

IV. ALTERNATIVES

IV. Alternatives

Five Alternatives to the Proposed Action have been developed and compared with the Proposed Action. The Alternatives have been analyzed with respect to the potential impacts, including areas of land disturbance, traffic generation, air pollution, water use, sewage flow and tax generation. The comparison is shown on Table IV-5, which is located at the end of this Section. The five Alternatives are described as follows:

A. No Build

The No Build Alternative A is required by SEQR to be discussed in the DEIS. For this site, the No Build Alternative assumes the site would continue to remain in its current state with the limited adverse impacts but none of the beneficial impacts of the proposed development. The property's current uses: two residences, Zino's nursery, King Gates & Fences and the abandoned motel, would be maintained. An analysis of the impacts of the No Build Alternative is as follows:

1. Land Use and Zoning

Maintaining the current uses would have no specific short term impact on land use and zoning. The abandoned motel site would remain in its current abandoned state. The existing deteriorated conditions would remain a blighting influence on the community.

2. Visual Character

If the No Build Alternative was implemented, the existing deteriorated state of the former motel would remain and would continue to adversely affect the safety and visual character of the neighborhood.

3. Soils, Topography and Steep Slopes

The No Build Alternative assumes that the project site would remain in its current state, resulting in no impact to the existing land topography. The existing potentially hazardous soil conditions identified on the site would not be cleaned up in conjunction with the proposed development and the potential for further dumping and deterioration remains.

4. Hazardous Materials

The existing hazardous materials noted in the Phase I and II Environmental Site Assessments would generally remain unchanged on the site. All existing hazardous waste and petroleum products including but not limited to the underground storage tanks (USTs), aboveground storage tanks (ASTs), remnant hydraulic lifts, 55-gallon drums, septic systems, PCB impacted material, volatile organic impacted soil at the lawn mower shop, asbestos and lead-based paint in the buildings and the subsurface sewage disposal systems would not be remediated/removed in conjunction with the proposed development.. Under the No Build Alternative, the Applicant would not take

ownership of the land and would have no responsibility to clean up the existing hazardous conditions or improve the deterioration of the site. Any clean up of the hazardous conditions, including the two reported potential petroleum spills, would remain the responsibilities of the current owners.

5. Flora and Fauna

The No Build Alternative would have no short term change on the Project Site vegetation. Long term impacts would result in the continued maturation of vegetation and plant overgrowth on the existing motel site. The non maintained and littered landscape character would remain.

6. Wetlands, Groundwater and Surface Water Resources

The No Build Alternative would have no impact to existing wetlands, groundwater or surface water on or in the vicinity of the project site. However, the benefit of treated stormwater runoff would not be realized nor would the benefit of increased consistent hydrology to the vernal pool.

7. Stormwater Management

The No Build Alternative would have no change to the surface water resources of the project site and would have no impact on stormwater drainage. However, without the Proposed Action, the reduction in stormwater peak discharge rates would not be realized.

8. Utilities

The No Build Alternative would have no impact on water demand, sewage flow or the telecommunications systems. Utility usage would remain unchanged. However, the extension of the existing sanitary sewer and the natural gas mains would not be extended along Old Crompton Road and the benefit of public sewer and gas to the residents of Old Crompton Road would not be realized.

9. Use and Conservation of Energy – Green Technology

The No Build Alternative would have no impact to current use of energy on or in the vicinity of the Project Site. The energy usage would remain unchanged.

10. Solid Waste

The No Build Alternative would have no impact to existing generation of solid waste on or in the vicinity of the Project Site. The generation of solid waste would remain unchanged.

11. Traffic and Transportation

The No Build Alternative would have no impact on traffic conditions on or in the vicinity of the Project Site. Traffic patterns and volumes would remain unchanged. The benefit of improved traffic flow from Strang Boulevard to Old Crompton Road would not be realized.

12. Parking

The No Build Alternative would have no impact to existing parking on or in the vicinity of the Project Site.

13. Air Quality

The No Build Alternative would have no impact on air quality on or in the vicinity of the Project Site. The present air quality would remain unchanged.

14. Noise

The No Build Alternative would have no impact on noise quality on or in the vicinity of the Project Site.

15. Building Demolition and Construction

The No Build Alternative would result in no change to the Project Site. The abandoned motel site would not be demolished and redeveloped. The existing deteriorated conditions of the abandoned motel site would remain a blighting influence on the community.

16. Community Facilities and Services

The No Build Alternative would have no impact on police protection, fire protection, emergency services or solid waste. Due to the undeveloped and abandoned condition of the former motel site, police patrols of the site would need to continue to be provided.

17. Fiscal and Socio-Economic Impacts

Implementation of the No Build Alternative would leave the Project Site in its current underutilized state. The lack of new development on the site would preclude any additional meaningful economic contribution that the Project would make in terms of new jobs and tax revenues. Under the No Build Alternative, nearly \$11 million in annual tax revenue, including approximately \$819,146 in annual property taxes to Town of Yorktown, (including Special Districts) and \$91,657 to the County would not be realized. In addition, sales and income taxes, as well as employment opportunities associated with the Proposed Action would not be realized under this No Build scenario. The existing condition of the former motel site would continue to deteriorate under this alternative.

18. Cultural Resources (Historical and Archeological)

Under the No Build Alternative, the Project Site would remain in its current state. While this would have no impact on the historical and archeological resources, the unattractive abandoned site would remain in the neighborhood.

Conclusion:

In summary, the No Build Alternative would not impact or increase land disturbance, traffic generation, air pollution, water use, sewage flow and tax generation. Neither would the No Build Alternative result in the clean up the

hazardous conditions (with the possible exception of the two reported potential petroleum spills) or improve the deterioration of the site. In addition, the No Build Alternative would not realize the beneficial impacts that are expected to occur with the Proposed Action such as: improved traffic flow, removal of debris, hazardous materials, demolition of abandoned buildings and infrastructure, extension of the existing sewer and gas services and generation of tax revenue.

B. The Proposed Action With the Building Sited Further West on the Property, Away From the Taconic State Parkway

The purpose of Alternative B is to determine if there would be less environmental impact than the Proposed Action if the building were located further west on the property, away from the Taconic State Parkway. This alternative assumes that the proposed site improvements would be situated generally within the same limit of grading/disturbance as the Proposed Action so that a comparison with equivalent land use area could be made. The building area and number of parking spaces provided would be the same as for the Proposed Action (see Exhibit IV-1 and Table IV.1).

In this alternative, the building would be shifted west which would place the building in an area of steep slopes requiring an additional $80,000 \pm$ cubic yards of fill beneath the building. Subsurface soil conditions (compaction, moisture content, etc.) would be more critical under the building than under landscaped or parking areas since the soils beneath the building must support its load and potential settlement beneath the building would result in more significant impacts. The Applicant's geotechnical engineer indicates that the onsite soil can be used as general fill in landscaped areas and beneath the parking lots. However, due to its high silt content their use as structural fill beneath buildings is discouraged since they are moisture sensitive and their use could result in substantial construction delays if weather conditions were not optimal. Structural fill beneath the building must be engineered, well-draining and capable of supporting the building load within acceptable tolerances for settlement. Therefore, all of the fill required beneath the building must be imported structural fill.

Furthermore, as a result of the onsite soils' heavy metal content, special handling would be required in order to export cut material that could not be used under the building. To minimize the export and thus conduct a conservative assessment, site grades were raised 3 feet in order to provide adequate area to place all cut material onsite. This would result in requiring additional retaining walls to transition between proposed and existing grades.

By comparison, the plan for the Proposed Action locates the building further east, where significantly less structural fill will be required and its current proposed building elevation requires no export of onsite high metal content soils, which permits these soils to be placed safely onsite under proposed landscape and parking areas.

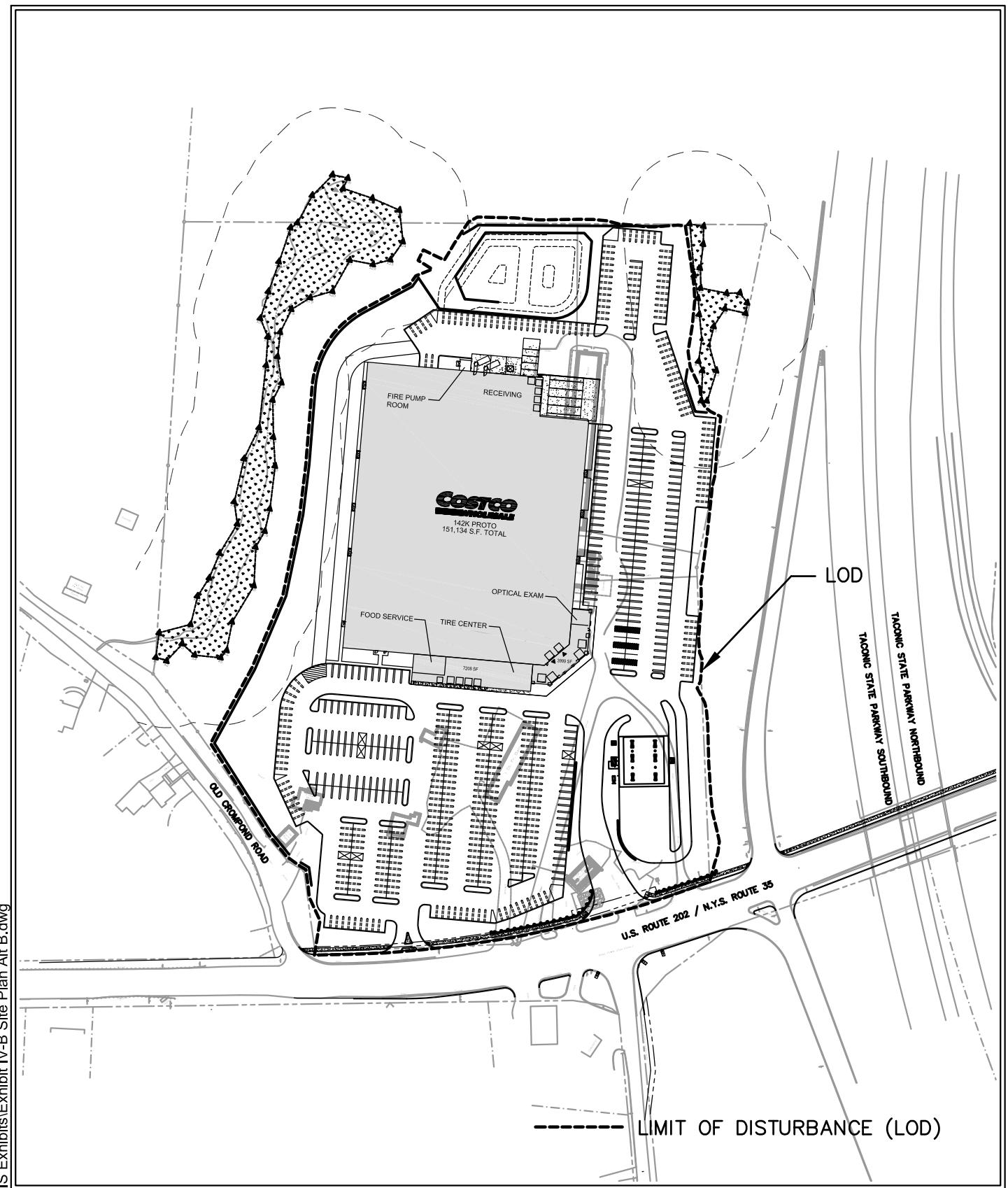
It is estimated that this alternative would result in an increase of \$3 million in cost, attributed to the need for $80,000\pm$ cubic yards of additional fill, $10,000\pm$ cubic yards of export and higher retaining walls. In addition, the increase in construction traffic resulting from the greater import and export would be approximately 35 trucks per day over a period of 6 months.

While this alternative locates the building further from the Taconic State Parkway (TSP) it would still remain visible to parkway drivers except as screened by proposed landscaping. In addition, under this alternative, the building would be nearer the site's residential neighbors on Old Crompton Road; however, the view from Old Crompton Road would remain obscured through the existing woods supplemented with proposed landscaping.

Views of the site from other locations would remain similar to the views shown in DEIS Section III.B.2.b (Exhibits III.B-40 to 49); however, a 3-dimensional illustration from the TSP southbound off ramp (view 2), which is the most sensitive view associated with this alternative, is provided (Exhibits IV.1a, and 1b). The illustration reflects the view under this Alternative with and without proposed landscaping. As shown, the building would still be visible from the TSP southbound ramp but proposed landscaping would obscure the view. Based on the referenced illustrations, even though the building would be further from the TSP under this Alternative, the Applicant believes that the building would not be appreciably less visible than for the Proposed Action.

Other related environmental impacts are similar to the Proposed Action. A summary of major comparisons are shown in Table IV.5.

Based on the assessment described above, it is the Applicant's opinion that this Alternative does not provide additional environmental benefit, while greatly adding to site construction costs.



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Exhibit IV-1
Alternative B
Building Further From Taconic Parkway

COSTCO WHOLESALE
Town of Yorktown, New York

Table IV.1
Alternative B
Table Of Land Use And Zoning

Lot/Block	Section 26.18, Block 1, Lots 17, 18 & 19 Section 26.19, Block 1, Lot 1	
Zoning District	C3 - Highway Commercial	
Item	Permitted/Required	Proposed/Provided
Lot Area	10,000 sf Min	816,806 sf
Frontage At Street Line	100 ft Min	610 ft.
Minimum Required Yard Areas		
Front Yard	75 ft	75/356.6381.5 ft
Side Yard	10 ft	164.0 ft
Side Yard (Adjoins R District)	50 ft	283.1 ft
Rear Yard	30 ft	213.0 ft
Maximum Height Of Building	35 ft	30.67 ft
Gross Floor Area		
Costco Wholesale Store		151,092 SF
Fueling Station Canopy		4,500 SF
Total	245,042 sf	155,592 SF
Maximum Building Coverage	30%	19.1%
Off-Street Loading	1 space for first 4,000 sf plus 1 space for each 40,000 sf	
No. of Loading Spaces	5 Spaces	5 Spaces
Loading Space	12' x 25'	12' x >25'
Off-Street Parking	5 Spaces per 1,000 sf of Gross Floor Area	4.04 spaces per 1,000 SF of gross floor area
No. of spaces @ 9' x 18.5'		212 Spaces
No. of spaces @ 9' x 20'		3 Spaces
No. of spaces @ 10' x 18.5'		347 Spaces
No. of spaces @ 10' x 20'		36 spaces
No. of accessible spaces		<u>12 spaces</u>
Total no. of spaces	756	610 Spaces (see note)
Parking Dimensions		
Aisles Width	24 feet	24 feet
Parking Space: Large Car	9' X 18.5'	9' X 18.5' 9' X 20' 10' X 18.5' 10' X 20'
Accessible Parking Space	96-inch Wide with 96-inch Aisle for Every Two Spaces Per NYS Building Code	
Note: Parking required by Code is 756 spaces. Costco claims that based on years of experience with similar projects throughout the region, they require substantially less parking than that required by Code. Accordingly, this plan proposes 610 parking spaces, which is within the typical range for similar size Costco uses.		

C. Alternative Site Layouts that Avoid Direct Impacts to Wetland Buffer Areas

Alternative C provides an alternative site layout that is intended to minimize impacts to the wetland buffer areas. The site layout was modified in order to eliminate grading within the wetland buffers, however, the building area and number of parking spaces provided is the same as for the Proposed Action (see Exhibit IV-2a and Table IV.2).

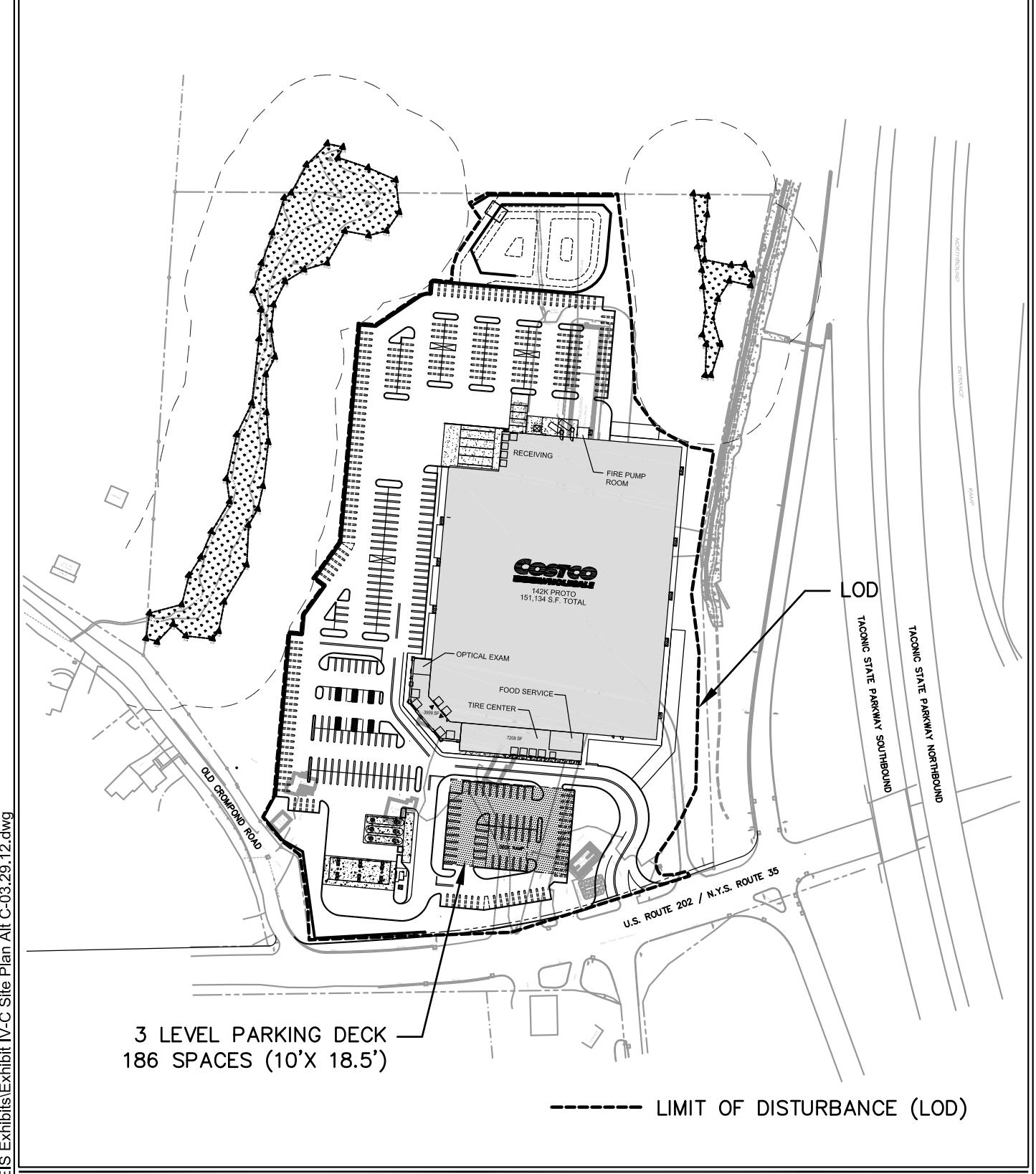
In this alternative, the building is shifted south to avoid the buffer to Wetland B. The loading area is shifted to the northwest corner of the building also to avoid impact to the Wetland B buffer. The parking layout is arranged to minimize impact to the Wetland A buffer. The grade change between existing and proposed grades along the westerly limit of the parking area would be reconciled by constructing a new retaining wall to avoid impact to the buffer to Wetland A. The result of the site improvements under this alternative is that insufficient parking is provided on grade and a parking deck containing 186 spaces would be necessary to provide the remaining parking spaces.

The potential to use a smaller Costco building to avoid the necessity for a parking deck was considered. Costco management has indicated that Costco has only one other standard building, which is approximately 148,000 s.f., only 3,000 s.f. smaller than the building used in the Proposed Action. (Costco has reported that they no longer construct the smaller building footprints previously used at older existing Costco sites. They presently only construct the 148,000 and 151,000 s.f. buildings.) It is the Applicant's opinion that the marginally smaller building would not provide any meaningful benefit. In addition, Costco has indicated that a parking deck is not suited to its suburban model because the 2nd parking deck level would not have direct access to the single-level building making it unattractive for shoppers. In addition, shoppers with carts could not conveniently access the second level. Therefore, they would not go forward with a project where the required parking would be placed on a deck. In addition, the Applicant has indicated that the parking deck as well as additional retaining walls associated with this alternative would add approximately \$5.5M to the construction cost. This is based upon the need for a 186-space parking deck and approximately 9,500 s.f. of retaining wall.

The Applicant notes that its environmental consultant met with the Town's Environmental Conservation Board and it is the Applicant's understanding that impacts to the Wetland B buffer may be permitted due to the low value and limited hydrology of Wetland B. This is reinforced to the Applicant by the high cost of the parking deck that would be needed. Therefore, it is the Applicant's opinion that the benefit provided by preserving the buffer to Wetland B is minimal and is not warranted at the cost of providing a parking deck and additional retaining walls.

Other related environmental impacts are similar to the Proposed Action. A summary of major comparisons are shown in Table IV.5.

The Applicant notes, however, that a smaller retail building could be developed within the site without utilizing a parking deck (see Exhibit IV-2b). The noted alternative would employ a 120,000 square foot building supported by 600 parking spaces at 1 space per 1,000 square feet of building area. Since the alternative retail is not a Costco, no fueling facility would be included. This alternative would require the same area of land disturbance and other related environmental impacts would be similar to the Proposed Action. Tax generation, however, would be less for this smaller size building. Since, the proposed building for this alternative would not be supported by Costco, the plan does not meet the Applicant's objective and would not be considered feasible.

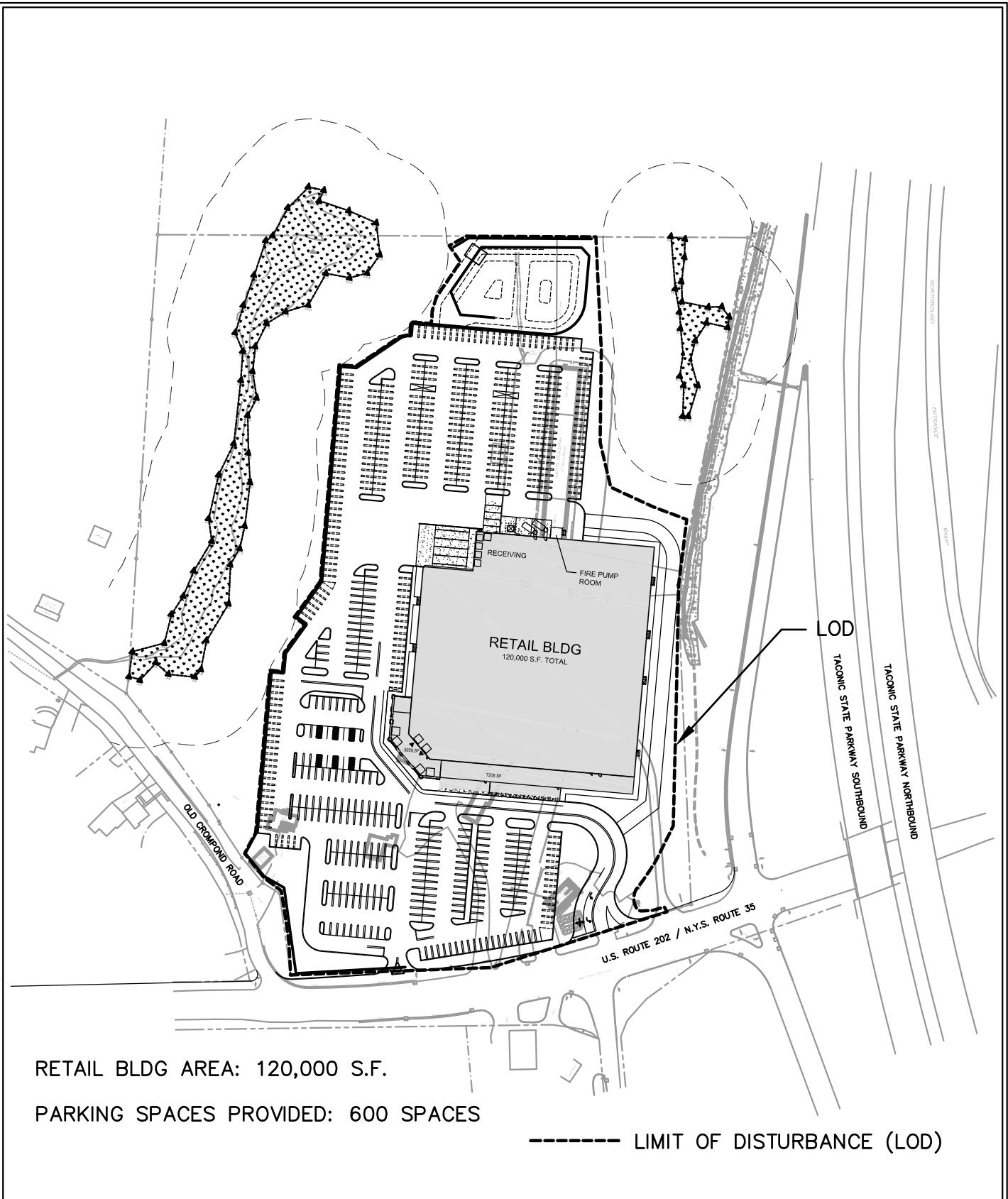


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Exhibit IV-2a
Alternative C (with Parking Deck)
Avoid Impact to Wetland Buffer

COSTCO WHOLESALE
Town of Yorktown, New York



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Exhibit IV-2b
Alternative C (with Smaller Retail Bldg)
Avoid Impact to Wetland Buffer

COSTCO WHOLESALE
Town of Yorktown, New York

Table IV.2 Alternative C Table Of Land Use And Zoning		
Lot/Block		Section 26.18, Block 1, Lots 17, 18 & 19 Section 26.19, Block 1, Lot 1
Zoning District		C3 - Highway Commercial
Item	Permitted/Required	Proposed/Provided
Lot Area	10,000 sf Min	816,806 sf
Frontage at Street Line	100 ft Min	610 ft.
Minimum Required Yard Areas		
Front Yard	75 ft	75/195.1 ft
Side Yard	10 ft	50 ft
Side Yard (Adjoins R District)	50 ft	268.8 ft
Rear Yard	30 ft	345.5 ft
Maximum Height Of Building	35 ft	30.67 ft
Gross Floor Area		
Costco Wholesale Store		151,092 SF
Fueling Station Canopy		4,500 SF
Total	245, 042 SF	155,592 SF
Maximum Building Coverage	30%	19.1%
Off-Street Loading	1 space for first 4,000 sf plus 1 space for each 40,000 sf	
No. of Loading Spaces	5 Spaces	5 Spaces
Loading Space	12' x 25'	12' x >25'
Off-Street Parking	5 Spaces per 1,000 sf of Gross Floor Area	4.04 spaces per 1,000 SF of gross floor area
No. of spaces @ 9' x 18.5'	(Grade Parking)	257 Spaces
No. of spaces @ 9' x 20'	(Grade Parking)	147 Spaces
No. of spaces @ 10' x 18.5'	(Deck Parking)	168 Spaces
No. of spaces @ 10' x 20'	(Grade Parking)	26 spaces
No. of accessible spaces	(Grade Parking)	<u>12 spaces</u>
Total no. of spaces	756 Spaces	610 spaces (see note)
Parking Dimensions		
Aisles Width	24 feet	24 feet
Parking Space: Large Car	9' X 18.5'	9' X 18.5' 10' X 18.5' 10' X 20
Accessible Parking Space	96-inch Wide with 96-inch Aisle for Every Two Spaces Per NYS Building Code	
Note: Parking required by Code is 756 spaces. Costco claims that based on years of experience with similar projects throughout the region, they require substantially less parking than that required by Code. Accordingly, this plan proposes 610 parking spaces, which is within the typical range for similar size Costco uses.		

D. Commercial Center Employing a Group of Buildings Per Zoning, Including a Village-Like Development

The purpose of Alternative D is to determine if a village-like development consisting of several buildings arranged throughout the site would have less environmental impacts than the Proposed Action. The proposed site improvements were situated generally within the same limit of grading/disturbance as the Proposed Action so that a comparison with equivalent land use area could be made.

The alternative development is a mixed use which includes a bank, restaurant and retail stores (see Exhibit IV-3 and Table IV.3). All of the proposed uses are consistent with the Town's Zoning and the Comprehensive Plan. The Town's Comprehensive Plan supports retail, office and mixed-use development on the project site to create a regional draw in the area as stated in Policy 4-24, "At the eastern end of the hamlet business center, promote retail, office, and country inn uses with a regional draw in a high-quality master-planned format, with compatible residential uses as well".¹ The plan further identifies the Bear Mountain Triangle as "*The Town's best opportunity for economic development*".¹ The Proposed Action is permitted by the existing C-3 zoning of the site (the Comprehensive Plan suggested leaving the project site zoned C-3) and will create a regional draw to help bolster the economic vitality of the Bear Mountain Triangle. Although Costco is not opposed to being within a mixed use development, there would be insufficient land area, in addition to existing, on-site environmental constraints, to accommodate a Costco in a village-like setting.

The proposed building mix was developed based on permitted uses consistent with zoning ordinance and the Comprehensive Plan. The size of the development was limited to the approximate limit of disturbance as for the Proposed Action. The development was maximized based on available land area to provide the required at-grade parking within the determined limit of disturbance. The resultant building area for this alternative was determined to be 92,465 square feet, as compared to the Proposed Action which is 151,092 square feet. Although this alternative building area would be approximately 40 percent less than for the Proposed Action, the land disturbance for both developments would be similar and therefore Alternative D would have a less efficient use (building area per acre) of the land. The less efficient design is a result of the need for higher parking ratios required parking for parking in a village-like use and the fact that a single building configuration takes up less space than buildings in a village setting. As shown in Table IV.5, the peak AM traffic trips would be greater for Alternative D, the peak PM would be similar and the peak Saturday trips would be somewhat less. Since the traffic generation is similar, the required traffic

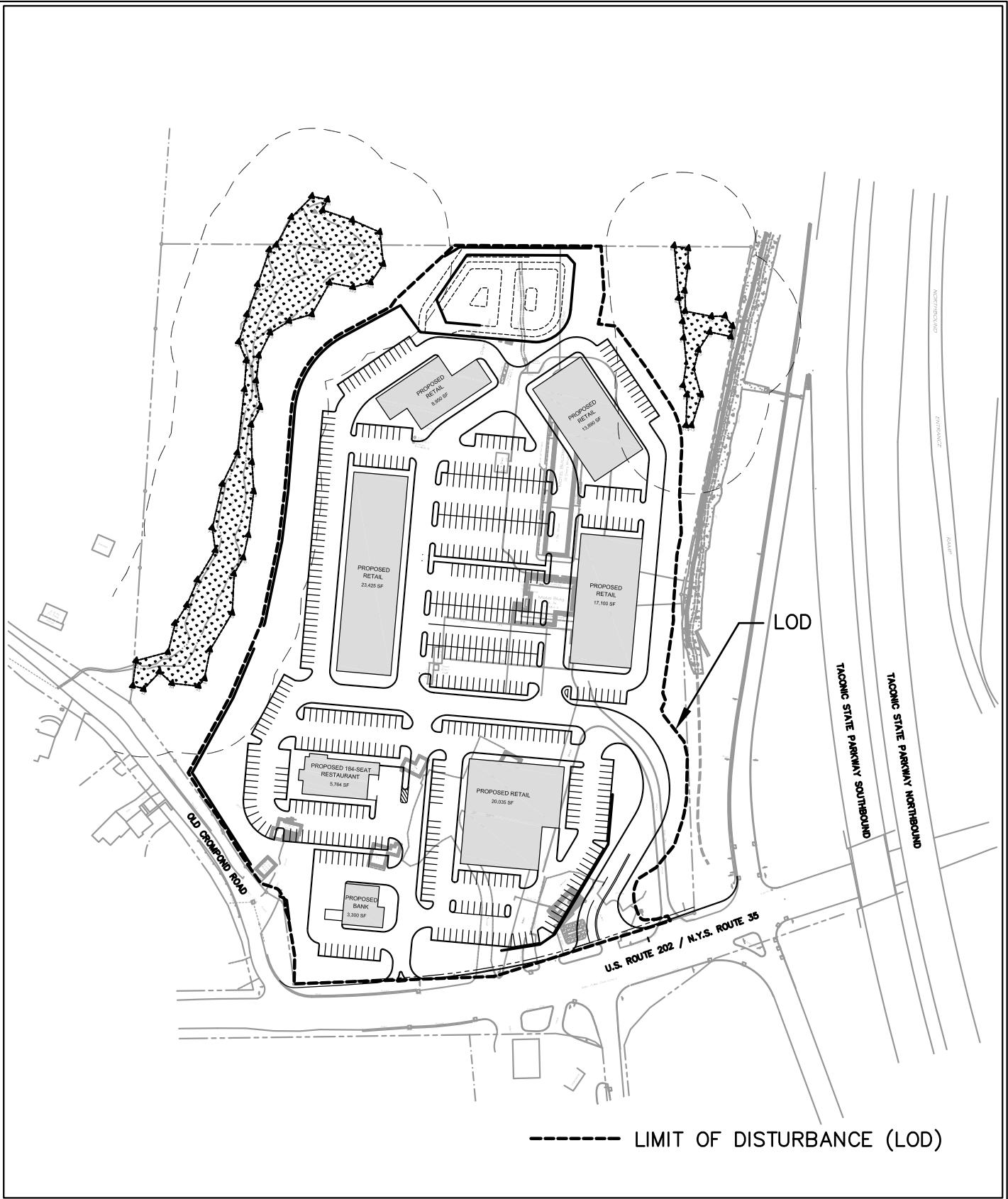
¹ Town of Yorktown Comprehensive Plan, 2010.

improvements would be similar to the Proposed Action. Other related environmental impacts are similar to the Proposed Action.

Since site improvements (land disturbance, onsite infrastructure, offsite utility infrastructure and highway improvements) would be similar to those of the Proposed Action, such that the development costs would also be similar to the Proposed Action. However, since the building area for this alternative would be less than the Proposed Action, the taxes paid to the various taxing entities, including the Town, would be less.

This alternative would not meet the Applicant's objective to develop a Big Box at this site, yet it would have similar environmental and physical impacts to the Proposed Action.

Table IV.3 Alternative D Table Of Land Use And Zoning		
Lot/Block		Section 26.18, Block 1, Lots 17, 18 & 19 Section 26.19, Block 1, Lot 1
Zoning District		C3 - Highway Commercial
Item	Permitted/Required	Proposed/Provided
Lot Area	10,000 sf Min	816,806 sf
Frontage at Street Line	100 ft Min	610 ft.
Minimum Required Yard Areas		
Front Yard	75 ft	76.1 ft
Side Yard	10 ft	64.5 ft
Side Yard (Adjoins R District)	50 ft	127.1 ft
Rear Yard	30 ft	162.7 ft
Gross Floor Area		
Retail		83,400 sf
Restaurant		5,765 sf
Bank		3,300 sf
Total	245,042 sf	92,465 sf
Maximum Building Coverage	30%	11.3%
Off-Street Parking		
Retail	5 Spaces per 1,000 sf of Gross Floor Area	
Restaurant	1 Space per 50 sf of Patron Use plus 1 Space per 100 sf of Kitchen/Ancillary Use	
Bank	5 Spaces per 1,000 sf of gross Floor Area	
No. of spaces		
Retail	417 Spaces	432 Spaces
Restaurant	96 Spaces	96 Spaces
Bank	<u>17 Spaces</u>	<u>21 spaces</u>
Total No. of Spaces	530 spaces	549 Spaces
Parking Dimensions		
Aisles Width	24 feet	24 feet
Parking Space: Large Car	9' X 18.5'	9' X 18.5'
Accessible Parking Space	96-inch Wide with 96-inch Aisle for Every Two Spaces Per NYS Building Code	



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Exhibit IV-3
Alternative D
Commercial Center
(Village-Like Development)

COSTCO WHOLESALE
Town of Yorktown, New York

E. Hotel or Motel Development

Alternative E provides a mixed use development in which a hotel is the central component. The development includes a 3-story, 136-room hotel supported by three free standing retail stores, a bank and two restaurants (see Exhibit IV-4 and Table IV.4). All of the proposed uses are consistent with the Town's Zoning and the Comprehensive Plan. The Comprehensive Plan supports areas for retail, mixed use and office/country inn uses adjacent to the Taconic State Parkway. This alternative meets the goals and recommendations of the Town's Comprehensive Plan, which states, "*At the top of the hill, leave as C-3 zoning and adopt an overlay for office and/or hotel or country inn uses, building off the location next to the Taconic-Route 202 interchange and highway visibility*"².

The proposed building mix was developed based on permitted uses consistent with zoning and the Comprehensive Plan. The size of the development was limited to the approximate limit of disturbance as for the Proposed Action. The development was maximized based on available land area to provide the required at grade parking within the determined limit of disturbance. The hotel was the central feature.

When compared to the Proposed Action, the building area for this alternative was determined to be 133,209 square feet versus 151,092 square feet. The land disturbance for both developments would be similar and therefore Alternative E would have less efficient use (building area per acre) of the property. As shown in table IV.5, water demand and sewage flow for this alternative would be greater. The peak AM traffic trips would be greater than the Proposed Action, the peak PM would be similar and the peak Saturday trips would be somewhat less. Since the traffic generation would be similar, the required traffic improvements would be similar to the Proposed Action. Other related environmental impacts would be similar to the Proposed Action.

Since site improvements (land disturbance, onsite infrastructure, offsite utility infrastructure and highway improvements) would remain similar, the development costs would also be similar to the Proposed Action. However, since the building area for this alternative would be less than the Proposed Action, the taxes paid to the various entities would be less.

This alternative does not meet the Applicant's objectives to develop a Big Box at this site; it would have more sewer / water demand; and would have similar environmental and physical impacts. This alternative also includes a hotel use, which in the Applicant's opinion does not have enough demand to support the use as described as follows.

² Town of Yorktown Comprehensive Plan, 2010.

Market Analysis

Recent market analysis and activity have shown that there is not a strong enough demand for the development of a hotel or motel in the Taconic / 202 interchange area to be economically feasible. Based on knowledge of the project vicinity, the Applicant's planner contends that the Yorktown Heights area has insufficient demand from either the business or tourism industries to support hotel/motel space at this time. More specifically, there are 24 hotels/motels with 20 rooms or more within 20 miles of the subject site. The Peekskill Motor Inn, approximately 5 miles to the west, is the most comparable. A market study was conducted by Ferrandino & Associates Inc. for a new 84-room limited service hotel there, which showed a limited market tied into West Point and other Hudson Valley tourist attractions to the north and to the west of the River. However, the owners could not obtain financing 5 years ago when the market was favorable, and the Applicant believes that it is not likely that a new hotel would survive there now. Another proposal for a Holiday Inn Express is currently being developed in nearby Peekskill and the Applicant believes that, if built, it would capture a major part of the hotel market demand in the northwestern Westchester area.

Both sites have better access, by car and rail, than the Yorktown site. Therefore, it is reasonable to assume that there is currently no market for a similar country inn type of facility on the Costco site, which is further east and has no tourist market. This is further supported by the history of the project site in which the former motel did not remain successfully viable.

Hotel/Motel Only Option

Town staff requested that the Applicant comment on a more simplified version of Alternate E to limit development to the Hotel/Motel Use plus an associated free-standing restaurant identical in size to that shown on the Alternate E Plan.

This version of Alternate E would still suffer from the market study finding that there is not a strong enough market to support the Hotel/Motel option. In addition, it is the opinion of the Applicant that a prospective purchaser of the property would not limit development to the seven of the fourteen acres of the site that have development potential. Thus, if a developer were to purchase the site for Hotel/Motel Use, the project would expand to include other uses, which is why the Base Alternate E included retail in the mix of proposed uses.

As a result, the impacts would be comparable to those shown for Alternate E.

Table IV.4 Alternative E Table Of Land Use And Zoning		
Lot/Block		Section 26.18, Block 1, Lots 17, 18 & 19 Section 26.19, Block 1, Lot 1
Zoning District		C3 - Highway Commercial
Item	Permitted/Required	Proposed/Provided
Lot Area	10,000 sf Min	816,806 sf
Frontage At Street Line	100 ft Min	610 ft.
Minimum Required Yard Areas		
Front Yard	75 ft	76.9 ft
Side Yard	10 ft	60.6 ft
Side Yard (Adjoins R District)	50 ft	76.2 ft
Rear Yard	30 ft	176.4 ft
Gross Floor Area		
Retail		45,260 sf
Hotel (136 Rooms)		78,985 sf
Restaurant		5,764 sf
Bank		3,200 sf
Total	245,042 sf	133,209 sf
Maximum Building Coverage	30%	9.9%
Off-Street Parking		
Retail	5 Spaces per 1,000 sf of Gross Floor Area	
Hotel	1.1 Space per Dormitory Unit	
Restaurant	1 Space per 50 sf of Patron Use plus	
Bank	1 Space per 100 sf of Kitchen/Ancillary Use 5 Spaces per 1,000 sf of gross Floor Area	
No. of spaces		
Retail	227 Spaces	232 Spaces
Hotel	150 Spaces	150 Spaces
Restaurant	96 Spaces	97 Spaces
Bank	16 Spaces	16 spaces
Total No. of Spaces	489 Spaces	576 spaces
Parking Dimensions		
Aisles Width	24 feet	24 feet
Parking Space: Large Car	9' X 18.5'	9' X 18.5'
Accessible Parking Space	96-inch Wide with 96-inch Aisle for Every Two Spaces Per NYS Building Code	



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Exhibit IV-4
Alternative E
Hotel/Motel Development

COSTCO WHOLESALE
Town of Yorktown, New York

Table IV.5
Alternatives
Impact Comparative Analysis

Alternative	Disturbance	Impervious	Traffic (1)						Air Quality	Water Demand gal./day	Sewage Flow gal./day	Annual Property Tax Generation				
			AM		PM		SAT									
			ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT								
Proposed Action	14.06	10.91	45	19	240	240	388	388	(2) (3)	5,500	5,000	\$797,916 (7)				
Alt A No Build (4)	10.15	2.90	11	13	21	21	25	25	(2) (3)	751	788	\$110,490				
Alt B Building West	14.14	10.67	45	19	240	240	388	388	(2) (3)	5,500	5,000	\$797,916				
Alt C Wetland Avoidance (5)	11.86	9.32	45	19	240	240	388	388	(2) (3)	5,500	5,000	\$803,529 (6)				
Alt D Village-Like Center (5)	13.92	9.66	99	73	254	246	329	323	(2) (3)	9,576	8,705	\$487,854				
Alt E Hotel Mix (5)	14.08	9.41	128	91	238	224	306	287	(2) (3)	23,321	21,201	\$702,819				

NOTES:

- (1) Trip generation numbers for alternatives represent new trips to the transportation system.
- (2) CO (carbon monoxide) emissions below Air Quality Standards.
- (3) GHG (green house gas) and Criteria Pollutants below Major Source Thresholds.
- (4) No Build condition assumes the motel remains vacant; no change in ownership of properties; potential remediation of hazardous wastes remains the responsibilities of the current owners; no change to existing disturbance or impervious area (values shown = existing conditions).
- (5) Hazardous waste conditions would be remediated as with the Proposed Action.
- (6) If the smaller 120,000 s.f. building was used, the property tax generation would be less (\$683,000).
- (7) Excludes Special Districts