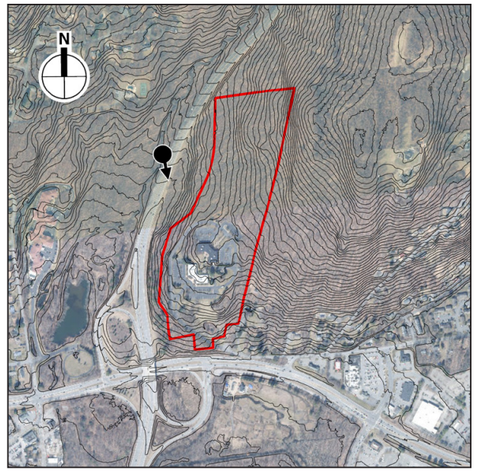
Simulation **1b**

Photo Simulations - View Location 1

Figure S-13a

7.9.24

View Location 2



Existing Condition

Proposed Simulation Building Height Outline **2a**

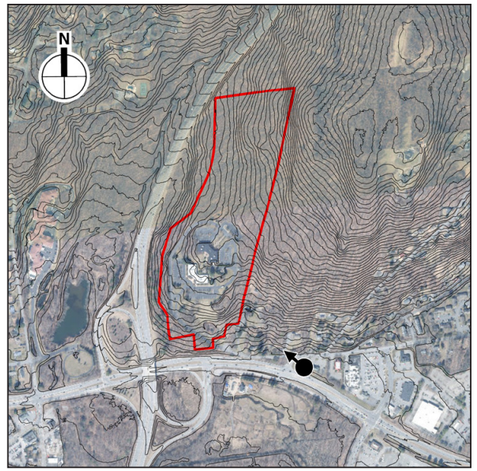
Simulation **2b**

Photo Simulations - View Location 2

Figure S-13b

7.9.24

View Location 3



Existing Condition

Proposed Simulation Building Height Outline **3a**

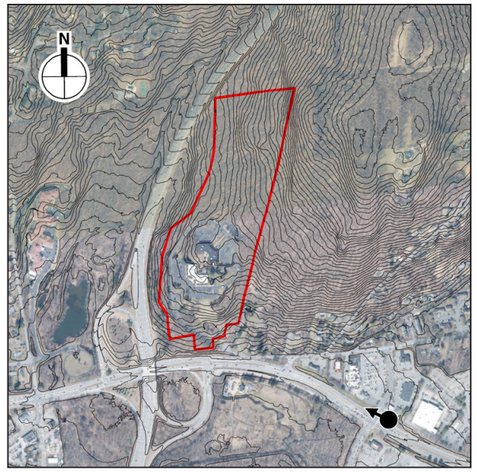
Simulation **3b**

Photo Simulations - View Location 3

Figure S-13c

7.9.24

View Location 4



Existing Condition

Proposed Simulation Building Height Outline **4a**

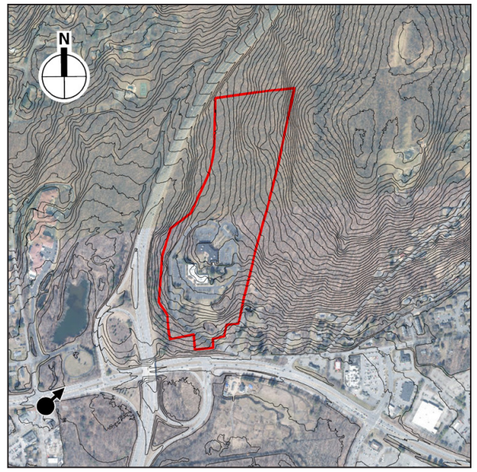
Simulation **4b**

Photo Simulations - View Location 4

Figure S-13d

7.9.24

View Location 5



Existing Condition

Proposed Simulation Building Height Outline **5a**

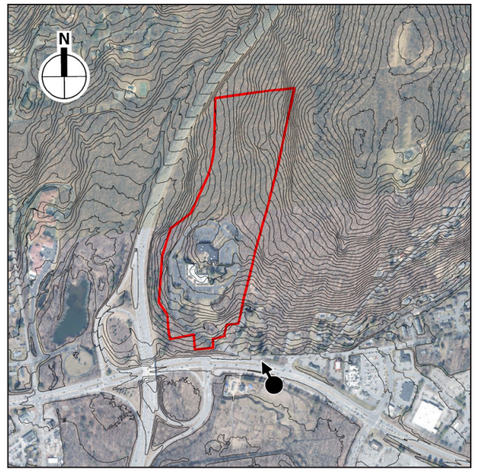
Simulation **5b**

Photo Simulations - View Location 5

Figure S-13e

7.9.24

View Location 6



Existing Condition

Proposed Simulation Building Height Outline **6a**

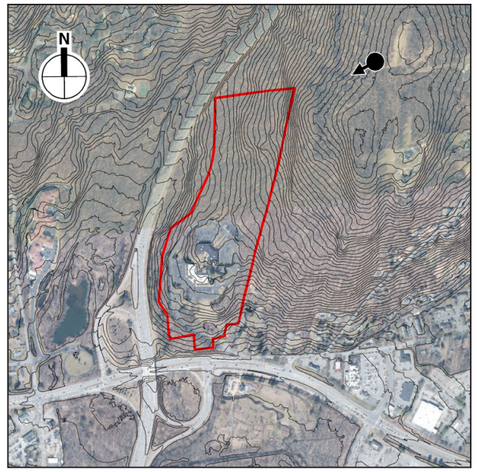
Simulation **6b**

Photo Simulations - View Location 6

Figure S-13f

7.9.24

View Location 7



Existing Condition

Proposed Simulation Building Height Outline **7a**

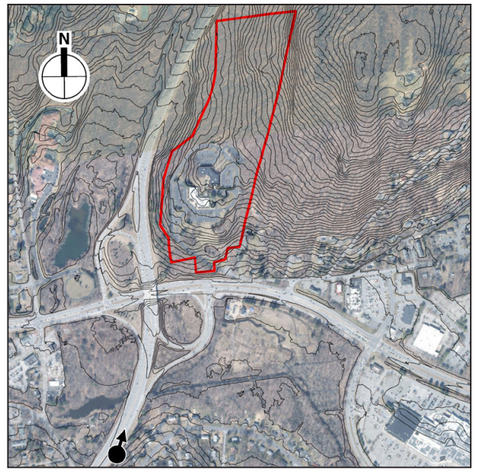
Simulation **7b**

Photo Simulations - View Location 7

Figure S-13g

7.9.24

View Location 1



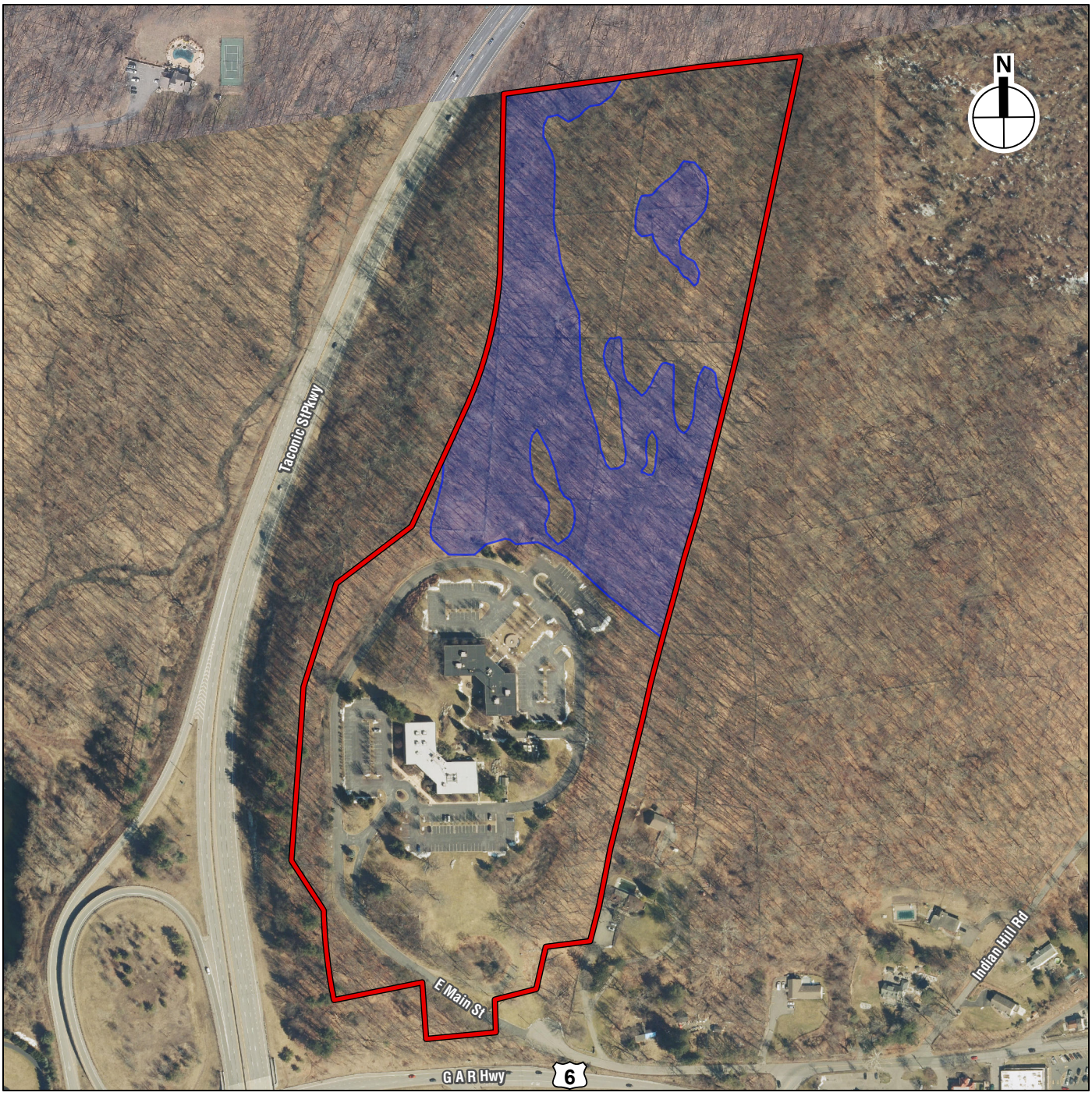
Existing Condition

Proposed Simulation Building Height Outline **1a**

Simulation **1b**

Photo Simulations - View Location 1

Figure S-14



Areas of Archaeological Sensitivity

800 EAST MAIN STREET

Figure S-15

Project Site

Architectural Resources

1. *Hyatt House, Old Route 6 (Town of Yorktown Historical Landmark)*
2. *Taconic State Parkway (S/NR-listed)*

Location of Historic Resources

800 EAST MAIN STREET

Figure S-16

View southeast from southbound Taconic State Parkway, looking towards the existing dense vegetative buffer between the parkway and the project site **3**

Taconic State Parkway Photograph:
September 2023

7.9.24

View north on the Taconic State Parkway. The existing dense vegetative buffer between the parkway and the project site is shown on the right **4**

View southeast from the shoulder of the northbound Taconic State Parkway towards the project site **5**

Taconic State Parkway Photographs: March 2023

7.9.24

Proposed Conditions – Fall/Winter

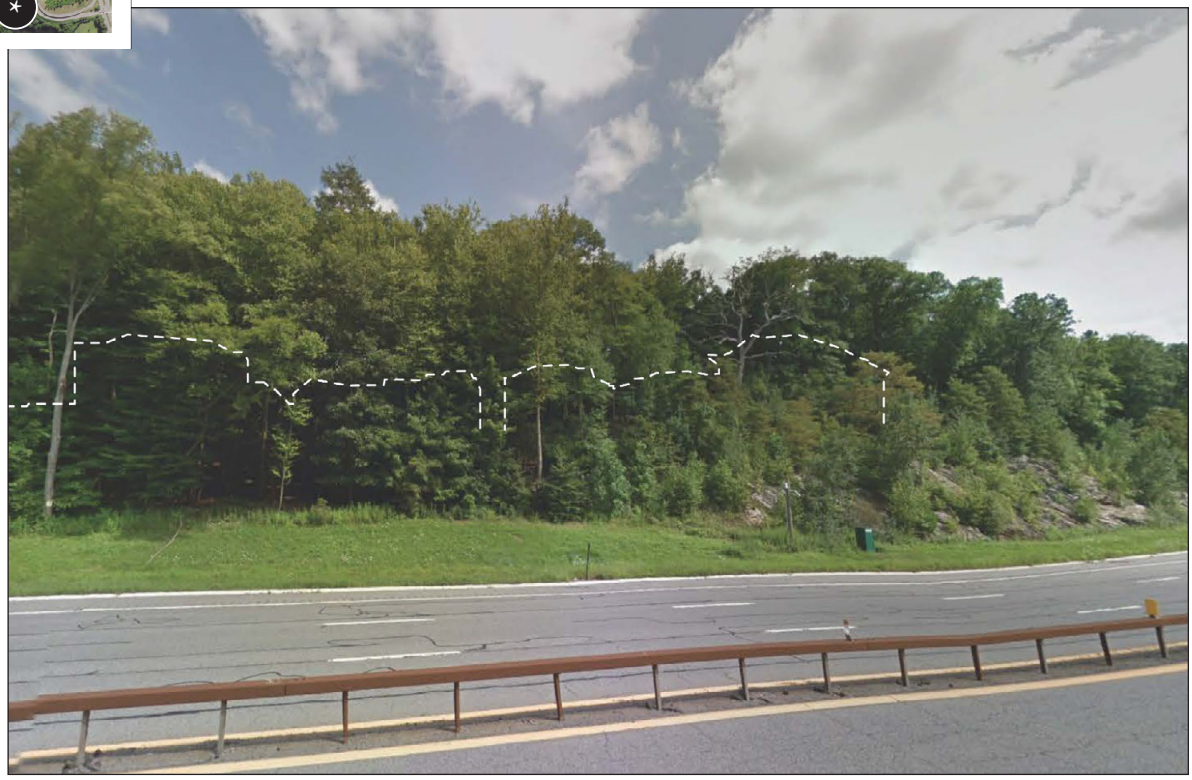
Proposed Conditions – Summer

Proposed Project: View northeast from the Taconic State Parkway

Figure S-19

7.9.24

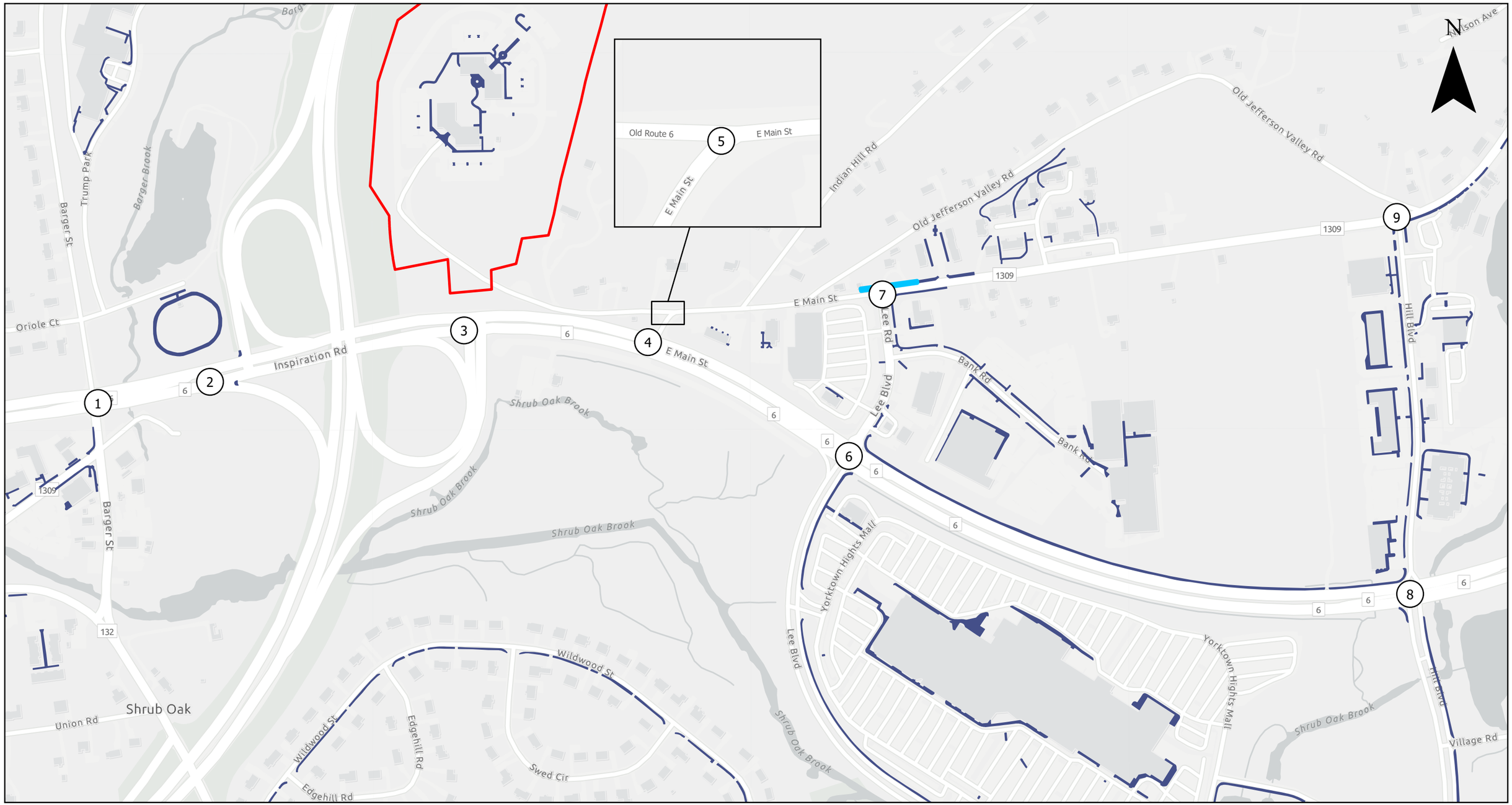
Proposed Conditions – Fall/Winter



Proposed Conditions – Summer

Proposed Project:
View east from the Taconic State Parkway

Figure S-20



1 *Study Intersections*

Proposed Sidewalk

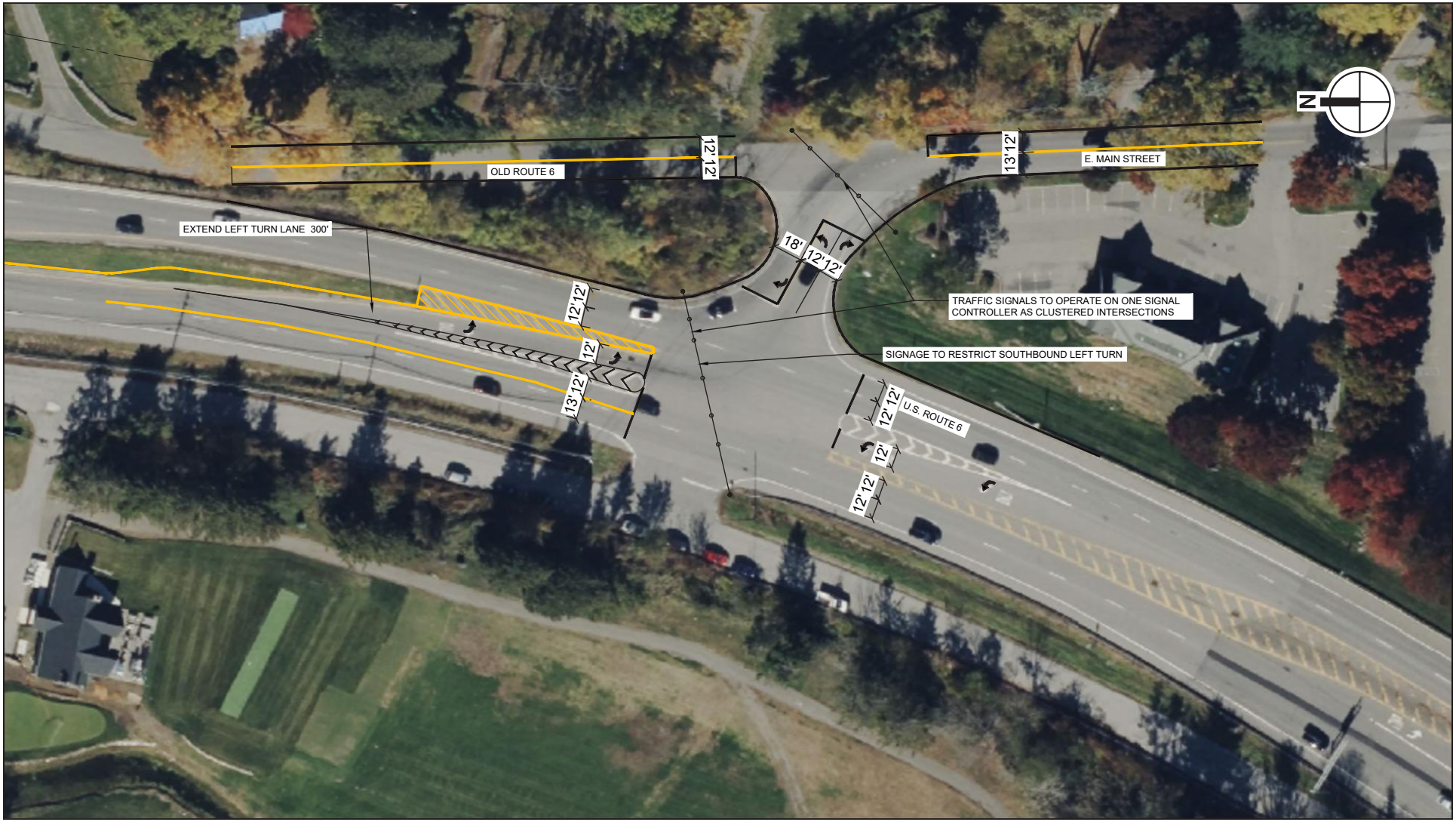
Sidewalk

800 EAST MAIN STREET REDEVELOPMENT

Study Area

Figure S-21

7.9.24



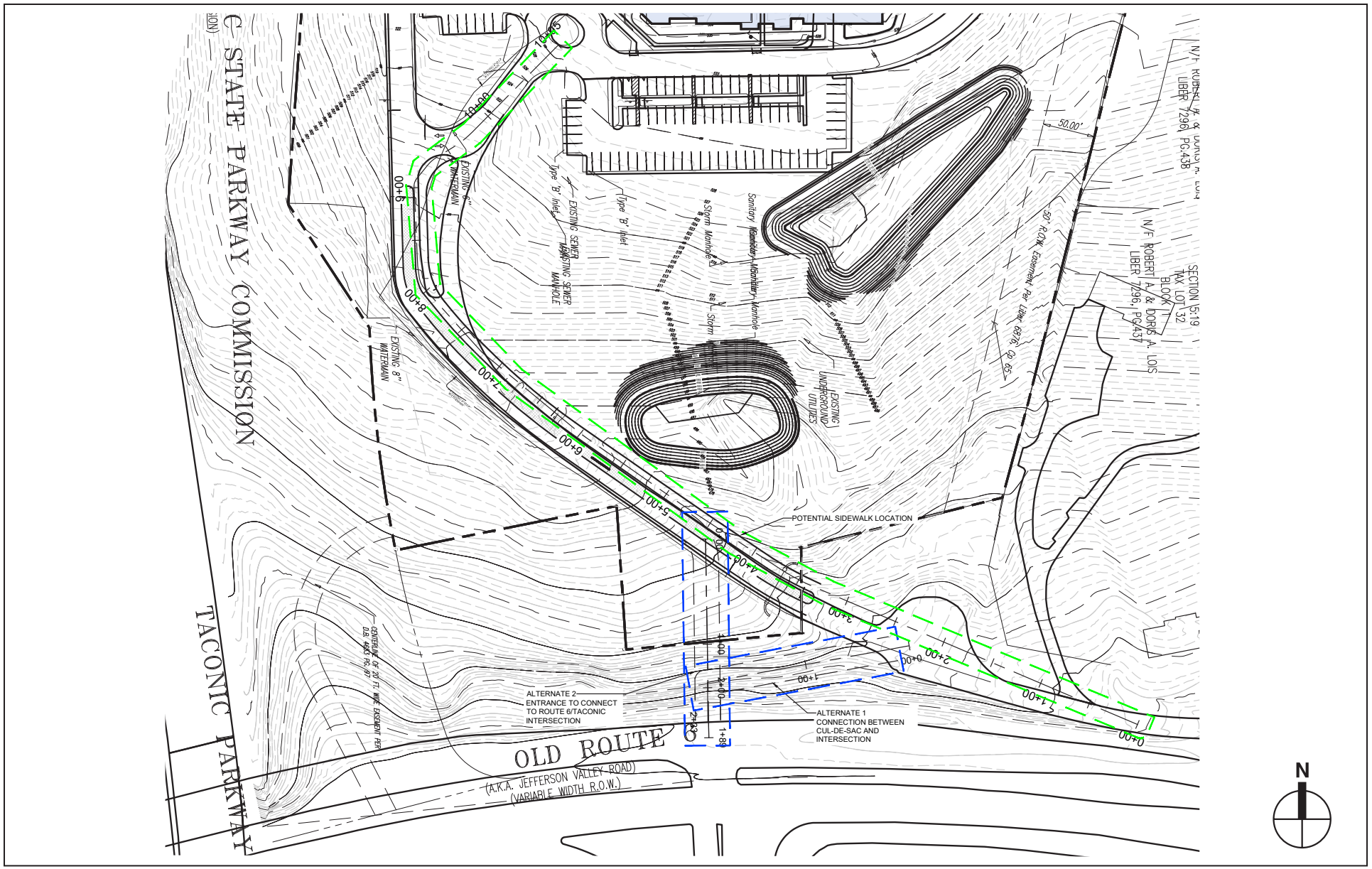
Source: Site Design Consultants

Preliminary Traffic Improvement Plan

800 EAST MAIN STREET

Figure S-22

7.9.24

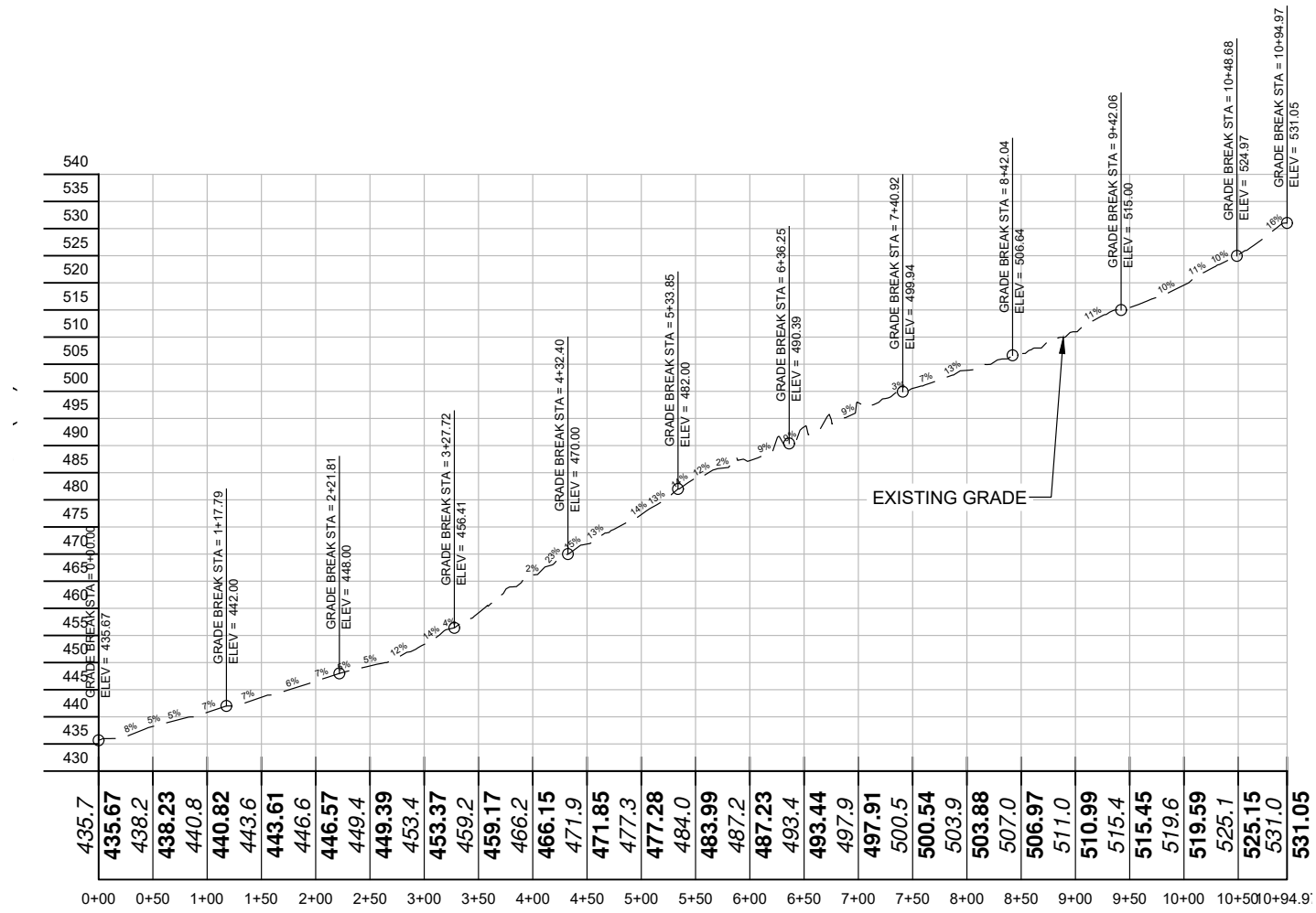


Source: Site Design Consultants

Alternative Options Layout Plan

800 EAST MAIN STREET

Figure S-23a



POTENTIAL SIDEWALK PROFILE
VERT. SCALE: 1" = 20
HORIZ. SCALE: 1" = 100

NOTE: ON 11X17 SHEET

NOTE:

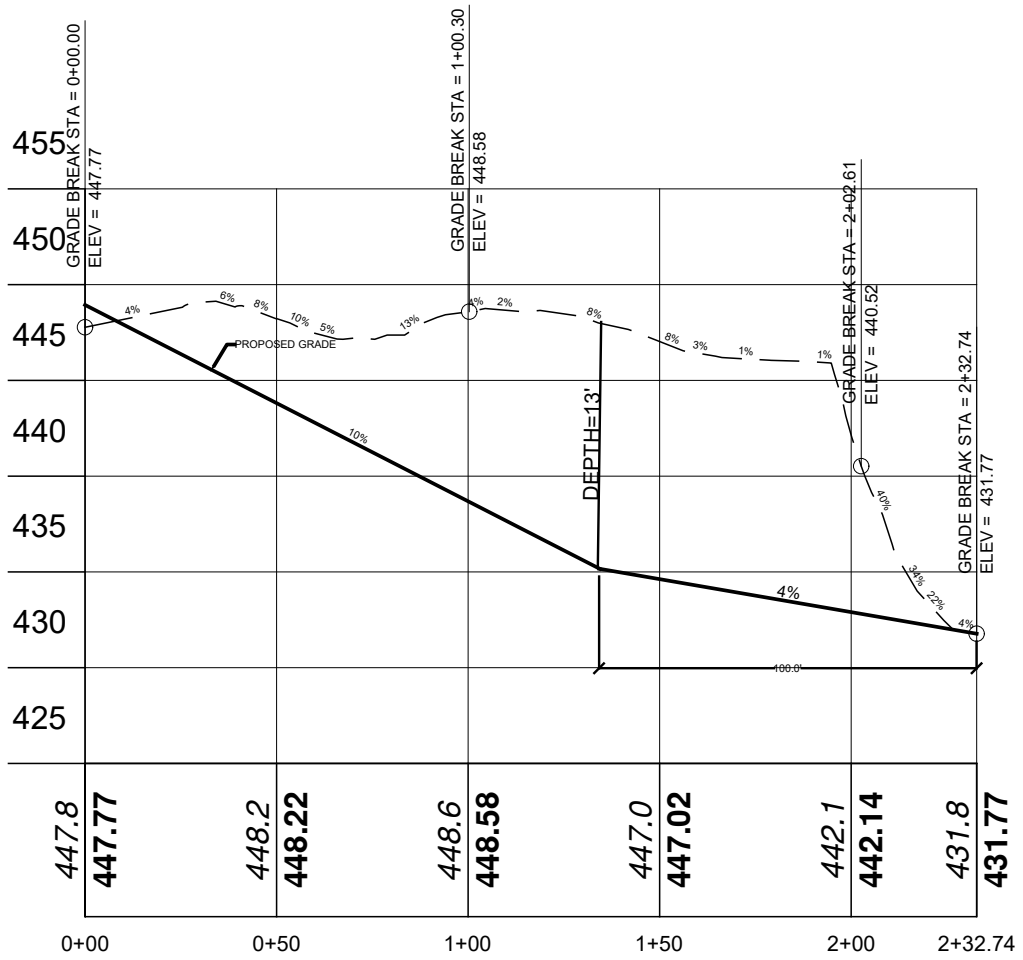
1. *THIS IS NOT A SURVEY.* ALL SURVEY INFORMATION SHOWN ON THIS PLAN HAS BEEN TAKEN FROM SURVEY MAP PREPARED BY NAME OF SURVEYOR, DATED XX/XX/XX, LAST REVISED XX/XX/XX. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

Source: Site Design Consultants

Potential Sidewalk Layout

800 EAST MAIN STREET

Figure S-23b



ALTERNATE 1
VERT. SCALE: 1" = 8
HORIZ. SCALE: 1" = 40

NOTE: ON 11X17 SHEET

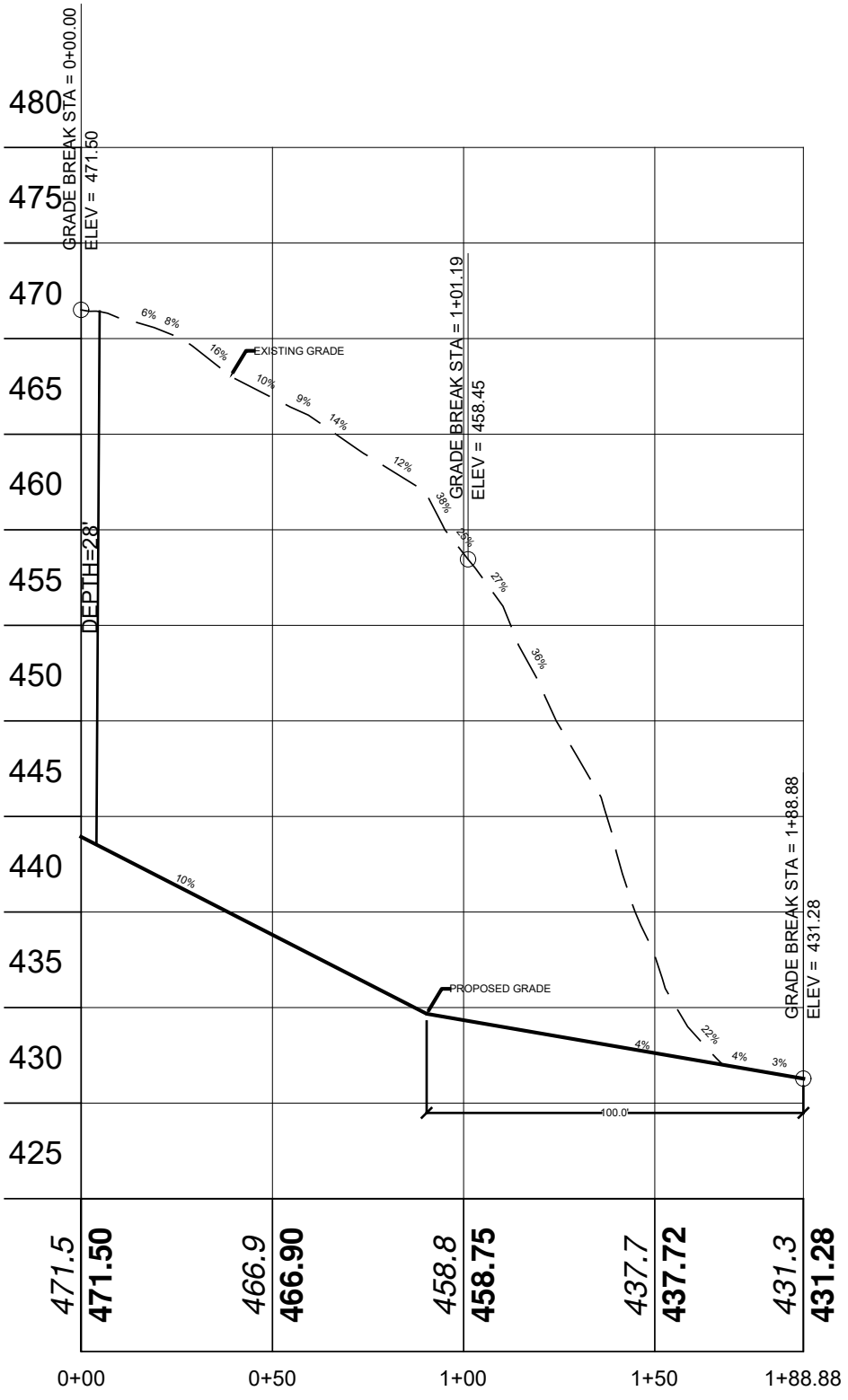
Source: Site Design Consultants

Alternate 1 Profile

800 EAST MAIN STREET

Figure S-23c

7.9.24



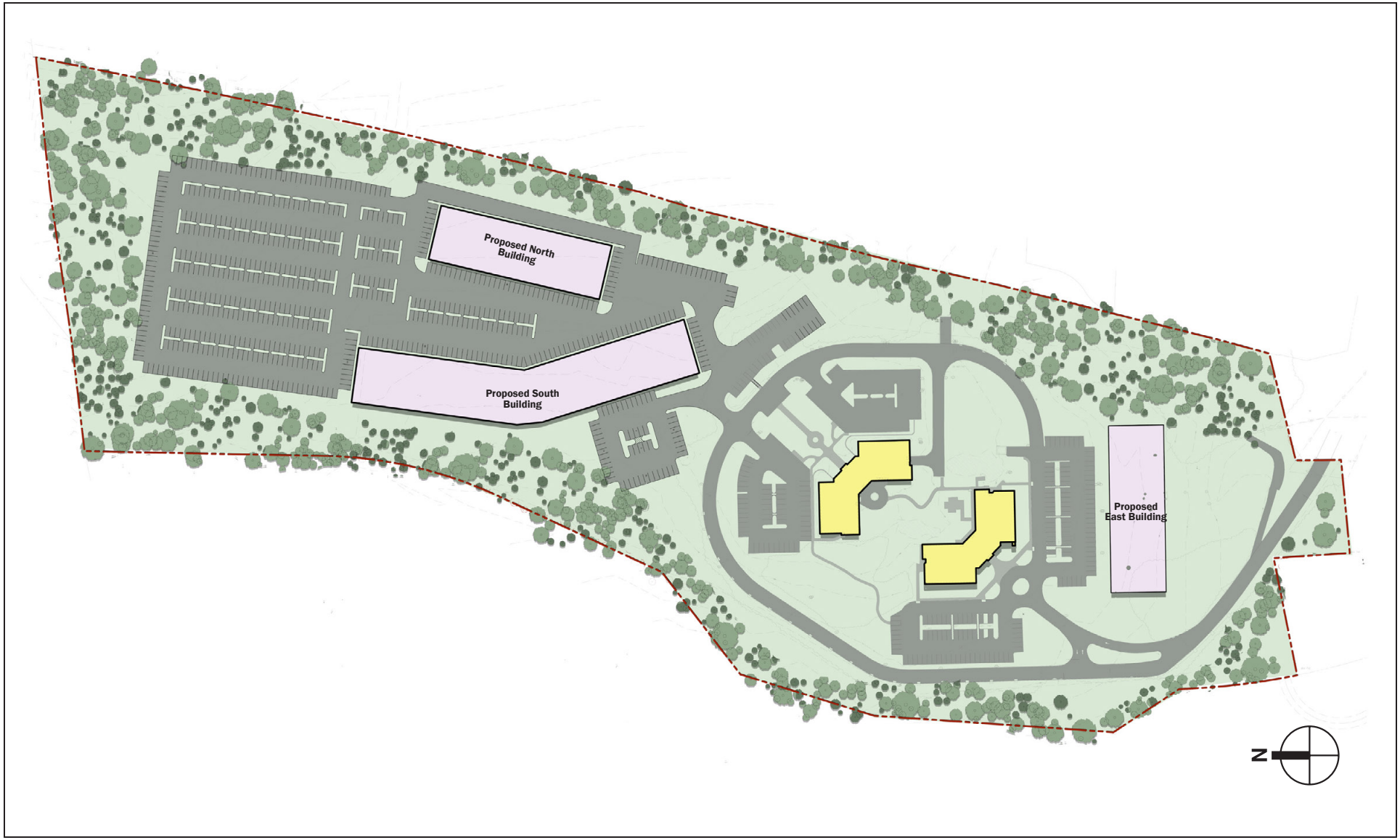
ALTERNATE 2
VERT. SCALE: 1" = 8
HORIZ. SCALE: 1" = 40
NOTE: ON 11X17 SHEET

Source: Site Design Consultants

Alternate 2 Profile

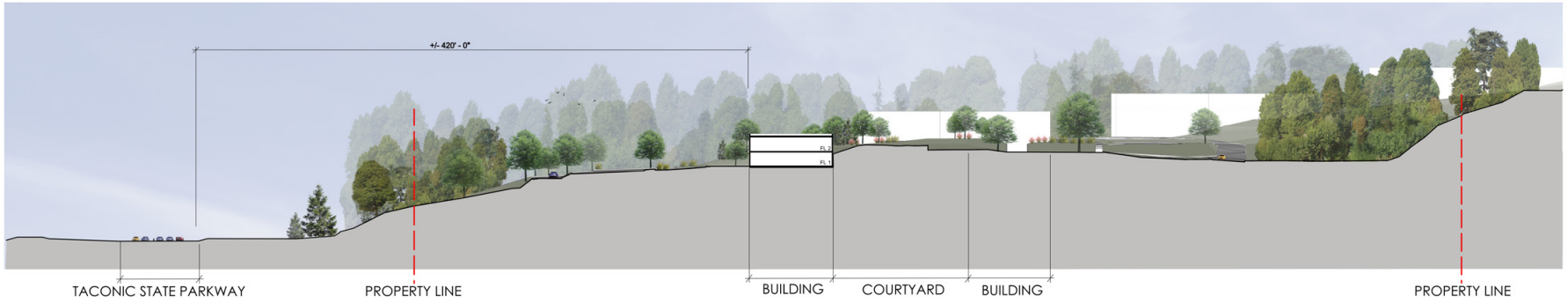
800 EAST MAIN STREET

Figure S-23d



Source: Perkins Eastman

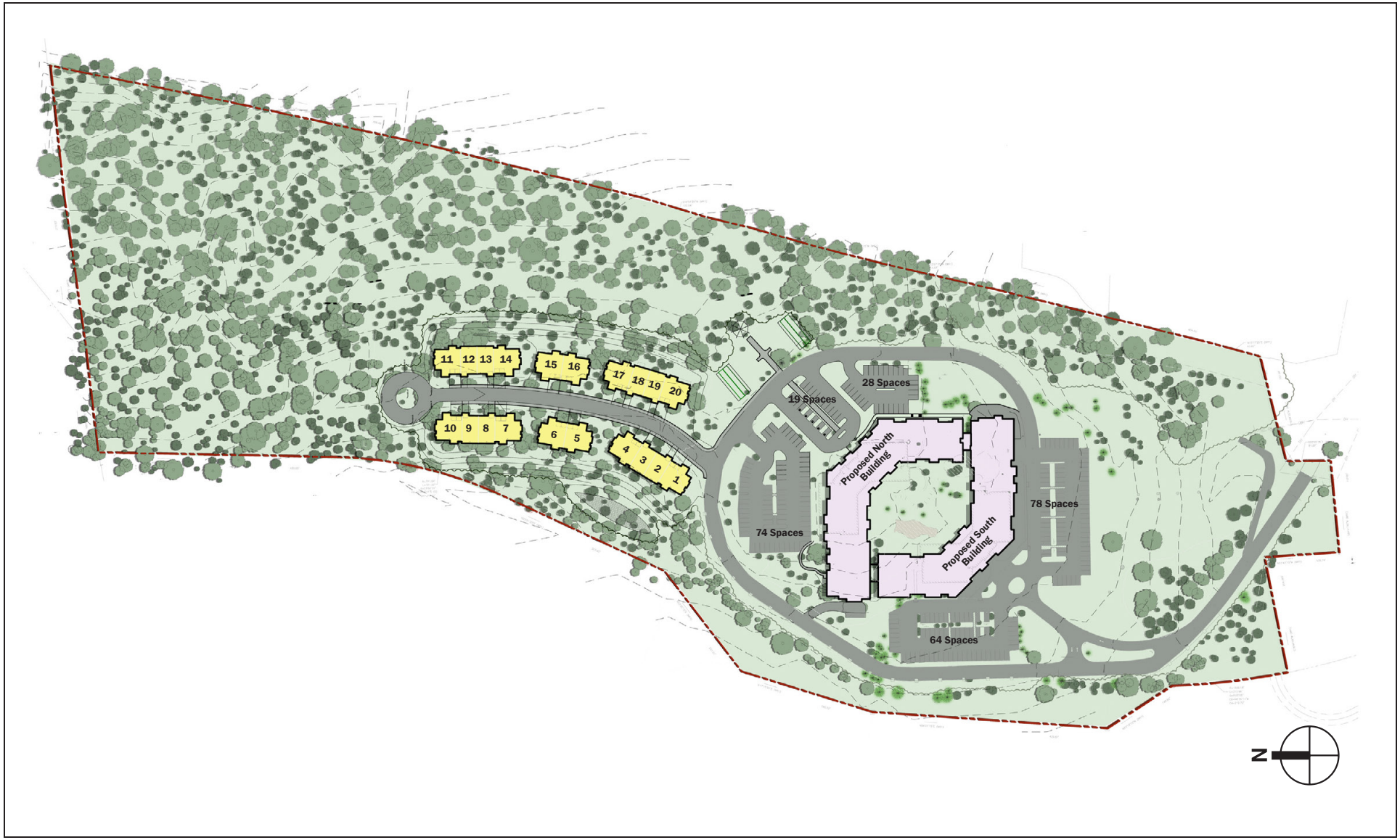
Existing Zoning Alternative - Conceptual Site Plan



Source: Perkins Eastman

Existing Zoning Alternative - Sectional Diagram

7.9.24



Source: Perkins Eastman

Alternative Site Layout - Conceptual Site Plan

800 EAST MAIN STREET

Figure S-26

7.9.24

SOUTH BLDG NORTH BLDG

EAST ELEVATION

SOUTH BLDG NORTH BLDG

NORTHEAST ELEVATION

NORTH ELEVATION

Source: Perkins Eastman

Multi-Family Buildings - Elevations

800 EAST MAIN STREET

Figure S-27

7.9.24

NORTH BLDG SOUTH BLDG

WEST ELEVATION

NORTH BLDG SOUTH BLDG

SOUTHWEST ELEVATION

SOUTH ELEVATION

Source: Perkins Eastman

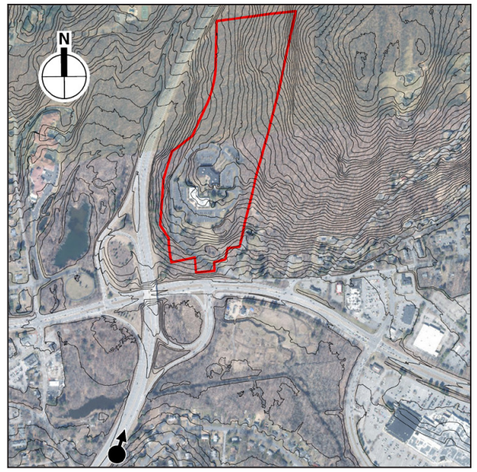
Multi-Family Buildings - Elevations

800 EAST MAIN STREET

Figure S-28

7.9.24

View Location 1



Existing Condition

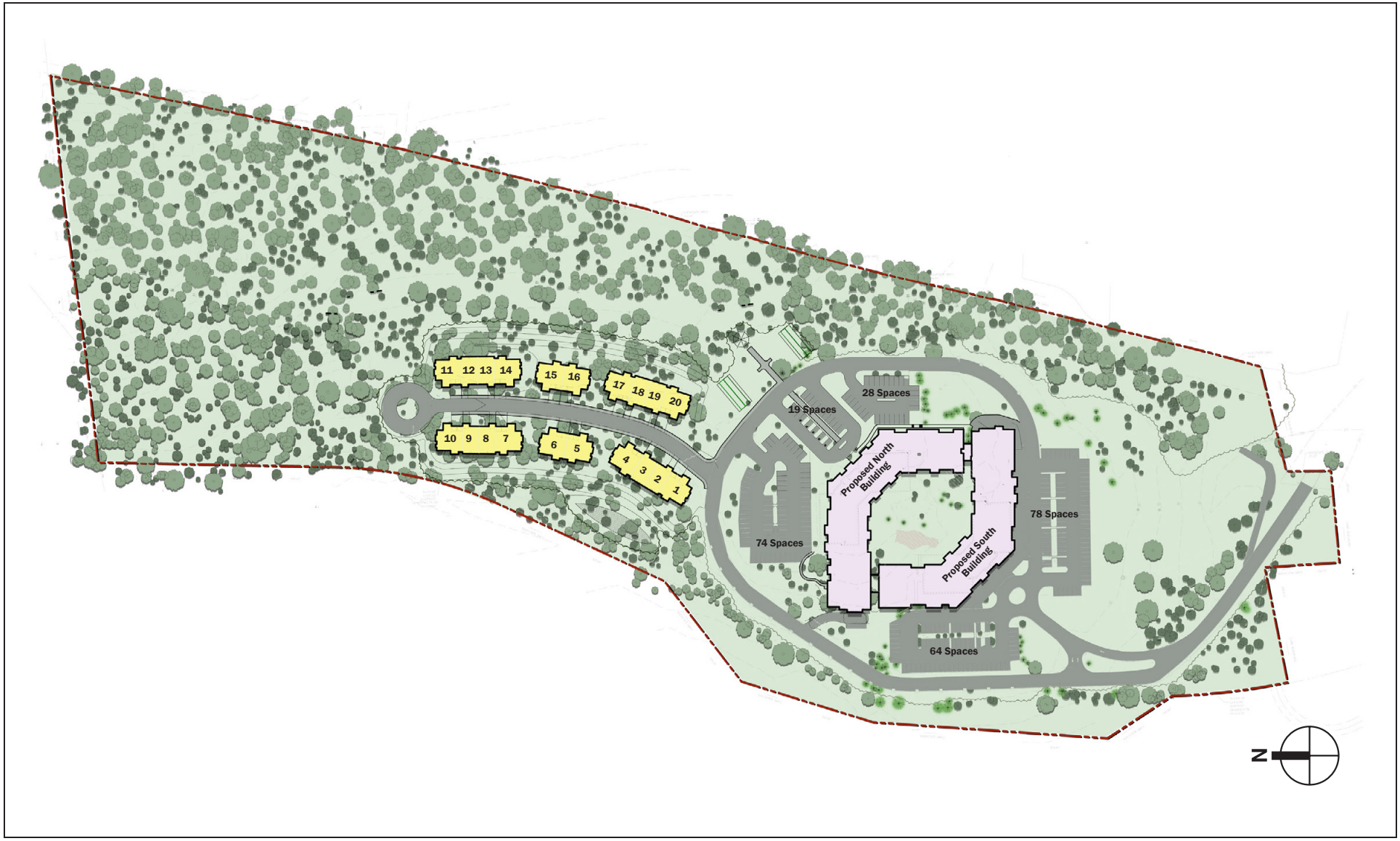
Proposed Simulation Building Height Outline **1a**

Simulation **2b**

Photo Simulations - Alternative Site Layout - View Location 1

Figure S-29

7.9.24



Source: Perkins Eastman

RSP-2 Zoning With Reduced Program - Conceptual Site Plan

800 EAST MAIN STREET

Figure S-30

7.9.24

Source: Perkins Eastman

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

800 EAST MAIN STREET

Figure S-31