4.0 ALTERNATIVES

The New York State Environmental Quality Review Act (SEQRA) calls for a description and evaluation of reasonable alternatives to the proposed action that are feasible, considering the objectives and capabilities of the project sponsor. The proposed project is presented in detail in the Project Description of this document and assessed in detail in the various sections of this report. The following alternatives were either included in the originally adopted scope for the project, or have been analyzed at the request of the Yorktown Planning Board subsequent to the initial submission of this DEIS in February 2004.

4.1 No Action Alternative

The No Action Alternative is the scenario that would occur if no development were to take place on the project site. This is effectively an open space preservation alternative. The site would remain in its current undeveloped state. A summary of impacts of this alternative, as compared to the proposed action, is presented below.

Land Use, Zoning, and Public Policy: With no improvements to the site under the No Action Alternative and no construction associated with the Yorktown Farms subdivision, the project site would remain vacant, with no resulting land use impacts. The creation of additional homes in an area where there is a demand for them would not be realized.

Traffic: The No Action Alternative would not change the traffic patterns that occur presently in the site area. No additional traffic would be generated by the site and no impacts to traffic would result.

Community Resources: With the project site remaining vacant, there would be no impacts to community services, and no significant increases in municipal property tax revenues generated by the project site to fund community services.

Water/Natural Resources/Vegetation & Wildlife: Under the No Action Alternative, the disturbance or removal of on-site vegetation and the introduction of buildings and associated infrastructure on the site would not occur. Unregulated wetlands on the subject site would not be disturbed. The site would provide more habitat and cover for local wildlife than under conditions with the proposed action.

Demographics/Fiscal Conditions: Under the No Action Alternative there would be no population growth attributed to the development of the subject site, and no net fiscal costs or benefits to the Town or school district in terms of tax revenues.

Noise: Existing ambient noise levels at the site would remain unchanged in the No Action Alternative.

Air Quality: The No Action Alternative would result in no changes to air quality in the vicinity of the project site.

Visual Resources: There would be no change to the visual environment as a result of this alternative. The site would remain vacant and unchanged from its vegetated state into the foreseeable future.

Construction: Under this alternative, short term impacts associated with construction, including construction traffic and construction-generated noise, would not occur.

The sale of the project site for open space preservation is not an option that has been presented to the property owner at this time. Neither the Town nor any other party has expressed to the project sponsor any interest in purchasing the property. Likewise, no interest in the purchase of conservation easements on the property has been expressed by the Town or any other party.

Given the viability of this site for development under the existing zoning regulations of the Town, as demonstrated by the project proposal, the No Action Alternative, or the continuation of the vacant state of the project site, is not a likely alternative and does not meet the objectives of the project sponsor or goals presented in the Town's Comprehensive Plan. It should be noted that with the proposed development plan, and with each alternative presented below, a substantial amount of land would remain as undeveloped open space.

4.2 Cluster Park Alternative (Sketch Plan R4)

The purpose of clustering is to encourage flexibility of design and development of land to promote the most appropriate use of land, to facilitate the adequate and economical provision of streets and utilities, and to preserve the natural and scenic qualities of open land. An alternative development plan for a cluster-type development allowing for two recreation fields, with site access from both Gay Ridge Road and US Route 6, is depicted in Figure 4-1, labeled Cluster Park Alternative (Sketch Plan R4). This alternative plan results in the development of 39 clustered single-family residences (as allowed by current zoning) and two recreation fields on the project site. In addition to the approvals necessary for the proposed plan, this alternative would require cluster authorization from the Town Board. If the Town ultimately favors such a clustered subdivision plan, then this alternative would need to be reviewed for compliance with provisions of Section 300, Article XXV of the Yorktown Town Code regarding setbacks and other dimensional requirements.

Like the proposed development, this alternative would be serviced by public water and sewer. Most of the residential lots in this alternative plan are arranged in clusters, grouped around three cul-de-sacs. Lot sizes would average approximately one half acre in size, with the smallest lot closest to US Route 6 being approximately one third of an acre in size. Several larger lots would be located near the southern portion of the subject site. The northwestern portion of the site would be reserved for a soccer field and a little league ball field, both served by a small parking lot.

The proposed cluster arrangement is not consistent with the Applicant's goals and objectives to develop a conventional residential subdivision with larger lots for all of the houses.

With 39 proposed residential units and two recreation fields, this alternative would result in slightly more impact than the proposed action to community services, noise levels, air quality, the school district, traffic and population. A summary of the impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: The clustered arrangement of homes is less consistent with adjacent residential development patterns than the proposed conventional subdivision. While this alternative maintains the residential context of areas to the south and

NOTE: House sites not shown

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Figure 4-1: Cluster Park Alternative
(Sketch Plan R4)
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/15/04
Scale: As shown

west, its layout would also be less compatible with adjacent residential land use patterns in terms of reduced open space buffer areas, and the introduction of two active recreation fields within close proximity of existing homes located to the west, increasing noise levels in this vicinity to a greater extent than the proposed action.

Traffic: Traffic would increase slightly over the proposed conventional subdivision with the additional residential lots. Seasonal traffic would increase more than the proposed action due to the additional recreation field proposed under this alternative. The Institute of Transportation Engineers' Trip Generation does not have a specific trip generation for a baseball field. Considering the similar characteristics of a soccer and baseball field in terms of seasonal use, being weather dependent, numbers of players on the field and in teams, these fields could be estimated as having similar trip generation characteristics. The seasonal increase in traffic associated with the two recreational fields would increase through traffic on Gay Ridge Road to a greater extent than the proposed action with only one recreational field. The potential for through traffic avoiding the Curry Street/US Route 6 signal could be reduced by using traffic calming measures.

Details of the traffic impacts of this and other alternatives are further discussed at the end of this section of the DEIS.

Community Resources: As this alternative involves five additional residential lots, impacts to community services would be slightly higher than under the proposed action. However, impacts to existing recreation resources would be lower due to the additional recreation field proposed under this alternative, while necessitating increased maintenance costs by the Town.

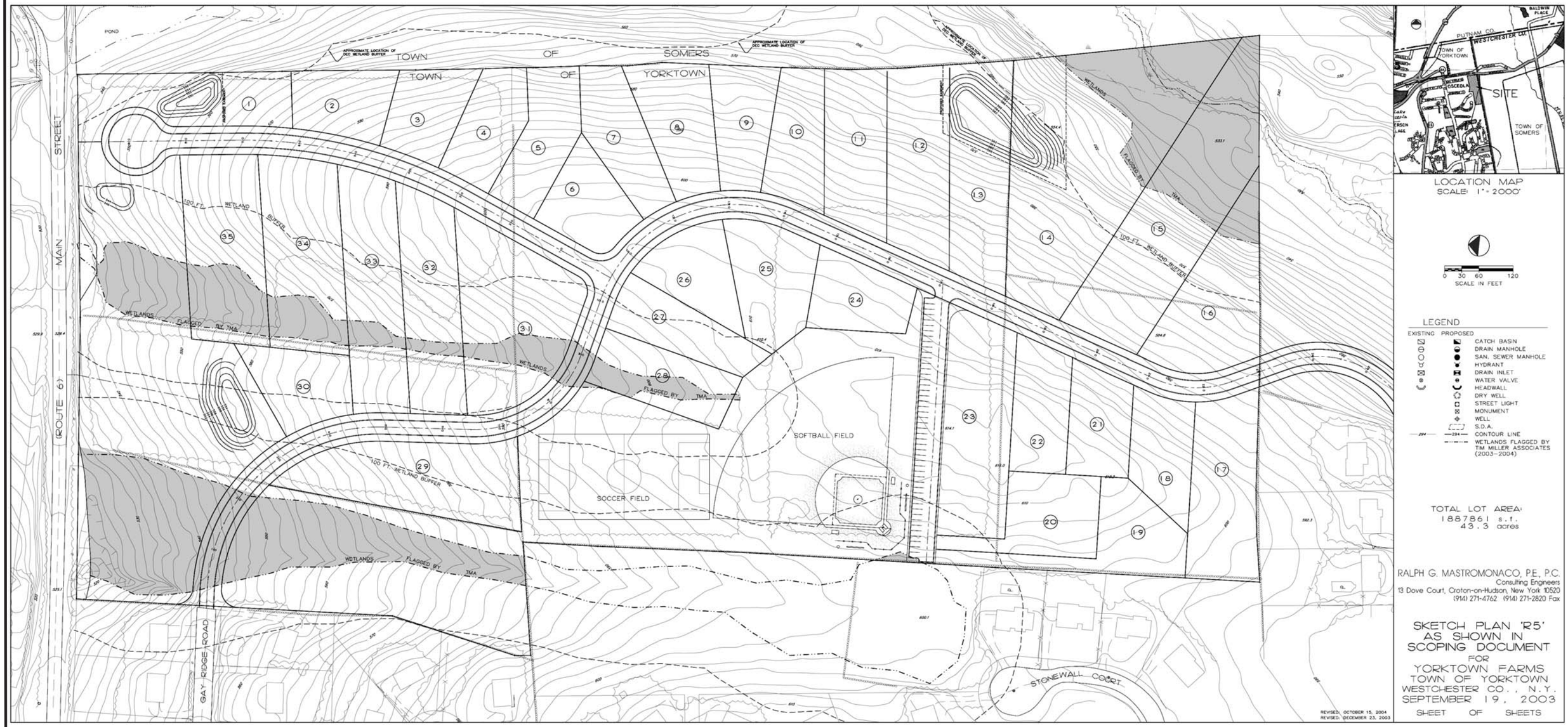
Water/Natural Resources/Vegetation & Wildlife: Development of this alternative would result in more construction disturbance and associated impacts to woods and steep slopes. There would be more tree clearing required under this alternative, and more impact to wetland area as compared to the proposed subdivision. As with the proposed action, encroachment of new impervious surfaces on the wetland area near Gay Ridge Road would be unavoidable.

Demographics/Fiscal Conditions: There would be higher population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the addition of five more residential lots. The projected fiscal benefits to both the Town of Yorktown and the school district, in terms of increased tax revenues, would be slightly higher than under the proposed action. The level of construction jobs and increases in long-term jobs associated with this alternative plan would be similar to the proposed action.

Noise: The ambient noise levels at the site would be higher than under the proposed action due to the additional recreation field in the western portion of the site and the additional residential lots proposed under this alternative.

Air Quality: Impacts to air quality would be slightly greater than with the proposed action due to the increased traffic associated with the recreational fields and the additional residential lots.

Visual Resources: Subdivision homes in this alternative would be more visible to travelers along US Route 6 than in the proposed plan due to the closer proximity of homes to US Route 6 at the northern end of the site and the straightened configuration of the site



NOTE: House sites not shown

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Figure 4-2: Connection of Gay Ridge Road to Jefferson Court Alternative (Sketch Plan R5)
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/15/04
Scale: As shown

File 0326 12/06/04
JS:\0326\Revised DEIS Graphics 10-20-2004\Fig 4-2 Connection of Gay Ridge Road to Jefferson Court.cdr

entrance at US Route 6, which would provide increased views of the proposed homes. Construction of a roadway connection to Gay Ridge Road under this alternative, and the ensuing removal of vegetation that separates developed portions of the site from Gay Ridge Road, would result in similar visual exposure from this local road to the proposed conventional subdivision plan. Visual exposure of the alternative project from Timberlane Court, Stonewall Court, and Jefferson Court would be similar to the project proposal.

Construction: There would be more short-term construction effects compared to the proposed action due to the increase in total construction disturbance.

4.3 Connection of Gay Ridge Road to Jefferson Court (Sketch Plan R5)

An alternative development plan with a roadway connection between Gay Ridge Road and Jefferson Court and no connection to Route 6 is depicted in Figure 4-2, labeled Connection of Gay Ridge Road to Jefferson Court Alternative (Sketch Plan R5). This alternative plan has been designed in accordance with Town zoning regulations and would result in the development of 35 clustered single-family residences and two recreation fields on the project site. Acquisition of land to the south would be necessary to achieve the connection to Jefferson Court. It should be noted that while the current owner of the land to the south has been contacted regarding the property that would need to be acquired, no agreements have been made regarding conveyance of that parcel.

Like the proposed development, this alternative would be serviced by public water and sewer. With 35 proposed homes, this alternative would result in similar impacts in terms of impacts to community services, the school district, and socioeconomic conditions. A summary of the impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would result in the greatest amount of site disturbance of all of the alternatives examined, including construction disturbance and associated loss of wooded land.

Traffic: Residential traffic would be the same as the proposed action with one more residential lot proposed under this alternative. Seasonal traffic induced by the two recreation fields would be greater than the proposed action. No access point is provided along US Route 6 under this alternative, avoiding the creation of a new intersection on that principal arterial. Future residents of the site under this alternative would travel from Gay Ridge Road or Jefferson Court through Curry Street to access US Route 6, creating a connection and adding through traffic to the existing Jefferson Court cul-de-sac and increasing through traffic on Gay Ridge Road in comparison to the proposed action. Existing residents on Jefferson Court would have improved access to the recreation fields. However, Jefferson Court and Gay Ridge Road residents would also have all of the project site traffic traveling past their homes. Traffic between the site and US Route 6 would need to travel through the US Route 6/Curry Street traffic signal. Details of the traffic impacts of this and other alternatives are further discussed at the end of this section of the DEIS.

Community Resources: As this alternative involves one more residential lot, impacts to community services would be similar to the proposed action. Impacts to recreational resources would be slightly lower due to the additional ball field proposed under this alternative, although Town costs for maintenance of the additional ball field would be greater than under the proposed plan.

Water/Natural Resources/Vegetation & Wildlife: There would be more tree clearing required under this alternative. This alternative would result in similar impacts to the wetland area near Gay Ridge Road with encroachment of impervious surfaces on this wetland area being unavoidable.

Demographics/Fiscal Conditions: There would be slightly more population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the additional residential lot proposed. The projected fiscal benefits to both the Town of Yorktown and the school district, in terms of increased tax revenues, would be generally similar to the proposed action. The construction-related jobs and increases in long-term jobs associated with this alternative plan would be similar to the proposed action.

Noise: Ambient noise levels at the site associated with 35 homes would not differ significantly from levels associated with the proposed action. Ambient noise levels induced by the additional ball field would be higher than the proposed action.

Air Quality: Impacts to air quality would be slightly higher than with the proposed action, with a minor increase in traffic associated with the residences compared to the proposed action. However, at times when the ball fields would be actively used, impacts to air quality would increase with the increased traffic associated with one additional field.

Visual Resources: The houses in this alternative plan would be more visible for travelers along US Route 6, Gay Ridge Road and Stonewall Court due to the closer proximity of the homes to US Route 6 at the northern end of the site, and more clearing proposed near the local roads under this alternative. Visual exposure of the alternative project from Jennifer Court, Timberlane Court, and Jefferson Court would be similar to the project proposal.

Construction: There would be more short-term construction effects compared to the proposed action due to the increase in total construction disturbance.

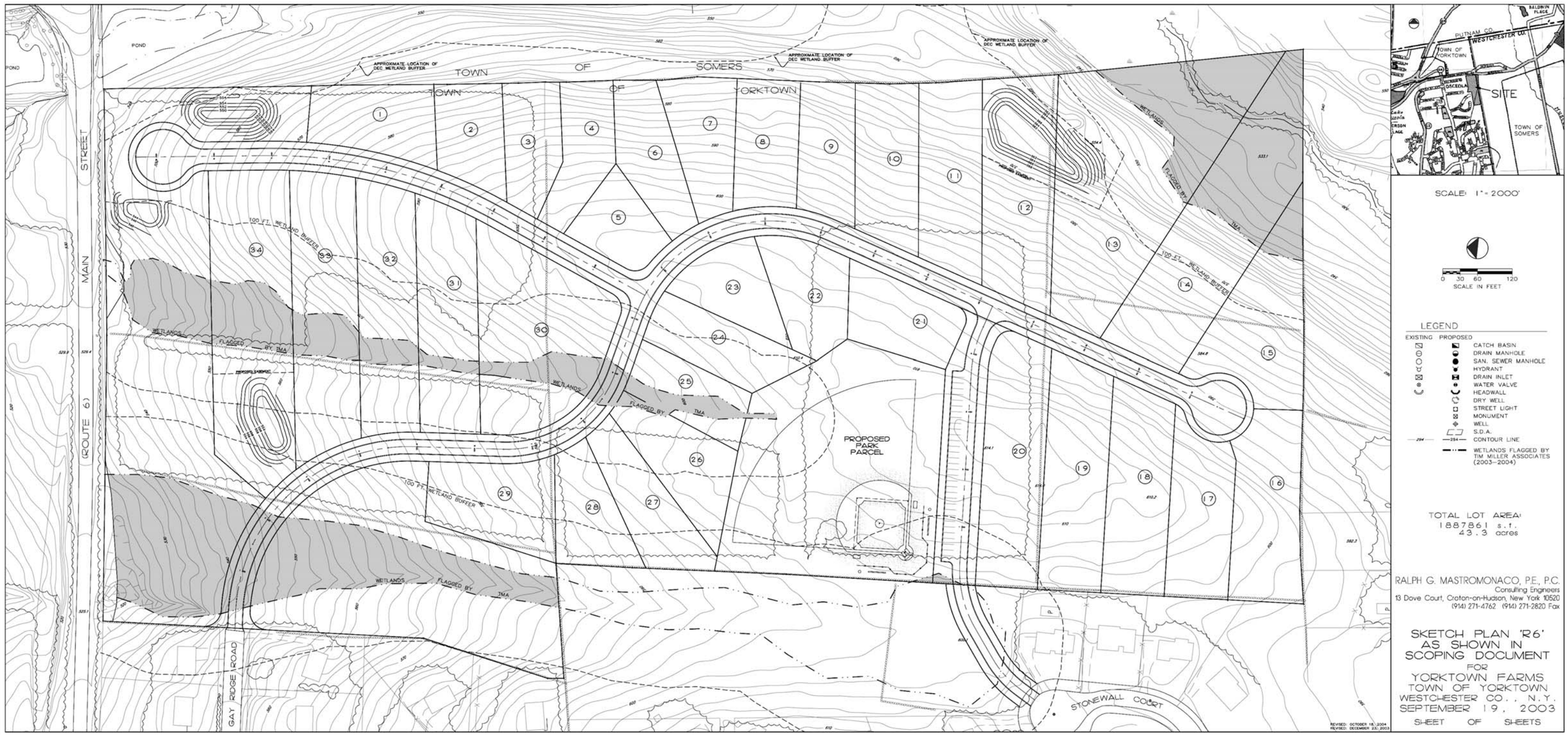
4.4 Connection of Gay Ridge Road to Stonewall Court (Sketch Plan R6)

This alternative development plan links the new subdivision to Gay Ridge Road and Stonewall Court with no connection to Route 6, as depicted in Figure 4-3, labeled Connection of Gay Ridge Road to Stonewall Court Alternative (Sketch Plan R6). A total of 34 residential lots and a little league ball field are proposed under this alternative.

This alternative would require a right-of-way connection through Town parkland to achieve a connection to Stonewall Court. This land comprises undeveloped parkland that was previously dedicated to the Town. Any approvals needed to establish this right-of-way connection would need to be procured by the Town.

A summary of impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would result in more construction disturbance and associated loss of wooded land. Like the previously described two alternative layouts, the Connection of Gay Ridge Road to Stonewall Court Alternative would maintain the general residential land use pattern of this section of the town, but would increase activity and noise levels near the western side of the site, where site access



NOTE: House sites not shown

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Figure 4-3: Connection of Gay Ridge Road to Stonewall Court Alternative
(Sketch Plan R6)
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/15/04
Scale: As shown

File 0326 12/06/04
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would be located. This alternative would also introduce a roadway connection to Stonewall Court in close proximity to several homes at the eastern ends of Stonewall Court and Timberlane Court, and would reduce existing parkland.

Traffic: Traffic would remain the same with the same number of residential lots proposed under this alternative. No access point is provided along US Route 6. Future residents of this alternative development would travel from Stonewall Court or Gay Ridge Road, through Curry Street to access US Route 6. Both Gay Ridge Road and Stonewall Court, which are currently cul-de-sacs, would be used as through routes for project residents and park users.

All site traffic would be using existing local residential dead end streets (Gay Ridge Road and Stonewall Court). Existing residents on Stonewall Court would have more direct access to the recreational component. Traffic between the site and US Route 6 would need to travel through the US Route 6/Curry Street traffic signal. A detailed discussion of traffic impacts of this and other alternatives is presented at the end of this section of the DEIS.

Community Resources: As this alternative involves the same amount of residential lots, impacts to community services would be similar to the proposed action.

Water/Natural Resources/Vegetation & Wildlife: There would be more tree clearing required under this alternative, which would also result in more impacts to wetland area as compared to the proposed subdivision. The Stonewall Court connection would result in direct impacts to the off-site wetland located on Town land. Like the proposed action, encroachment on wetland area near Gay Ridge Road for ball field construction and impervious surfaces would be unavoidable.

Demographics/Fiscal Conditions: There would be similar population growth attributed to the development of the subject site under this alternative compared to the proposed action. The projected fiscal benefits to both the Town of Yorktown and the school district, in terms of increased tax revenues, would also be similar to the proposed action. The level of construction jobs and increases in long-term jobs associated with this alternative plan would also be similar to the proposed action.

Noise: The ambient noise levels at the site associated with the new residences would be similar to the proposed action.

Air Quality: Impacts to air quality would be similar to the proposed action, with the same amount of traffic expected.

Visual Resources: The houses under this alternative would be more visible for travelers along US Route 6 due to the smaller setback from US Route 6, and the required tree clearing for the access road to Stonewall Court.

Construction: There would be more short-term construction effects compared to the proposed action due to the increase in total construction disturbance.

4.5 Loop Road Option (Sketch Plan R3)

A Loop Road alternative development plan would allow primary access from Gay Ridge Road, with emergency access to Stonewall Court and no direct access to Route 6, as depicted in

Figure 4-4, labeled Loop Road Option Alternative (Sketch Plan R3). A loop road system serving all residential lots is depicted in this alternative, with a total of 35 residential lots and a little league ball field proposed.

This alternative would require a right-of-way connection through Town parkland to achieve a connection to Stonewall Court. This land comprises undeveloped parkland that was previously dedicated to the Town. Any approvals needed to establish this right-of-way connection would need to be procured by the Town. A summary of impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would result in more construction disturbance and associated loss of wooded land. The establishment of a roadway connection to the existing cul-de-sac at Stonewall Court would result in less vegetated buffer between the new development and homes located at the end of this cul-de-sac, as well as the introduction of through traffic.

Traffic: Traffic would be similar to the proposed action, with only one additional residential lot proposed under this alternative. Access from US Route 6 would not be provided, avoiding the creation of a conflict point on that principal arterial. However, as described above, the existing Stonewall Court cul-de-sac would be converted to a through route for residents and park users. Traffic between the site and US Route 6 would need to travel through the US Route 6/Curry Street traffic signal. A detailed discussion of traffic impacts of this and other alternatives is presented at the end of this section of the DEIS.

Community Resources: Impacts to community services would be similar to the proposed action.

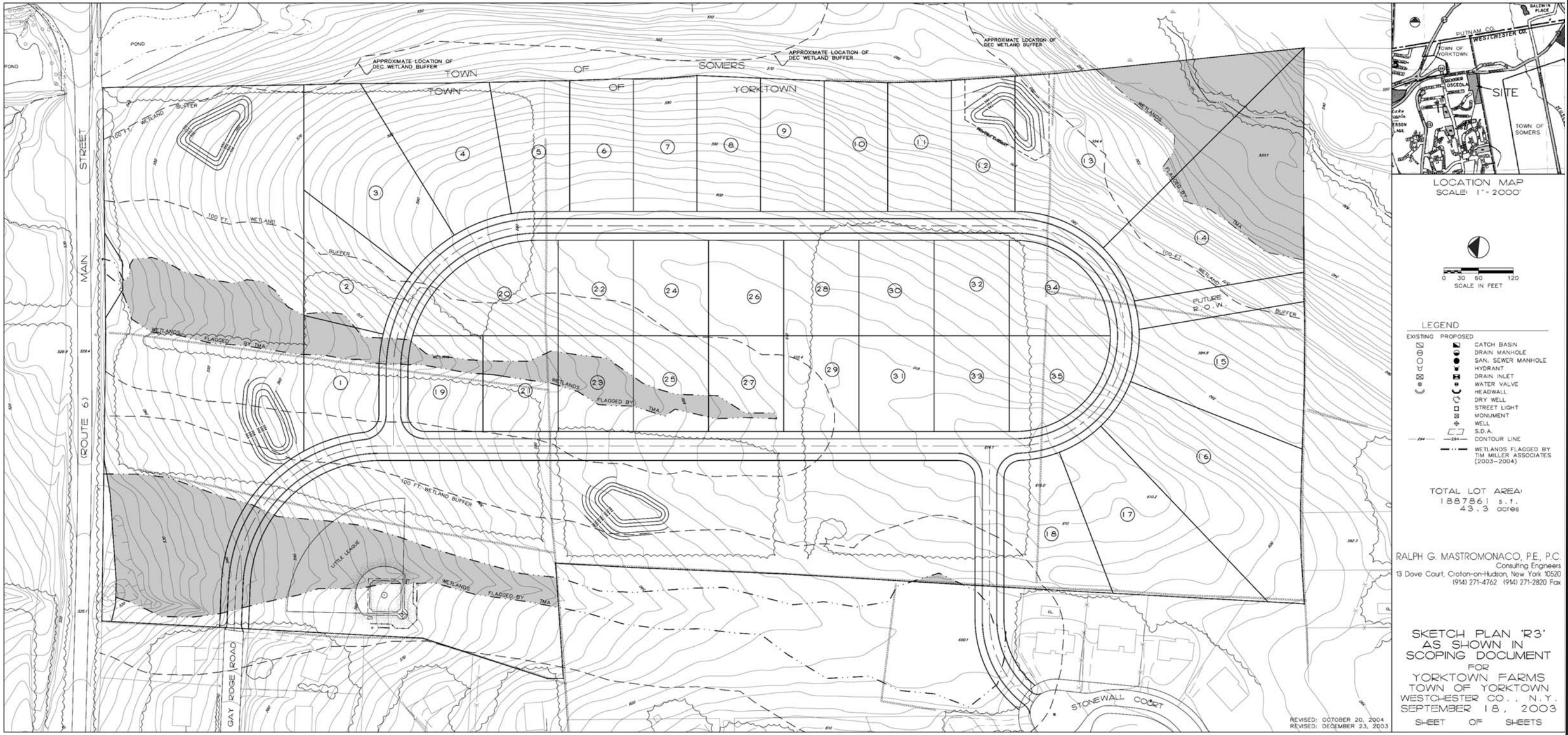
Water/Natural Resources/Vegetation & Wildlife: There would be more tree clearing required under this alternative than in the proposed plan. This alternative would also result in more impacts to the wetland area on the northwestern portion of the site for construction of a ball field and road crossing in comparison to the proposed subdivision. With 1.72 acres of wetland impact, this alternative would result in the greatest disturbance to wetlands of all of the alternatives examined.

Demographics/Fiscal Conditions: There would be slightly greater population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the additional residential lot proposed. The projected fiscal benefits to both the Town of Yorktown and school district, in terms of increased tax revenues, would be generally similar to the proposed action. The level of construction jobs and increases in long-term jobs associated with this alternative plan would be similar to the proposed action.

Noise: The ambient noise levels at the site would be similar to the proposed action, with the exception of the western edge of the site near Stonewall Court, where the added access point would increase through traffic and noise levels.

Air Quality: Impacts to air quality would be similar to the proposed action.

Visual Resources: The houses would be less visible for travelers along US Route 6 and the cul-de-sacs west of the subject site due to greater setback from US Route 6 and the western property line under this alternative. The ball field proposed in this alternative would



LOCATION MAP
SCALE: 1" = 2000'

0 30 60 120
SCALE IN FEET

LEGEND

EXISTING	PROPOSED	
		CATCH BASIN
		DRAIN MANHOLE
		SAN. SEWER MANHOLE
		HYDRANT
		DRAIN INLET
		WATER VALVE
		HEADWALL
		DRY WELL
		STREET LIGHT
		MONUMENT
		WELL
		S.D.A.
294	294	CONTOUR LINE
		WETLANDS FLAGGED BY TIM MILLER ASSOCIATES (2003-2004)

TOTAL LOT AREA:
1887861 s.f.
43.3 acres

RALPH G. MASTROMONACO, P.E., P.C.
Consulting Engineers
13 Dove Court, Croton-on-Hudson, New York 10520
(914) 271-4762 (914) 271-2820 Fax

SKETCH PLAN 'R3'
AS SHOWN IN
SCOPING DOCUMENT
FOR
YORKTOWN FARMS
TOWN OF YORKTOWN
WESTCHESTER CO., N.Y.
SEPTEMBER 18, 2003
SHEET OF SHEETS

REVISED: OCTOBER 20, 2004
REVISED: DECEMBER 23, 2003

NOTE: House sites not shown

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Figure 4-4: Loop Road Option Alternative
(Sketch Plan R3)
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/20/04
Scale: As shown

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have increased visibility from the end of Gay Ridge Road. The roadway connection to Stonewall Court would also increase visual exposure of the project in this vicinity as compared with the proposed plan.

Construction: There would be more short-term construction effects compared to the proposed action due to the increase of total construction disturbance.

4.6 Single Cul De Sac Option (Sketch Plan R2)

This alternative development plan also allows primary access from Gay Ridge Road and US Route 6, but with only one cul de sac serving 34 residential lots, as depicted in Figure 4-5, Single Cul De Sac Option (Sketch Plan R2). Two open space lots and a little league ball field with parking are depicted in this alternative plan.

A summary of impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would result in more construction disturbance and associated loss of wooded land. While generally similar in its degree of land use compatibility with adjacent residential uses, existing homes at the eastern ends of Stonewall Court and Timberlane Court would be located near a proposed ball field located in the western-central portion of the subject site, as opposed to new subdivision homes proposed in this location under the currently proposed plan. The parking lot serving the ball field would be located within 100 feet of the closest home at the end of Stonewall Court.

Traffic: The traffic from the site would be the same, with the same number of residential lots in the proposed condition. A detailed discussion of traffic impacts of this and other alternatives is presented at the end of this section of the DEIS.

Community Resources: As this alternative involves the same number of lots, impacts to community services would be the same as under the proposed action.

Water/Natural Resources/Vegetation & Wildlife: There would be more tree clearing required under this alternative. Similar to the proposed action, encroachment into the wetland area near Gay Ridge Road for roadway construction would be unavoidable. However, overall wetland impacts would be greater, with over one acre of wetlands impacted.

Demographics/Fiscal Conditions: There would be similar population growth and fiscal benefits attributed to the development of the subject site under this alternative compared to the proposed action. The level of construction jobs and increases in long-term jobs associated with this alternative plan would be similar to the proposed action.

Noise: The ambient noise levels at the site would be similar to the proposed action, although seasonal noise levels in the vicinity of Stonewall Court (near the location of the proposed ball field) would be higher than under the proposed conventional subdivision.

Air Quality: Impacts to air quality would be similar to the proposed action.

Visual Resources: The straightened configuration of the site entrance at US Route 6 under this alternative would provide increased views into the site, and of the homes from US

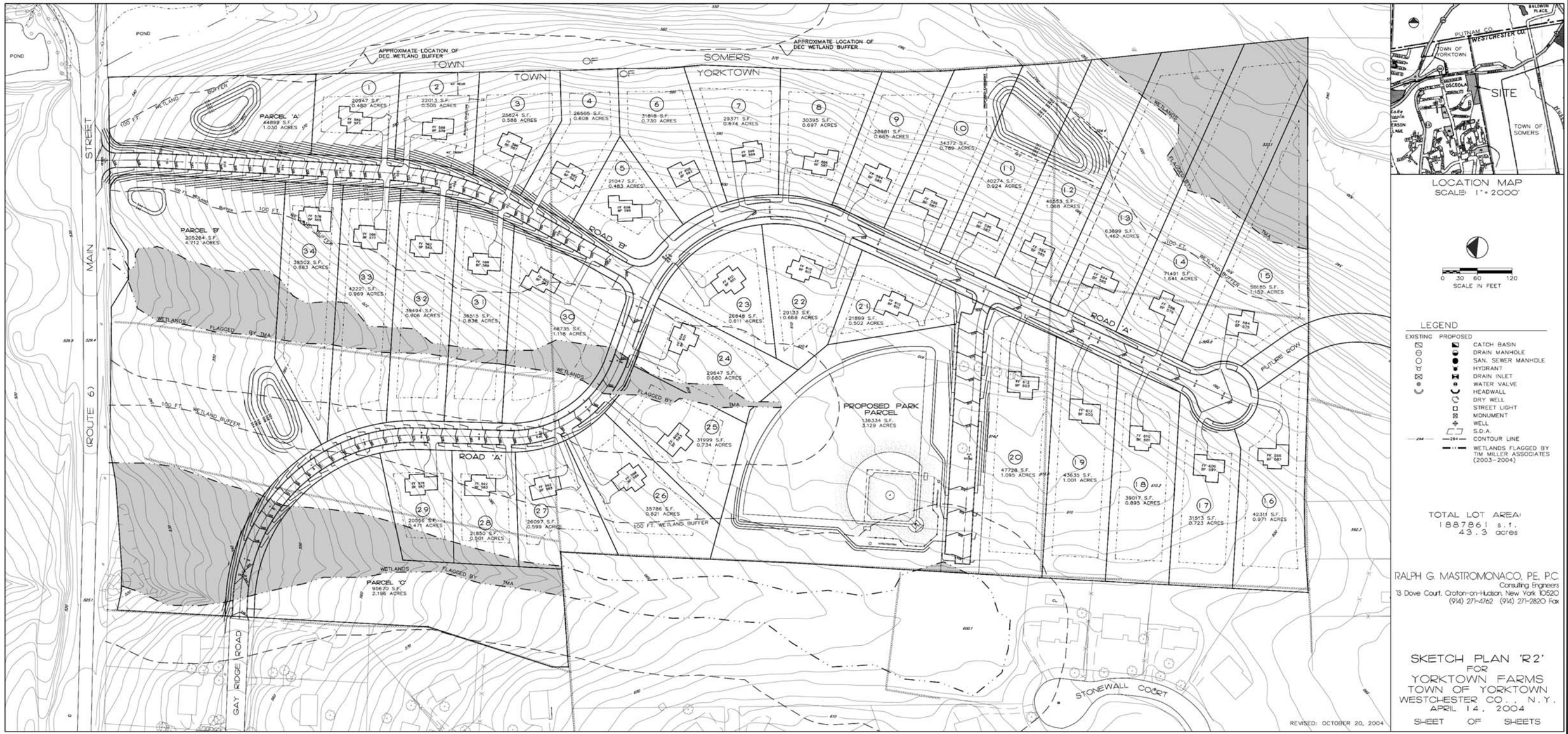

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Figure 4-5: Connection of Gay Ridge Road to Route 6 Alternative
(Sketch Plan R2)
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/20/04
Scale: As shown

Route 6, although the new homes closest to US Route 6 would be located at a similar distance to that roadway as under the proposed conventional subdivision. Potential viewers at the eastern end of Gay Ridge Road and Jennifer Court would experience more evidence of some of the new homes that are located in closer proximity to Gay Ridge Road under this alternative than the project proposal. Visual exposure of this alternative project from Timberlane Court, Stonewall Court and Jefferson Court would be similar to the project proposal.

Construction: There would be more short-term construction effects compared to the proposed action due to the increase of total construction disturbance.

4.7 Reduced Density Alternative (24-Lot Conventional Layout)

At the request of the Yorktown Planning Board, four lower density residential alternatives were examined for the project site. All significantly reduce the number of homes proposed. The first of these, a 24-lot residential subdivision alternative, reduces the number of proposed homes in comparison to the proposed action by 10 lots. This alternative is not considered to be an economically feasible alternative for this site due to the reduced return on the applicant's investment that would be realized with no significant reduction in infrastructure costs. This alternative would produce substantially less housing to meet strong and growing demand in the Town of Yorktown and is not consistent with the Applicant's goals and objectives for the site.

Like the proposed action, the Reduced Density Alternative with 24 lots allows primary access from Gay Ridge Road and US Route 6, as depicted in Figure 4-6. This alternative would also include a soccer field with associated parking. Under this alternative, the easterly cul de sac of the project is located approximately 30 feet from the eastern property line and is approximately 200 feet shorter than the corresponding cul de sac of the proposed action.

A summary of impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would result in less construction disturbance and associated loss of wooded land. This alternative would be generally similar in its degree of land use compatibility with adjacent residential uses. Seven lots ranging in size between 0.9 acres and 2.2 acres would abut the western property line in the vicinity of existing homes to the west, whereas the proposed project includes 8 homes along the western edge of the site with sizes ranging between 0.6 acres and 0.9 acres in size. Under this alternative, the soccer field is shifted slightly further to the south, with two homes located north of the field.

Traffic: Traffic generation would be less with fewer residential lots proposed under this alternative. US Route 6 access would similarly be supplemented with a connection to Gay Ridge Road in this alternative.

Community Resources: As this alternative involves fewer residential lots, impacts to community services would be lower than under the proposed action.

Water/Natural Resources/Vegetation & Wildlife: There would be less tree clearing required under this alternative, resulting in slightly lower impacts to vegetation and wildlife. Less grading would be required in the steeply sloping southeastern corner of the site, with no proposed detention basins in that area. This alternative would also result in slightly greater

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Figure 4-6: Reduced Density Alternative
(24 Lot Conventional Layout)
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/20/04
Scale: As shown

File 0326 10/21/04
JS:\0326 Santucci Rte 6 Yorktown\Revised DEIS Graphics 10-20-2004\Figure 4-6: Reduced Density Alternative.cdr

impacts to wetlands in comparison to the proposed subdivision, although the main impacts resulting from the construction of the roadway connection to Route 6 and Gay Ridge Road would still be unavoidable.

Demographics/Fiscal Conditions: There would be less population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the decrease in the number of residential lots. The projected fiscal benefits to both the Town of Yorktown and the school district, in terms of increased tax revenues, would be approximately 30 percent lower than under the proposed action. The level of construction jobs associated with this alternative plan would be slightly lower than under the proposed action.

Noise: The ambient noise levels at the site would be slightly lower than the proposed action due to fewer residential lots proposed. Seasonal noise levels in the vicinity of the proposed ball field under this alternative would be similar to those occurring under the proposed subdivision.

Air Quality: Impacts to air quality would be lower than under the proposed action with less traffic associated with fewer residential lots proposed.

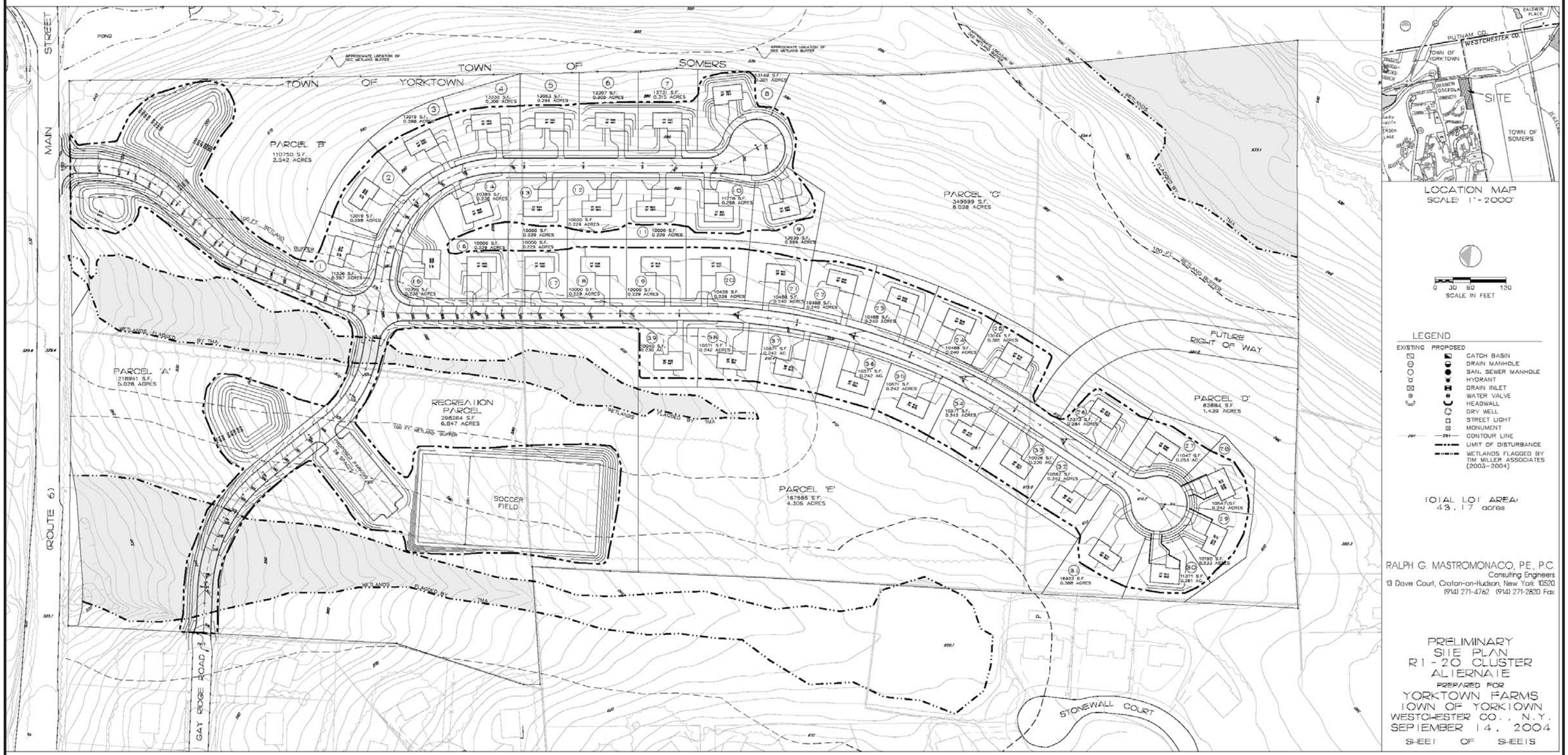
Visual Resources: With a similar roadway configuration in the northern portion of the site near Route 6, this alternative would have similar visual effects as the proposed action. The lower density layout of this alternative would be slightly apparent when viewed from Stonewall Court, although the separation from the nearest proposed homes in this vicinity would not be significantly increased as compared with the proposed plan. Homes on the eastern side of the site would face eastward towards the cul de sac that would run parallel to the eastern property line under this alternative, whereas the easternmost homes under the proposed action face the interior of the site, with their rear yards abutting the eastern property line. The difference in visual quality of this alternative as viewed from the surrounding area would not be noticeable to a significant degree due to the topography of the site. The difference in overall density would be largely obscured from travelers on surrounding roads.

Construction: There would be slightly less short-term construction effects compared to the proposed action due to the decrease in total construction disturbance.

4.8 R1-20 Cluster Alternative

A second cluster alternative prepared pursuant to existing R1-20 zoning was examined at the request of the Yorktown Planning Board. Similar to the Cluster Park Alternative described above (Sketch Plan R4), this alternative results in 39 residential lots that would conform to existing zoning requirements and an increase in preserved open space on the project site. Similar dual access is provided to Route 6 and Gay Ridge Road (see Figure 4-7). However, homes are clustered to a greater extent and lot sizes under this alternative are smaller, averaging approximately one quarter acre in size. This alternative is also not consistent with the Applicant's goals and objectives to develop a conventional residential subdivision with larger lots for all of the houses.

A summary of impacts of this alternative as compared to the proposed action is presented below.



LOCATION MAP
SCALE 1" = 2000'

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SCALE IN FEET

LEGEND

EXISTING	PROPOSED	
		CATCH BASIN
		DRAIN MANHOLE
		SAN. SEWER MANHOLE
		HYDRANT
		DRAIN INLET
		WATER VALVE
		HEADWALL
		DRY WELL
		STREET LIGHT
		MONUMENT
294	294	CONTOUR LINE
		LIMIT OF DISTURBANCE
		WETLANDS FLAGGED BY TIM MILLER ASSOCIATES (2003–2004)

TOTAL LOT AREA
43.17 acres

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PRELIMINARY
SITE PLAN
R1-20 CLUSTER
ALTERNATE
PREPARED FOR
YORKTOWN FARMS
TOWN OF YORKTOWN
WESTCHESTER CO., N.Y.
SEPTEMBER 14, 2004
SHEET OF SHEETS

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Figure 4-7: R1-20 Cluster Alternative
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/04
Scale: As shown

Land Use, Zoning and Public Policy: Development of this alternative would result in considerably less construction disturbance and associated impacts to woods and steep slopes. There would be greater open space separation between the proposed homes and existing homes on roads to the west of the site. The more compact layout of this alternative also allows for the preservation of a large swath of open space on the southeastern portion of the site.

An R1-20 Cluster Alternative would result in an increase in the number of homes developed on the project site. Similar to the proposed action, the 39 homes that could be built pursuant to R1-20 cluster provisions would not result in significant land use impacts. However, the sizes of proposed lots would be less compatible with the density of development on land adjacent to the west, including homes located at the end of Stonewall Court.

Traffic: Traffic would increase over the proposed action, with five more homes proposed. The layout of the onsite roadways would be similar, although the easterly cul de sac would be shorter and would intersect with the entrance drive and the Gay Ridge Road connection at a four-way intersection.

Community Resources: With five more homes, demands on community services would be slightly greater than under the proposed action. No significant impacts would be anticipated.

Water/Natural Resources/Vegetation & Wildlife: There would be less tree clearing required under this alternative, resulting in lower impacts to vegetation and wildlife. Preserved open space in the southeastern corner of the site would nearly double in size to approximately eight acres. Wetland impacts would be reduced with all homes located to the east of the central north-south running wetlands on the site. However, the amount of impacts to wetlands closer to Gay Ridge Road as a result of construction of onsite roadways would be similar to the proposed action. A total of 0.31 acres of wetlands would be impacted for construction of this alternative.

Demographics/Fiscal Conditions: There would be more population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the increase in the number of residential lots. The projected fiscal benefits to both the Town of Yorktown and the school district, in terms of increased tax revenues, would be greater than the proposed plan to some degree, although the larger lot sizes under the proposed action would increase the value of the homes proposed in comparison to clustered homes under an R1-20 cluster alternative. The level of construction jobs associated with this alternative plan would be lower than under the proposed action.

Noise: The ambient noise levels at the site would be slightly lower than under the proposed action due to fewer residential lots proposed. Seasonal noise levels in the vicinity of the proposed ball field under this alternative would be similar to those occurring under the proposed subdivision.

Air Quality: Impacts to air quality would be slightly greater than under the proposed action with the additional traffic associated with five more lots.

Visual Resources: The R1-20 Cluster Subdivision Alternative would have slightly decreased visual effects due to the increase in open space. With a similar roadway configuration in the northern portion of the site near Route 6, this alternative would have similar visual effects as the proposed action at this location. Existing homes at the end of Timberlane

Court would be separated from proposed new homes by a greater amount of open space. The small lot layout of this alternative would be slightly apparent when viewed from Stonewall Court. As with the other residential alternatives, the difference in visual quality of this alternative would not be noticeable to a significant degree in comparison to the proposed action due to the topography of the site.

Construction: There would be less short-term construction effects compared to the proposed action due to the decrease in total construction disturbance.

4.9 R1-40 Cluster Alternative

An R1-40 Cluster layout would yield 19 homes on the project site. As shown in Figure 4-8, homes would be located on either side of a single cul de sac, with their rear property lines located over 200 feet from the eastern property line and over 250 feet from the western property line. A soccer field is included just north of the location proposed under the proposed action.

This alternative would result in less than half the amount of site disturbance in comparison to the proposed action. Residential lots would be approximately one third of an acre in size. The limited amount of development achievable under the R1-40 cluster provisions would make this alternative infeasible from an economic perspective, given the infrastructure costs. This alternative is also not consistent with the Applicant's goals and objectives to develop a conventional residential subdivision with larger lots for all of the houses.

A summary of impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would result in far less construction disturbance and associated loss of wooded land. There would be greater open space separation between the proposed homes and existing homes on roads to the west of the site. In addition to the park parcel adjacent to Route 6 and the expanded recreation parcel at the end of Gay Ridge Road, this alternative would also include a 12.7-acre open space parcel on its eastern side and a 8.7-acre open space parcel on its western side.

It should be noted that this alternative does not achieve the development potential of this site that is possible under the current zoning, but is based on a density that is half of what is currently allowed. As such, this alternative would not be consistent with the density envisioned in the current zoning, although the increase in preserved open space would be consistent with policies of the Town's Draft Comprehensive Plan.

Traffic: Residential traffic would be less than 50 percent of the level of traffic in the proposed action, although traffic associated with the ball field would be similar. No significant traffic impacts would be anticipated.

Community Resources: With only 19 homes, demands on community services would be lower than under the proposed action. No significant impacts would be anticipated.

Water/Natural Resources/Vegetation & Wildlife: There would be far less tree clearing required under this alternative, resulting in lower impacts to vegetation and wildlife. As with the

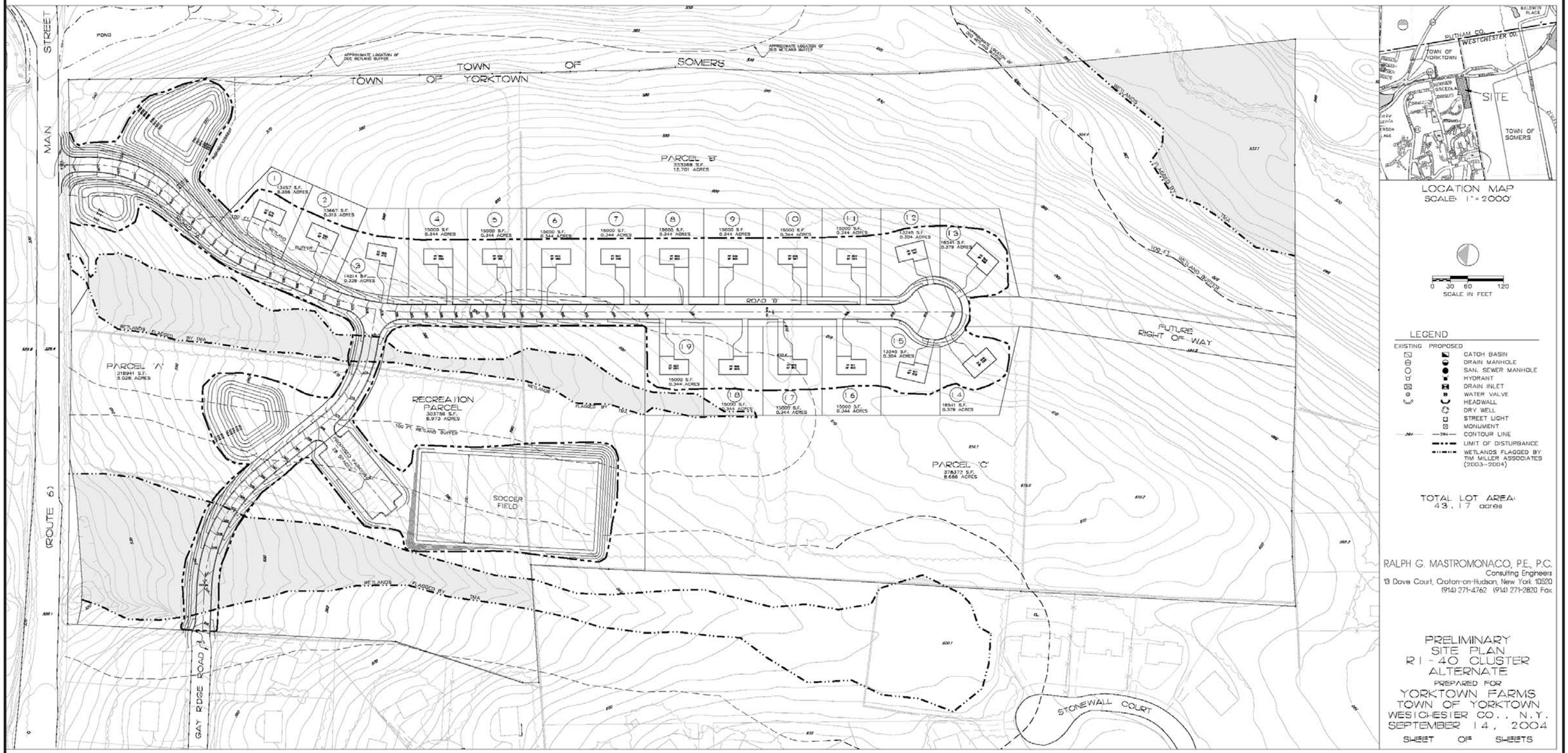

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Figure 4-8: R1-40 Cluster Alternative
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/04
Scale: As shown

proposed action, impacts to wetlands for the construction of the roadway connection to Gay Ridge Road would be unavoidable, with a total amount of wetland disturbance of 0.31 acres.

Demographics/Fiscal Conditions: There would be less population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the decrease in the number of residential lots. The projected fiscal benefits to both the Town of Yorktown and the school district, in terms of increased tax revenues, would be reduced by over 40 percent in comparison to the proposed action. The level of construction jobs associated with this alternative plan would be similarly lower than under the proposed action. It should be noted that the applicant's return on investment would not be adequately realized under a scenario in which only 19 homes are constructed at Yorktown Farms.

Noise: The ambient noise levels at the site would be lower than the proposed action due to fewer residential lots proposed. Seasonal noise levels in the vicinity of the proposed ball field under this alternative would be similar to those occurring under the proposed subdivision.

Air Quality: Impacts to air quality would lower than under the proposed action with the decrease in traffic associated with only 19 lots.

Visual Resources: Like the R1-20 Cluster Subdivision Alternative, this alternative would have lower visual effects than the proposed action due to the increase in open space on the eastern and western sides of the site, although the roadway configuration in the northern portion of the site near Route 6 would be largely unchanged.

The reduced density of this alternative and the greater amount of preserved open space would be apparent when viewed from Stonewall Court due to the increase in separation from the nearest existing homes in this vicinity. The differences in visual quality of this alternative in comparison to the proposed action would not be substantial, however, due to the topography of the site.

Construction: There would be less short-term construction effects compared to the proposed action due to the decrease in total construction disturbance.

4.10 R1-80 Alternative

An additional low density alternative that was examined at the request of the Planning Board entails a conventional subdivision built pursuant to R1-80 zoning. This layout would yield fewer homes than would be economically feasible for the applicant to construct. It would also not be consistent with current R1-20 zoning, or with the context of the surrounding neighborhood, and is not consistent with the Applicant's goals and objectives for the project site.

This alternative has been prepared with the same recreational features in the northern portion of the site as under the proposed action, including the proposed soccer field (see Figure 4-9), although it should be noted that offering such a substantial public amenity could not reasonably be expected to be economically feasible for a residential project of this small size. A summary of impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would address a preliminary recommendation of the Town of Yorktown's Draft Comprehensive Plan to upzone large vacant parcels in the Town of Yorktown to a two-acre density. While the Plan has not yet

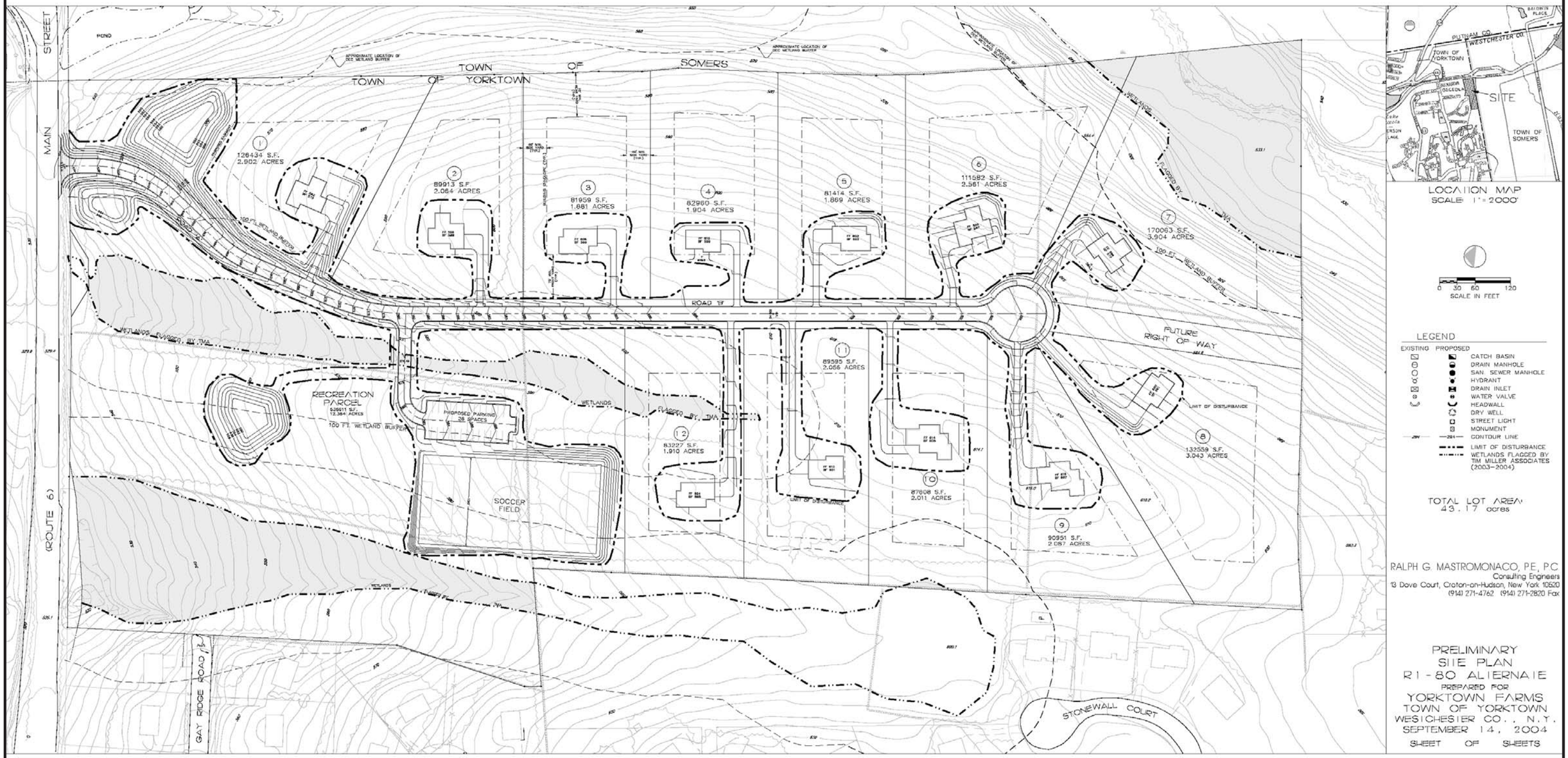

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Figure 4-9: R1-80 Alternative
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/04
Scale: As shown

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been adopted, the preliminary recommendation for a town-wide upzoning is based on the premise that such upzonings would result in development that would preserve the character of existing neighborhoods. However, as illustrated in Figure 2-4, the existing neighborhood in which the project site is located does not have a low density, large-lot context. Homes in this area have been built at nearly four times the density of that allowed in the R1-80 District. Therefore, while consistent with the Draft Comprehensive Plan's recommendation, this alternative would not serve to achieve the Town's objective of preserving the low density context of a particular neighborhood. The other stated justification in the Draft Comprehensive Plan for recommended town-wide upzonings relates to traffic, which has not been found to be a concern in this section of the town.

This alternative results in lower levels of construction disturbance and associated impacts to woods and steep slopes than the proposed action. However, it should also be noted that such low density development would represent an inefficient use of land, with the home sites occupying most of the developable portions of the site without yielding a significant amount of housing or nearly the level of benefits as the proposed action in terms of tax revenues and production of housing to meet strong existing demand.

Traffic: Residential traffic would decrease by nearly 50 percent in comparison to the proposed action, although traffic associated with the ball field would be similar. No significant traffic impacts would be anticipated.

Community Resources: With only 12 homes, demands on community services would be lower than under the proposed action. No significant impacts would be anticipated.

Water/Natural Resources/Vegetation & Wildlife: There would be far less tree clearing required under this alternative, resulting in lower impacts to vegetation and wildlife. With no roadway connection to Gay Ridge Road under this alternative, there would be no impacts to the westernmost wetlands on the project site, and only 0.03 acres of wetland disturbance overall.

Demographics/Fiscal Conditions: There would be less population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the decrease in the number of residential lots proposed. The projected fiscal benefits to both the Town of Yorktown and the school district, in terms of increased tax revenues, would be reduced by nearly two thirds compared to the proposed plan. The level of construction jobs associated with this alternative plan would be significantly lower than under the proposed action. As with the previously described alternative, it should be noted that the applicant's return on investment would not be adequately realized under a scenario in which only 12 homes are constructed at Yorktown Farms.

Noise: The ambient noise levels at the site would be lower than the proposed action due to fewer residential lots proposed. Seasonal noise levels in the vicinity of the proposed ball field under this alternative would be similar to those occurring under the proposed subdivision.

Air Quality: Impacts to air quality would be lower than under the proposed action with the decrease in traffic associated with only 12 homes.

Visual Resources: Like the R1-20 Cluster Subdivision Alternative, this alternative would have lower visual effects than the proposed action due to the increase in open space on the

eastern and western sides of the site, although the roadway configuration in the northern portion of the site near Route 6 would be largely unchanged.

The reduced density of this alternative and the greater amount of preserved open space would be apparent when viewed from Stonewall Court due to the increase in separation from the nearest existing homes in this vicinity. Perception of the differences in visual quality of this alternative in comparison to the proposed action would be limited due to the topography of the site.

Construction: There would be less short-term construction effects compared to the proposed action due to the decrease in total construction disturbance.

4.11 Office/Lab Use

In the 1983 Yorktown Town Development Plan, the subject site is mapped as a Laboratory/Office, College Campus and Planned Industry District. An alternative development plan for Laboratory/Office use is depicted in Figure 4-10, labeled Office/Lab Use Alternative (Sketch Plan C1).

While the site is currently zoned for residential use and has existing residential land uses to the south and west, the Office/Lab Alternative has been prepared to comply with all of the zoning requirements set forth in the OB District. A summary of the impacts of this alternative as compared to the proposed action is presented below. However, this alternative is not consistent with the Applicant's goals and objectives to develop a conventional residential subdivision on the project site. Furthermore, as described previously, an office market demand study prepared by Housing and Neighborhood Development Services in July 2003 (see Appendix G) demonstrated that there is low demand for such use in this area due a number of factors. These include the unlikelihood of office or laboratory development occurring here, and the undesirable location for OB uses on this site due to lack of adequate public transportation, restaurants, lodging, access to highways and moderate income housing. It is the Applicant's opinion that the subject site cannot reasonably be adapted for OB types of uses.

Land Use, Zoning and Public Policy: Development of this alternative would result in a lower area of site disturbance, with decreased impacts to wetlands and wooded areas near Gay Ridge Road due to the absence of a roadway connection to Gay Ridge Road. However, impervious surfaces associated with this plan would be nearly double the amount of those resulting from the current proposal and earth cuts and fills necessary to accomplish such a plan would be significantly greater. Office use would also be less compatible with adjacent single-family residential uses than the proposed subdivision.

Traffic: Traffic would increase dramatically with construction of an office building, as described in detail at the end of this chapter. The single access to US Route 6 would concentrate site traffic at one point. This use may necessitate further improvements at the site access with US Route 6. The lack of a roadway connection to Gay Ridge Road would eliminate through traffic on Gay Ridge Road that would result from the proposed action.

Community Resources: As this alternative involves no residential development, impacts to community services would be generally lower than under the proposed action, while providing increased revenues to the Town ad School District. This alternative would provide no recreational resource for the Town.

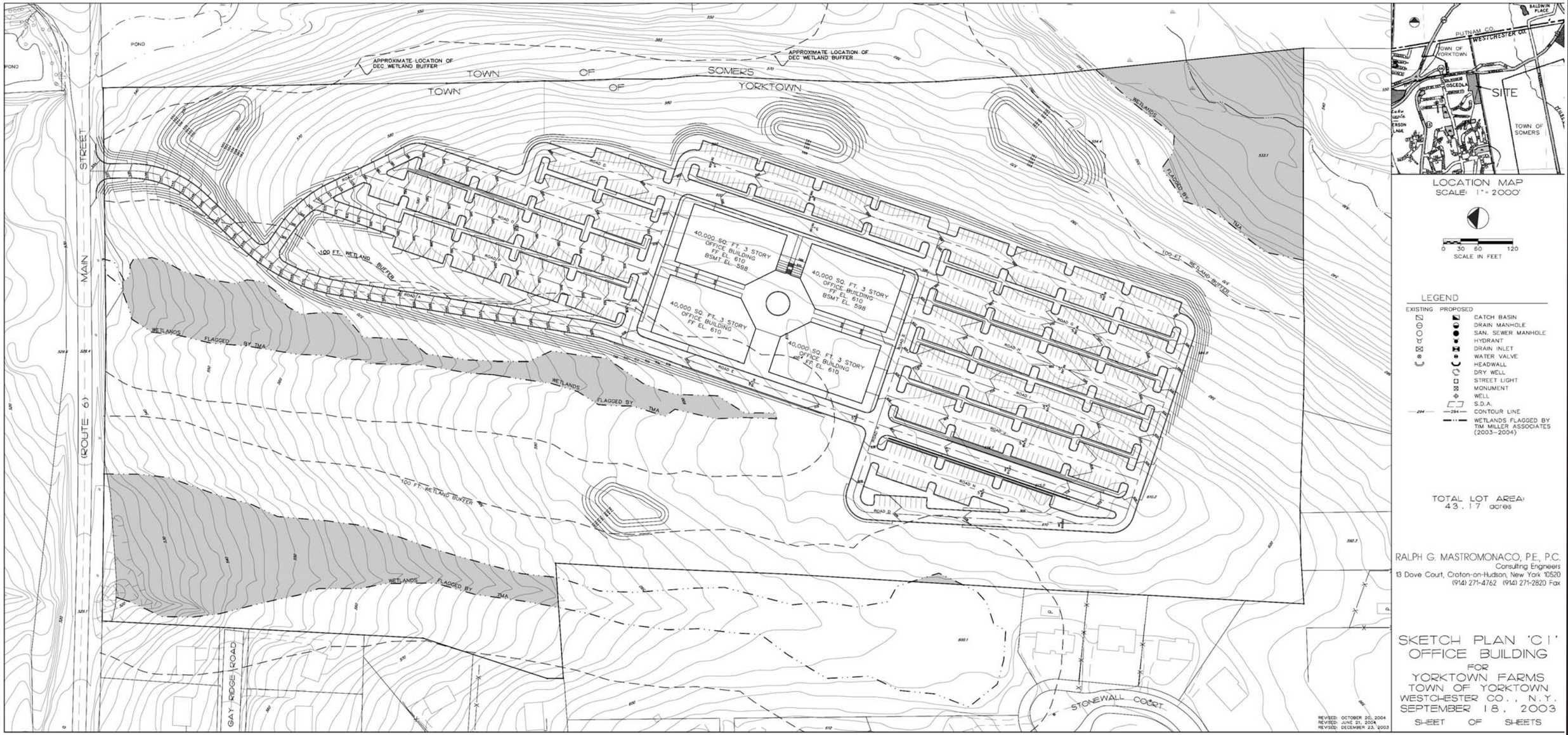

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Figure 4-10: Office/Lab Use Alternative
(Sketch Plan C1)
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Source: Ralph G. Mastromonaco, P.E., P.C., 10/20/04
Scale: As shown

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Water/Natural Resources/Vegetation & Wildlife: This alternative would result in lower impacts to wetland area as compared to the proposed subdivision. However, with the amount of parking area that would be required, impervious surfaces would increase considerably. The basins necessary to accommodate stormwater runoff from these impervious surfaces would be larger than the proposed plan.

Demographics/Fiscal Conditions: There would be no population growth attributed to the development of the subject site under this alternative. The projected fiscal benefits to both the Town of Yorktown and school district, in terms of increased tax revenues, would be significantly greater than under the proposed action. The level of construction jobs and increases in long-term jobs associated with this alternative plan would also be greater than under the proposed action.

Noise: The ambient noise levels at the project site would be significantly higher than under the proposed action due to the significant increase of traffic associated with office use under this alternative. A detailed discussion of traffic impacts of this and other alternatives is presented at the end of this section of the DEIS.

Air Quality: Impacts to air quality would be greater than under the proposed action with the increase in traffic associated with the office building.

Visual Resources: This alternative development would be more visible to travelers on US Route 6 and from the residential areas in the vicinity of the project site due to the larger building size and greater surface area devoted to parking. With significantly more tree clearing, the change in visual conditions would be more evident from the surrounding properties and roads. The suburban residential appearance of the surrounding properties to the south and west would contrast with the larger scale and non-residential appearance of the office development resulting from construction of this alternative. The large parking area that would serve the office building in this alternative would also be less visually compatible with surrounding visual character and would detract from the predominant visual quality of the neighboring residential areas.

Construction: There would be more short-term construction effects compared to the proposed action due to the resulting increase in total construction disturbance.

4.12 Impact Comparisons

Tables 4-1 and 4-2 below summarize the quantitative impacts associated with the proposed subdivision plan, the alternative layouts, and the No Action Alternative.

Table 4-1
Alternative Impact Comparisons: Open Space and Natural Resources

	Developed Area				*Open Space Resources* (acres)			*Natural Resource Impacts*	
Area of Concern / *Alternative*	*Residential Units*	*Impervious Surfaces (acres)*	*Lawn/ Landscaping (acres)*	*Water Quality Basins*	*Wetlands, including Water Surfaces*	*Woods (uplands)*	*Meadows*	*Total Construction Disturbance*	*Wetland Disturbance*
No Action	0	0	0	0	5.60	21.76	15.81	0	0
Proposed Action	34	5.84	17.68	1.11	4.88	8.94	4.72	24.62	0.72
Cluster Park Alternative (R4)	39	4.49	23.07	0.86	4.86	7.08	2.82	28.42	0.74
Connection of Gay Ridge Road to Jefferson Court (R5)	35	4.08	25.27	1.01	4.71	5.73	2.37	30.36	0.89
Connection of Gay Ridge Road to Stonewall Court (R6)	34	4.05	23.35	1.28	4.68	7.12	2.69	28.67	0.92
Loop Road Option (R3)	35	3.80	21.30	1.18	3.88	7.40	5.61	26.27	1.72
Connection of Gay Ridge Road to Route 6 (R2)	34	3.92	23.50	1.07	4.45	7.28	2.96	28.49	1.15
Reduced Density Alternative (24-lot conventional layout)	24	6.10	13.08	0.76	4.74	12.78	5.70	19.94	0.86
R1-20 Cluster Alternative	39	4.51	10.32	0.76	5.29	14.09	8.20	15.59	0.31
R1-40 Cluster Alternative	19	2.65	6.87	0.76	5.29	18.58	9.02	10.28	0.31
R1-80 Alternative	12	2.73	6.83	0.56	5.57	18.04	9.44	10.12	0.03
Office Alternative (C1)	0	11.17	6.29	1.85	5.53	10.97	7.36	19.30	0.07

Source: Ralph G. Mastromonaco, P.E., P.C.

Table 4-2
Alternative Impact Comparisons: Community Resources and Traffic

	Community Resources							*Traffic*	
Area of Concern / *Alternative*	*Residential Units*	*Population*	Recreation Fields: Baseball / Soccer	Water Demand/Sewage Flow (gpd)	School-age Children	Cost to School District	Revenue to School District	*Access*	*Traffic Generation**
No Action	0	0	0 / 0	0	0	0	$10,399	none	0/0
Proposed Action	34	123	0 / 1	12,300	30	$361,140	$362,122	Gay Ridge Rd and US Rt. 6	33/41
Cluster Park Alternative (R4)	39	141	1 / 1	14,100	34	$409,292	$415,375	Gay Ridge Rd and US Rt. 6	37/46
Connection of Gay Ridge Road to Jefferson Court (R5)	35	127	1 / 1	12,700	31	$373,178	$372,773	Jefferson Ct. and Gay Ridge Rd	33/41
Connection of Gay Ridge Road to Stonewall Court (R6)	34	123	1 / 0	12,300	30	$361,140	$362,122	Stonewall Ct. and Gay Ridge Rd	33/41
Loop Road Option (R3)	35	127	1 / 0	12,700	31	$373,178	$372,733	Stonewall Ct. and Gay Ridge Rd	33/41
Connection of Gay Ridge Road to Route 6 (R2)	34	123	1 / 0	12,300	30	$361,140	$362,122	Gay Ridge Rd and US Rt. 6	33/41
Reduced Density Alternative (24-lot conventional layout)	24	87	0 / 1	8,700	21	$252,798	$255,616	Gay Ridge Rd and US Rt. 6	27/30
R1-20 Cluster Alternative	39	141	0 / 1	14,100	34	$409,292	$415,375	Gay Ridge Rd and US Rt. 6	37/46
R1-40 Cluster Alternative	19	69	0 / 1	6,900	17	$204,646	$202,362	Gay Ridge Rd and US Rt. 6	23/24
R1-80 Alternative	12	43	0 / 1	4,300	10	$120,380	$127,808	Gay Ridge Rd and US Rt. 6	17/16
Office Alternative (C1)	0 [1]	0	0 / 0	16,690	0	0	$261,834	US Route 6	273/188

*Traffic Generation includes a.m. peak hour trips/ p.m. peak hour trips excluding seasonal trips (2/20) per recreation field.
[1] zero residential units and 160,000 square feet of office space.
Source: Tim Miller Associates, Inc.

4.13 Comparison of Traffic Generation of Alternatives

Table 4-3 shows the trip generation rates for the proposed and alternative layouts. Table 4-4 shows the total number of trips generated by each layout. General office space would generate more than four times the amount of peak hour traffic of any of the residential alternatives. Much of the demand would be between the project site and the Taconic State Parkway. The office traffic would be concentrated at the only access to the site on Route 6.

Table 4-3
Yorktown Farms Alternative Trip Generation Rates

Potential Land Use and Size {ITE Code}[1]	* Trips Rates			
	AM Peak Hour		PM Peak Hour	
	IN (Trips/ unit)	OUT (Trips/ unit)	IN (Trips/ unit)	OUT (Trips/ unit)
Single Family Houses 34 dwelling units {210}	0.244	0.733	0.752	0.442
Single Family Houses 39 dwelling units {210}	0.235	0.706	0.742	0.436
Single Family Houses 35 dwelling units {210}	0.242	0.727	0.750	0.441
Single Family Houses 24 dwelling units {210}	0.273	0.820	0.779	0.457
Single Family Houses 19 dwelling units {210}	0.299	0.897	0.797	0.458
Single Family Houses 12 dwelling units {210}	0.371	1.114	0.835	0.490
Office 160,000 square feet {710}	1.503	0.205	0.200	0.975

[1] Trip Generation, Institute of Transportation Engineers, 7th edition, Washington D.C., 2003.

* The unit for residential use is dwelling units. The unit for office space is 1000 square feet.

Table 4-4
Yorktown Farms Alternative Trip Generation Summary

Layout	Potential Land Use and Size	Trip Generation					
		AM Peak Hour			PM Peak Hour		
		IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
Sketch Plans R1, R2 and R6	Single Family Houses 34 units	8	25	33	26	15	41
Sketch Plan R4, and R1-20 Cluster	Single Family Houses 39 units	9	28	37	29	16	45
Sketch Plans R3 and R5	Single Family Houses 35 units	8	25	33	26	15	41
Reduced density	Single Family Houses 24 units	7	20	27	19	11	30
R1-40 Cluster	Single Family Houses 19 units	6	17	23	15	9	24
R1-80	Single Family Houses 12 units	4	13	17	10	6	16
C1 Office	Office 160,000 square feet	240	33	273	32	156	188

Trip Generation, Institute of Transportation Engineers, 7th edition, Washington D.C., 2003.

Traffic Sensitivity Analysis of Residential Alternatives

Table 4-2 lists the access locations for the residential alternatives and the proposed plan. A traffic "sensitivity analysis" was performed based on a 35 unit residential development to characterize the sensitivity of level of service to potential access changes for the residential alternatives, as opposed to simply the number of vehicular trips generated. The traffic analysis of the proposed action assumes that 90 percent of site traffic entering and exiting the site will do so directly from US Route 6. This represents a nearly-worst case scenario for the site access on US Route 6 and a best case scenario for the Curry Street/local road intersections. In order to more closely examine effects on local roads, the sensitivity analysis presents the worst case residential scenario for only Curry Street (e.g., with all site traffic utilizing Curry Street), in order to compare the traffic effects of the alternatives on local streets. Because it can be assumed that the US Route 6/Access Road intersection would function better if traffic there is reduced, this intersection is not included in the sensitivity analysis. Also, since the higher traffic generation for 39 units presented in the two cluster alternatives would negligibly increase traffic in the vicinity of the Route 6 access, the Route 6/Windsor Road intersection is not included in the sensitivity analysis.

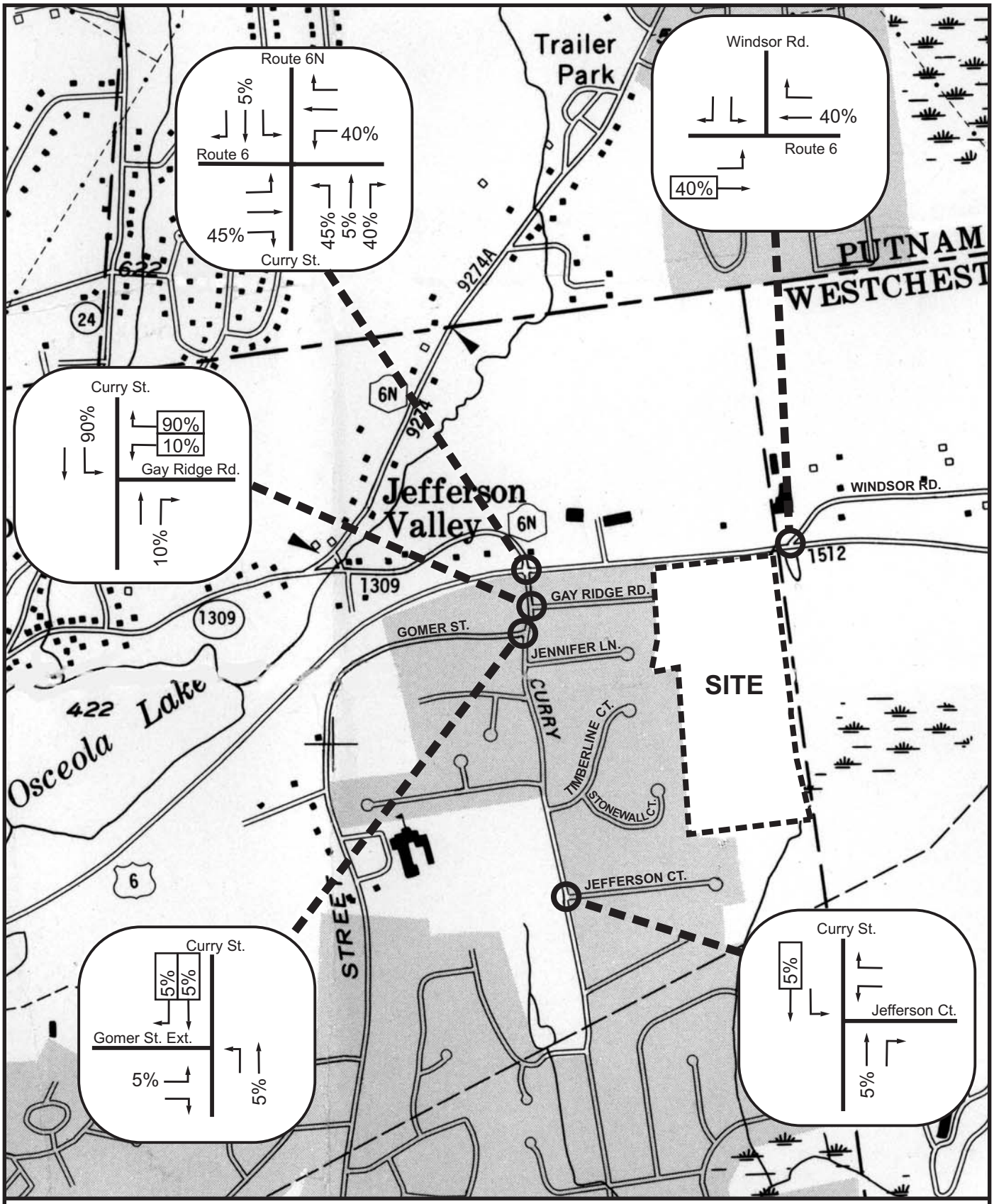
As described in Table 4-2, the residential alternatives either divide site traffic between US Route 6 and local roads connecting to Curry Street, or place all of the site generated traffic onto two local roads connecting with Curry Street. Under the sensitivity analysis, placing all of these site-generated trips eventually onto Curry Street would be the equivalent of treating the US Route 6 direct access as an emergency access, or otherwise unused.

A sensitivity analysis was conducted for comparative purposes to represent the worst case for any residential alternative using a local road connection to Curry Street. Of the Curry Street intersections with local roads that have potential connections to the site, the Gay Ridge Road/Curry Street intersection has the most traffic. Over 40 percent of Curry Street traffic turns at Gomer Street Extension, leaving the more southern Curry Street intersections with less traffic. The sensitivity analysis examines effects of having the entire site traffic pass through one local intersection -- the Curry Street/Gay Ridge Road intersection -- whereas all of the residential alternatives examined use two access points. Thus, the Sensitivity Analysis condition places the concentrated site traffic on the highest traveled portion of Curry Street.

Figure 4-11 shows the anticipated traffic distribution associated with the Sensitivity Analysis. Figures 4-12 and 4-13 show the site generated traffic associated with this Sensitivity Analysis. The Sensitivity Analysis Condition Figures 4-14 and 4-15 show the Sensitivity Analysis generated trips (Figures 4-12 and 4-13) added to the No-Build volumes (Figures 3.10-4 and 3.10-5*).*

The level of service intersection analysis of the Curry Street/Gay Ridge Road intersection under the sensitivity analysis shows level of service B or better for all movements, as shown in Table 4-5. As stated above, this analysis represents a worst case scenario for all Curry Street unsignalized intersections under all residential alternatives. Although the hypothetical scenario used for the Sensitivity Analysis does not have more residential units than all of the other residential alternatives (35 versus 12, 19, 24, 34, 35, or 39 units), it concentrates the traffic at one local point.

US Route 6/NYS Route 6N/Curry Street would have levels of service equal to or better than those shown in Table 4-6 for all residential layouts. The Sensitivity Analysis indicates that the



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- O Intersections Studied
- XX% Inbound Traffic
- XX% Outbound Traffic

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Figure 4-11: Sensitivity Traffic Distribution Peak Hour

Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Base Map: USDOT Planimetric Map, Mohegan Lake Quad
Scale: 1 inch = 1,000 feet

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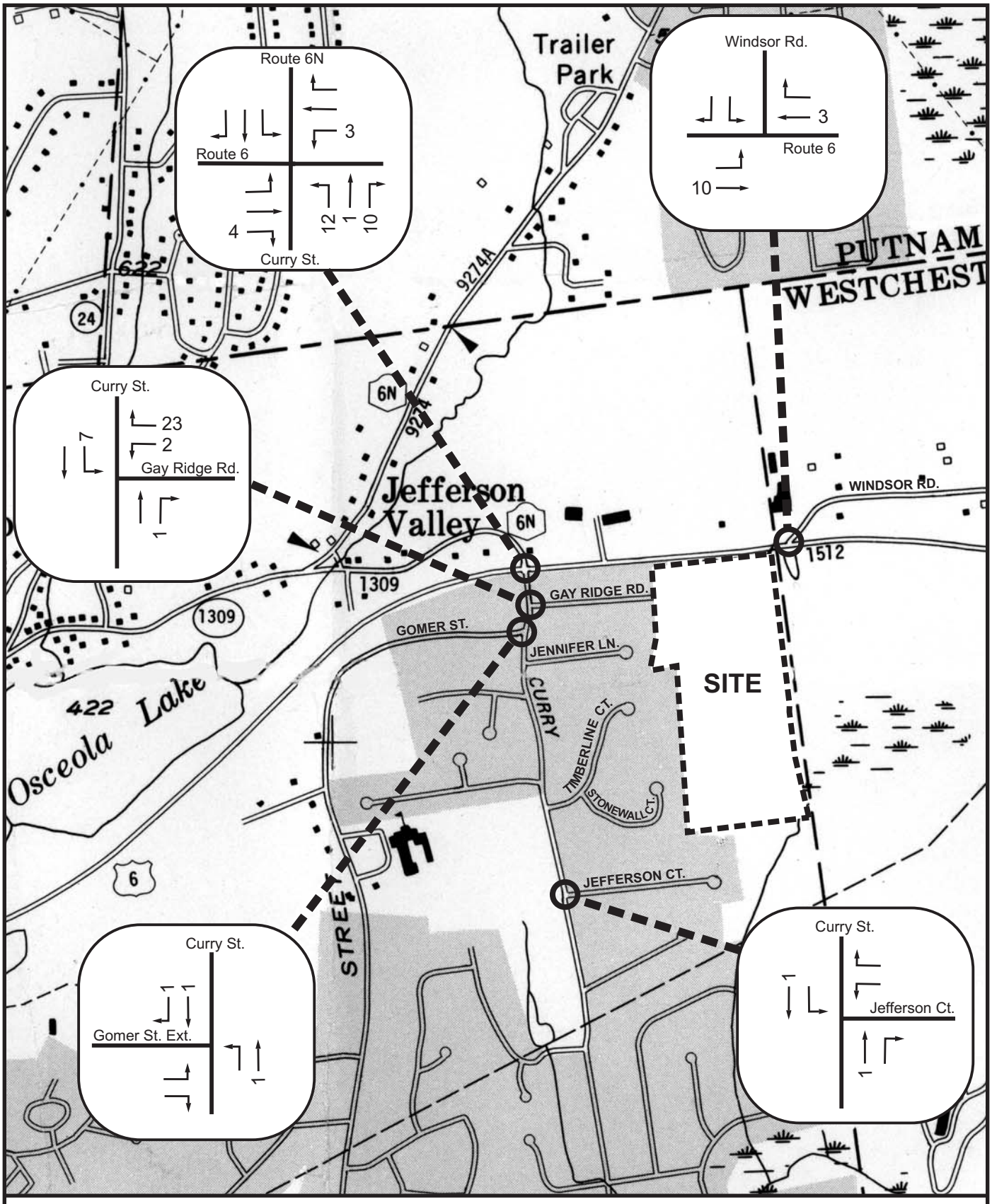

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○ Intersections Studied

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Figure 4-12: Sensitivity Trip Generation
AM Peak Hour
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Base Map: USDOT Planimetric Map, Mohegan Lake Quad
Scale: 1 inch = 1,000 feet

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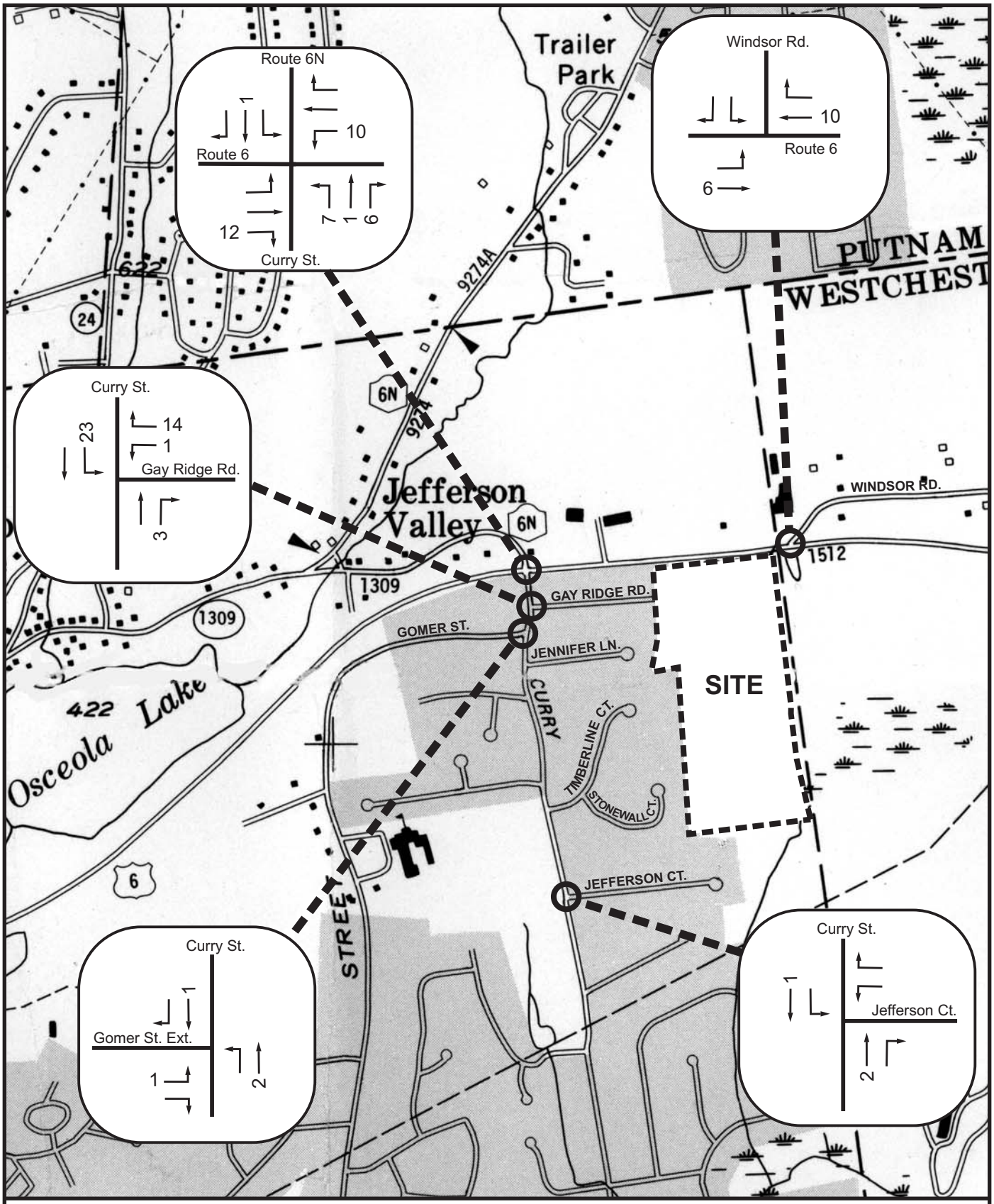

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Figure 4-13: Sensitivity Trip Generation
PM Peak Hour
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Base Map: USDOT Planimetric Map, Mohegan Lake Quad
Scale: 1 inch = 1,000 feet

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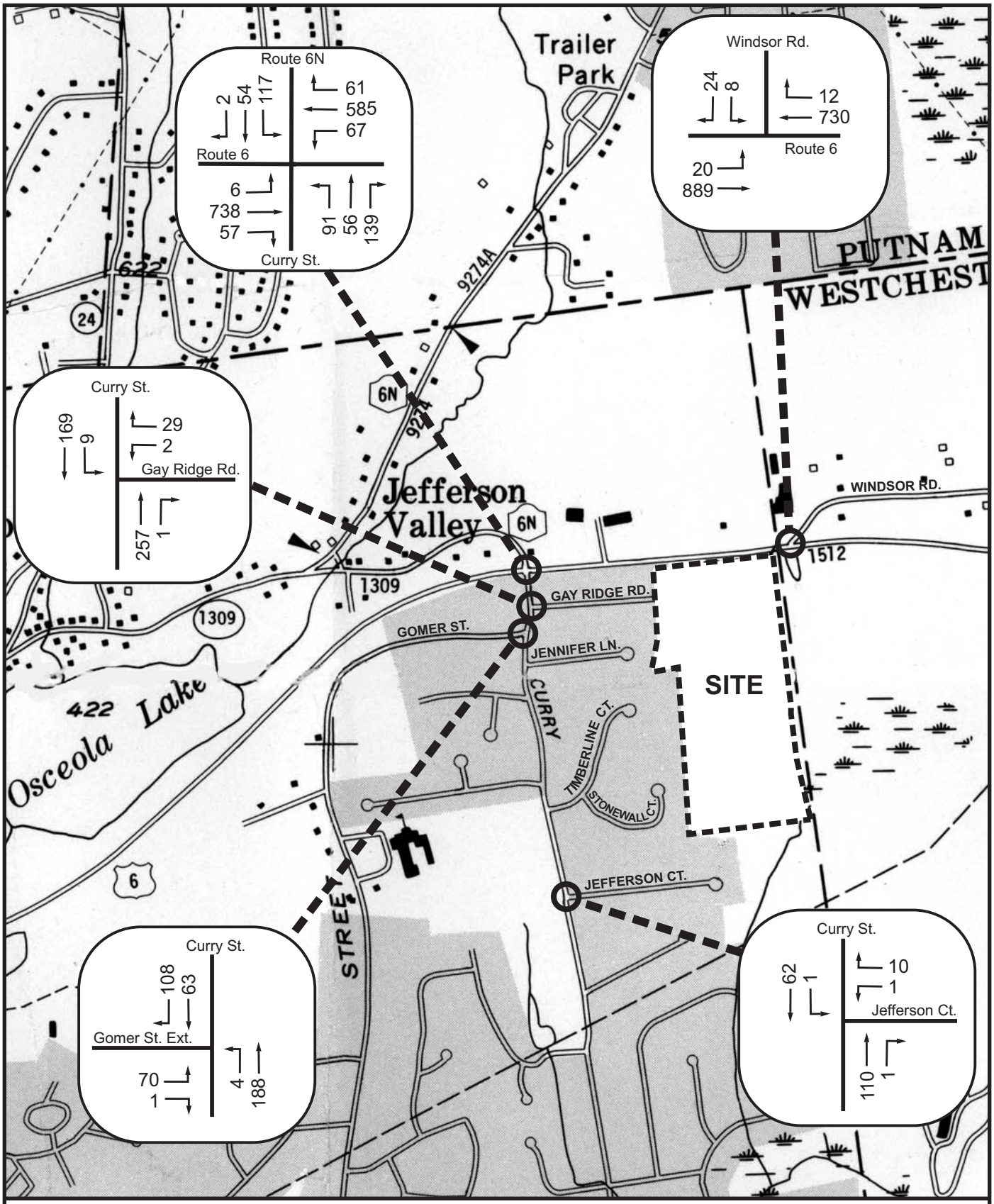

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Figure 4-14: Sensitivity Build Analysis
AM Peak Hour Traffic
Yorktown Farms Subdivision
Town of Yorktown, Westchester County, New York
Base Map: USDOT Planimetric Map, Mohegan Lake Quad
Scale: 1 inch = 1,000 feet

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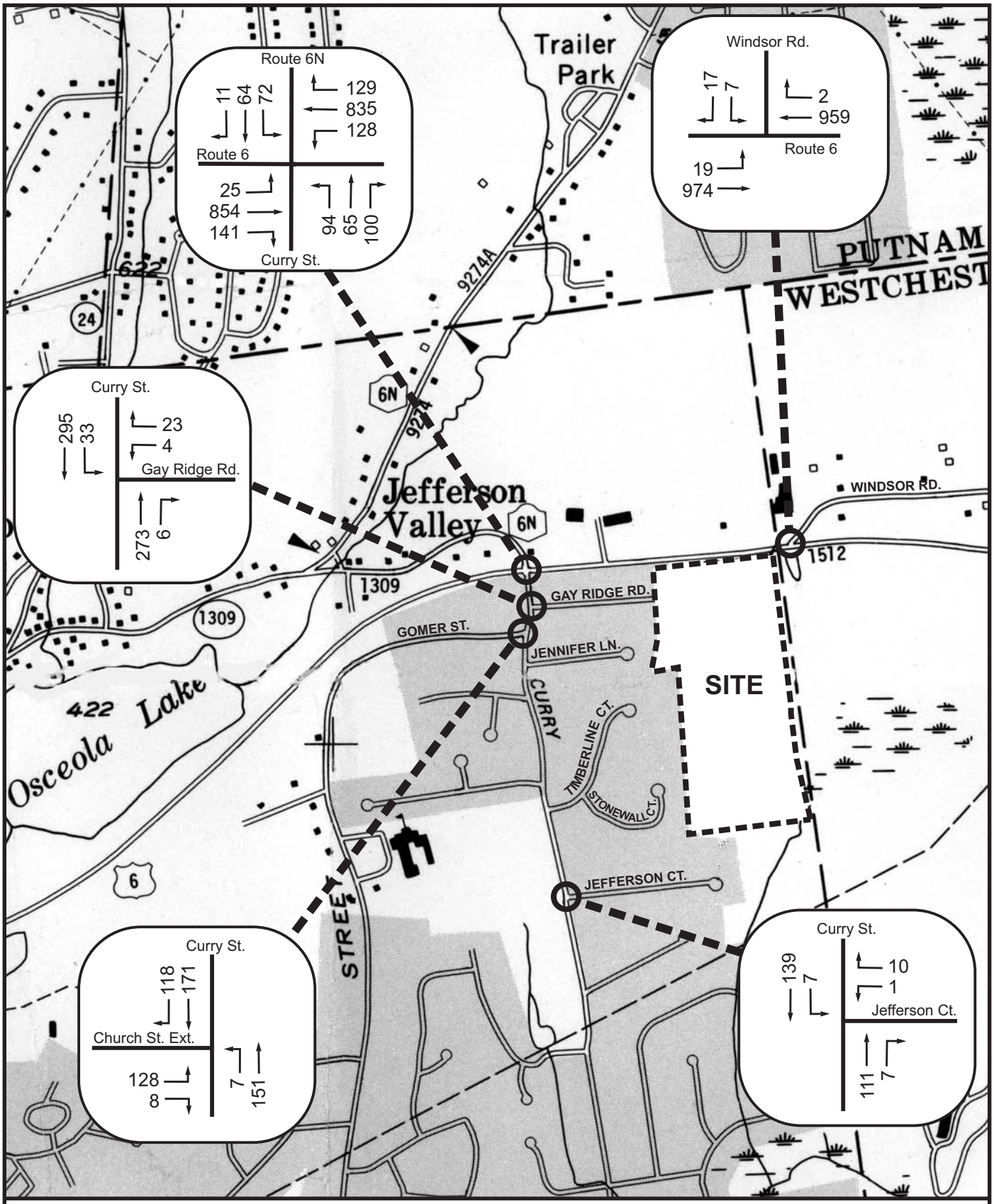

N

W E

S

LEGEND

Intersections Studied

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Figure 4-15: Sensitivity Build Analysis
PM Peak Hour

Yorktown Farms Subdivision

Town of Yorktown, Westchester County, New York

Base Map: USDOT Planimetric Map, Mohegan Lake Quad

Scale: 1 inch = 1,000 feet

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direction of flow of site traffic to US Route 6 or local street access points has no effect on the level of service at US Route 6/NYS Route 6N/Curry Street. Level of service for all residential layouts would be level of service D or better for all movements at the intersection of US Route 6/NYS Route 6N/Curry Street.

As stated above, the level of service in the p.m. peak hours for the US Route 6/Windsor Road intersection would not change from the Build condition for any of the residential alternatives under the hypothetical condition used for the sensitivity analysis. This is evident by the fact that the No Build condition already shows level of service F. As discussed at the end of the Build Condition in section 3.10.9, the level of service at Windsor Road in the p.m. peak hour is very sensitive to changes in the peaking characteristics of Windsor Road traffic.

This demonstrates that changing the access location, or where the traffic accesses the site, would potentially only reduce the effect at the US Route 6/Access, and would not affect other study intersections. Potential Curry Street access points, even if carrying all of the site traffic, would continue to operate at level of service B or better. Windsor Road/US Route 6 level of service is not affected by altering where traffic enters and exits the site. The NYS Route 6N/US Route 6 intersection would remain at level of service D regardless of where site traffic enters the network.

Table 4-5
Sensitivity Analysis Build Condition Level of Service Summary
Unsignalized Intersections

Intersection Roads	Lane Group (Approach Direction -Movement)	AM Weekday Peak Hour Volume to Capacity Ratio	AM Weekday Peak Hour Delay (secs./ vehicle)	AM Weekday Peak Hour Level of Service	PM Weekday Peak Hour Volume to Capacity Ratio	PM Weekday Peak Hour Delay (secs./ vehicle)	PM Weekday Peak Hour Level of Service
Gay Ridge Road/ Curry Street							
Curry Street	SB-LT	0.01	7.8	A	0.03	8.0	A
Gay Ridge Road	WB-LR	0.10	10.5	B*	0.08	11.2	B

Level-of-Service (see Table 3.6-1 for level-of-service criteria).

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
L = left, R = right, TR = through and right, (e.g. WB-L = Westbound left).

* Reduction in level of service from the No Build Condition.

Table 4-6
Sensitivity Analysis Build Condition Level of Service Summary
Signalized Intersections [1]

Intersection Roads	Lane Group (Approach Direction -Movement)	AM Weekday Peak Hour			PM Weekday Peak Hour		
		Volume to Capacity Ratio	Delay (secs./ vehicle)	Level of Service	Volume to Capacity Ratio	Delay (secs./ vehicle)	Level of Service
US Route 6	EB-L	0.02	10.4	B	0.15	11.5	B
	EB-TR	0.55	14.2	B	0.71	16.8	B
US Route 6	WB-L	0.16	10.3	B	0.34	16.6	B
	WB-TR	0.36	7.3	A	0.48	8.0	A
Curry Street	NB-LTR	0.79	34.4	C	0.73	30.2	C
Curry Street	SB-LTR	0.80	40.5	D	0.71	31.0	C
	Overall		17.3	B		16.1	B

Level-of-Service (see Table 3.6-2 for level-of-service criteria).

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound.
L = Left, T = Through, R = Right, (e.g. WB-L = Westbound left).

[1] Layouts R3, R5 and R6 with all traffic accessing through local roads to Curry Street would have approximately the same results.

Providing subdivision access onto Curry Street would result in increases in traffic on local streets while complying with arterial management concepts. Providing traffic calming measures for residential access onto Curry Street would reduce traffic impacts on the local streets that project-related traffic might be routed to. Traffic calming measures -- which would be used to reduce vehicle speeds -- would not change total vehicle volumes projected (less than one vehicle per minute on local streets) except where the US Route 6 access is available in conjunction with local street access.

Office Alternative Plan Traffic Impact Consistency

The final alternative analyzed of providing direct access only from US Route 6 to an office building would be inconsistent with the Town's and Federal Highway Administration's classification of US Route 6 as an arterial primarily providing for through traffic movement. Moving the office traffic through local residential streets would be inconsistent with the residential character of such areas. Traffic volumes would be about three vehicles per minute, or more than four times the levels of the residential scenario with the greatest amount of traffic. No further analysis is provided for the traffic impacts of the office alternative.