

2.0 LAND USE, ZONING AND COMMUNITY CHARACTER

The 2010 Comprehensive Plan, herein referred to as the 2010 Plan, refers to the Bear Mountain Triangle (BMT) as Yorktown's major opportunity site for economic development and recommends that the area should have a mix of housing, office and retail uses. In addition, the Routes 202/35/6 Bear Mountain Parkway Sustainable Development Plan of 2004 sought the establishment of neighborhood centers with transit and pedestrian access in communities with "a mix of uses and civic facilities."

As discussed in the 2010 Town of Yorktown Comprehensive Plan:¹

"Yorktown should have a vibrant economy that provides abundant job opportunities and contributes to an improved and fair local tax base....The five hamlet business centers should be enhanced and improved, so that they not only provide shopping and services. They also should function as centers of community life, featuring civic uses, greening and park features. As additional development occurs, infrastructure improvements must be provided."

In response to the applicant's petition, the Town Department of Planning staff developed a rendering illustrating the Town's vision for the Bear Mountain Triangle, as shown Figure 1-3, Concept Plan. Figure 1-4 incorporates the potential Concept Plan for land proposed for rezoning by Mandalay Builders and others, and serves as the basis for the requested rezoning action.

A comparison of Figures 1-3 and 1-4 demonstrates that the proposed rezoning and subsequent implementation of the concept plan, mirrors quite closely the Town's vision for this area.

Description of Zone Change from R1-20 to R-3 and C-2R

The proposed change to the Town Zoning Map involves eight (8) parcels of land now located in the R1-20 zoning district. R1-20 is a single family residential zone and as such does not provide a framework for the Town's stated goals of encouraging development of a mixed use hamlet center in this area. Specifically this area has been referred to as the

¹ Town of Yorktown Comprehensive Plan; Section 4. Economic Development and Hamlet Business Centers.

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Town's last opportunity to significantly increase retail and office development within the Town. Figures 2-1 and 2-2 illustrate the proposed zoning for the Bear Mountain Triangle which would allow development of the Crompond Hamlet, consistent with the Town's vision, to be realized.

Mandalay Builders is the contract vendee for approximately 20.57 acres of land within the BMT between Old Crompond Road and the Bear Mountain Parkway Extension. The land proposed for rezoning encompasses 23.61 acres in contiguous lots, including the Mandalay lands (6 lots) and 2 additional lots owned by others. Information about the eight parcels is tabulated below.

Table 2-1 Lots Proposed to be Rezoned		
Lot (SBL)	Area (Acres)	Existing Use
26.18-1-9	2.59	Residential
26.18-1-10	0.45	Residential
*26.18-1-11	1.82	Residential
*26.18-1-12	0.28	Residential
*26.18-1-13	0.47	Residential
*26.18-1-14	3.39	Residential
*26.18-1-15	5.45	Residential
*26.18-1-16	9.16	Residential
TOTAL:	23.61	
* Parcels included in the Mandalay Zoning Petition (20.57 Ac.)		

The proposed zone change from R1-20 to a combination of R-3, which permits multifamily housing; and C-2R Commercial Hamlet Residential, which permits small scale retail and office development and allows residential rental apartments above the retail or office space; would encourage the type of development which is the basis of a hamlet. As can be seen in Figure 2-1, the proposed zone change is a continuation of the zoning boundaries on the adjacent parcels, thereby fostering consistent land use. The recent development of the Crompond Crossing project to the west and the planned Costco development to the east has stimulated the development of the Crompond Hamlet. This is also the first time the collective property owners of the Bear Mountain Triangle have joined together in a focused effort towards a specific land development proposal. The proposed rezoning will facilitate the intended land use consistent with the Town's goals for the area.

Discussion of Previous Master Plan Designation for Subject Properties

The unique attributes of the BMT area are twofold; the area has excellent access to both local and regional transportation arteries, and it is a self contained area such that the land use will not be in conflict with surrounding neighborhoods. These attributes have led to a number of different land use plans for the BMT over the years. For any plan to be implemented, the required infrastructure, market desirability and changing land use patterns all need to converge in order to bring development to fruition.

Land use planning objectives for the Town as a whole have changed little over the years. The Town of Yorktown is first and foremost a place to live, a place where people can raise their families in well balanced communities. From the very first planning documents published in 1956 through the Town's first Master Plan published in 1970, updated in 1980 and still true today in the current 2010 Comprehensive Plan, priority is given to residential development and there is an emphasis on locating commercial development in and around the five hamlet areas of Yorktown Heights, Jefferson Valley, Shrub Oak, Mohegan Lake, and, prospectively, the Crompond Hamlet where the BMT is located. All development options for the BMT including business, retail, office and industrial uses have been contemplated on the premise that hamlet areas provide essential support for the Town's residential population.

1955 Town Plan

The 1955 Town Development Plan did not contemplate any large industrial development in the Town in the foreseeable future for three reasons - one being the evident desire of the Town's residents to maintain the Town primarily as a residential community without a substantial amount of other uses. Another being the limited area in the Town suitable for such use, and the third being the availability of more desirable locations for such use in the southern and central sections of the County.

1970 Town Development Plan

The 1970 Town Development Plan identified six additional sites, beyond what was already in place, for laboratory-office or general light industry. One of these sites was identified as the north side of the Bear Mountain Parkway, west of Stony Street.

It was the 1970 Plan that first made the statement that the problem of fitting non-residential development into the Town's overall pattern of land use resolves itself into the selection of those few areas where non-residential use can be located without a detrimental effect on neighboring residences and still be reasonably attractive to developers of such use. Although planning documents may espouse the perfect plan, it is not until there is interest in developing a particular site that plan implementation becomes a reality.

During the 1970's, in spite of Plan recommendations, there was no interest in industrial development at the BMT site. It should also be noted that the sewer infrastructure necessary to support increased development of almost any kind was not available in this area during this time. Further discussion of industrial / commercial development, and how it was found to be not viable for this area is included in Section 9.0 Alternatives.

1980 Town Development Plan

In the economic downturn of the 1980's there was significant pressure to expand the Town's tax base and to promote policies which would allow the Town to be more self-sufficient in terms of employment opportunities. The BMT area was again selected to address this need because it is an area isolated from neighboring uses and as such an appropriate site to put uses that might not fit well elsewhere in town. (Environmental Assessment Form and Review. Proposed Rezoning Bear Mountain Area. Town of Yorktown, New York. October 1988. page 1-3 General Policies). The document went on to reference the potential for an upgraded Old Crompond Road to be used for truck and vehicle access to serve the area. To this end the Town gave serious consideration to a rezoning of the BMT area to light industrial and highway interchange uses. One of the existing property owners prepared an application for a rezoning to allow an automotive use.

However, ultimately this rezoning did not occur due primarily to the sensitivity toward ecological resources that could be impacted by proposed industrial uses.

2010 Town Comprehensive Plan.

As stated in the 2010 Town Comprehensive Plan, its Land Use chapter 2.0 is the keystone of the 2010 Plan. It synthesizes all of the goals and policies of the other elements into a single, coherent vision. As described below, this vision continues to place priority on residential development and continues to emphasize the importance of the Town's hamlet centers, which specifically identified the inclusion of the Crompond Hamlet where the BMT is located.

The 2010 Plan states: "In the 1950's and 1960's, Yorktown was at the edge of the New York metropolitan region and experiencing rapid growth. Since the 1970's, growth in Yorktown has been occurring at a very slow pace. Today, it is an established community of more than 36,000 residents. Slow growth results from the relatively small amount of remaining vacant, developable land in Yorktown." The Plan also states that about 20 percent of the Town's total developable land is zoned for residential use, affirming the Town's priority for residential development.

The Land Use Vision Statement of the 2010 Plan states: "Yorktown will continue to be primarily a low-density community of single-family homes, with strong neighborhoods that have a balance of developed areas and open space. Yorktown's five hamlet business centers should be vital centers of community life, with a mix of retail, office, civic, and residential uses. Throughout Yorktown, development should be carefully balanced with natural resource conservation and scenic and historic preservation, and it should be coordinated with circulation and infrastructure improvements."

Specific Land Use Recommendations include:

- “ Promote residential development and preserve open space in a manner consistent with community character. Promote land uses and development patterns that help implement the conceptual vision established for each hamlet business center and encourage a mix of residential, retail, office, civic, and park uses in the hamlet centers.
- “ Ensure that land uses and development patterns are compatible with the goals and policies in the 2010 Comprehensive Plan which have been established to protect natural resources, historic resources, and scenic corridors and vistas.
- “ Adopt the Proposed Land Use Plan, contained in the 2010 Plan, as Yorktown's zoning map. The Land Use Plan synthesizes the concepts of Chapters 4 and 5, which deal with Yorktown's hamlet business centers and residential neighborhoods.
- “ Where adequate infrastructure is not present, or sensitive environmental features are present, development should be restricted.

With the recent New York State Department of Transportation improvements to the US Route 202/35 corridor, in combination with the area infrastructure improvements anticipated as part of the recently approved Costco development, the traffic infrastructure and the sewer infrastructure are now practical realities to support the Crompond Hamlet Center and enable the Town's vision for this hamlet to develop.

Description of Conformance with 2010 Comprehensive Plan

The 2010 Comprehensive Plan addresses its vision for the BMT in Chapter 4, Economic Development, which lays out the Hamlet Center concept and details how it should be implemented.

4.1 Vision Statement

- *Crompond.* The Bear Mountain Triangle, Yorktown's major opportunity site for economic development, should have a mix of housing, office, and retail uses, and possibly a hotel or country inn as well, and the commercial strip along Route 202 should be greened, also with preservation of open space over the north side of Route 202.

The Comprehensive Plan also details specific goals to enable creation of Hamlet Centers. Certain of these goals, as listed below, are particularly applicable to the proposed rezoning;

4.2 Goals

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

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

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

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

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

Implementation of the Crompond Hamlet Center would not be feasible without the Route 202 corridor improvements recently completed by the NYS DOT and the projected corridor improvements associated with the Costco proposal. In particular, the installation of sidewalks creating connections along Route 202 from Strang Boulevard to Parkside Corner create pedestrian access where none previously existed. The existing and proposed sidewalks will also create connections to parks and trails in the vicinity of the BMT, fulfilling Goal 4-I as well as 4-K. Refer to Figure 7-2 which illustrates these connections.

The 2010 Plan provides further details:

4.3 Overview of Economic Development

“ Hamlet business centers that have vacant or underutilized land can accommodate new business activity for the purpose of economic

development. By attracting more business activity, the Town can gain more tax revenue to pay for Town services.

" Before any significant new development takes place, traffic problems need to be addressed. There needs to be a link between continued development and infrastructure improvements. In particular, infrastructure improvements must be provided before or concurrent with significant development.

- The automobile will continue to be the primary mode of travel for most customers, and therefore, the Town needs to continue to provide convenient access and parking.
- At the same time, creating more walkable environments can actually help reduce traffic congestion and parking needs. Some of the land now given over to roads and parking lots is excessive and can be broken up and used for a combination of infill buildings, expanded pedestrian areas, and landscaping.

" Hamlet business centers are not just places of business activity. They are also centers of community life. Their character and quality contribute to the Town's quality of life and community pride and identity. There are many opportunities in the hamlet business centers to provide additional park space, village greens, and landscaping. Such green space complements the built-up nature of the hamlet business centers and adds to the unique identity and character of the place.

" An attractive commercial area not only contributes to community pride, but also helps attract customers.

As discussed above, infrastructure improvements have been and are projected to be implemented that will address the traffic and many of the pedestrian related economic development priorities above. However, design of any new site plans within this Hamlet Center should add bike lanes and bike amenities, and facilitate friendlier pedestrian correspondence between the retail uses within the BMT. The Town's Concept Plan for the Crompond Hamlet envisions several of these amenities, including bike paths, additional pedestrian access routes, and multiple green spaces within both the residential section and the retail section that can function as gathering places within the context of a Hamlet

Community. It is envisioned that the future Mandalay application will certainly include these elements.

The following policies are listed in the 2010 Comprehensive Plan, Section 4.4 to foster the development of hamlet areas. Adherence to these policies is evident in the proposed Concept Plan envisioned by the project sponsors upon implementation of the proposed zoning.

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

" Retail-only districts are most active on weekends, whereas office-only districts are active mornings and evenings. Mixing the two creates a district that is vital and busy every day, all week long.

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

" This increases the diversity of housing types and adds more units that are affordable to working families.

" A mix of uses adds vitality to the hamlet business centers and provides a customer base for the retail uses.

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.

" On the north side of Route 202, adjoining the Taconic State Parkway, there should be areas for retail, retail/mixed use, housing, and office/country inn.

- At the bottom of the hill, the "village center" should have a mix of uses, including a "Main Street" shopping spine, with limits on floor area and an emphasis on small stores, possible second-floor apartments, and professional offices, in a pedestrian-oriented format.

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- At the top of the hill, leave as C-3 zoning and adopt an overlay for office and/or hotel or country inn uses, building off the location next to the Taconic-Route 202 interchange and highway visibility.
- In between, plan for a mix of senior housing and small-scale professional offices, with conservation of open space and protection of wetlands and steep slopes.
- Set aside space that can be converted into a village green.
- These three areas should be integrated, rather than having each element feed only Route 202. There would be pedestrian amenities, with parkland and public spaces.
- Landscaping would be abundant, and except for the area in front of the "village center" there would be significant buffering along the Route 202 frontage.
- Parking lots would be shared and interconnected, forming a parking network.

By placing commercial/professional office space and small scale retail development along Old Crompond Road, the Town's Concept Plan creates a Main Street+shopping spine. Its placement within the Hamlet Center should allow for interconnected parking areas, integrated pedestrian access, diverse housing stock, mixed use office/retail and a pedestrian plaza that anchors the Hamlet. The proposed Concept Plan provides substantial creative guidance for developers looking to build in this area, and should lead to a vibrant business and residential center as envisioned by the 2010 Comprehensive Plan.

Appropriateness of this type of housing in Yorktown and on this Site

The 2010 Comprehensive Plan provides policy guidance for future development in town, as noted above. It also discusses (in the Appendix to Chapter 5: Existing Conditions Report) "Observations of Realtors" that "The supply of townhouse units, condos, apartments and senior housing is limited. Some of the demand goes unmet. Empty nesters often want to downsize, but have limited options for housing in Town." The report goes on to say "There is unmet demand for *less expensive* housing, including senior housing."

A Housing Trends analysis has been prepared by the Applicant and is included in Appendix D of this Expanded EAF. The analysis details current market trends and shows how the residential housing proposed in the BMT is appropriate in today's market environment.

Recent experience of a local realtor has also shown that similarly designed townhome developments have been successful in Yorktown. In spite of coming on the market at approximately the same time as Trump Parc and thus subject to similar market conditions, Glassbury Court sold out rather rapidly. This is not only due to price point, but is based on extensive "green" amenities in this town house community. It should be noted that many of the buyers in Glassbury Court were Yorktowners, empty nesters, who chose to stay in their town but live less expensively.

Choice of this specific site for new housing and commercial development has also been guided by market realities (its proximity to the Taconic State Parkway, the proposed Costco, the existing Staples Plaza, as well as the new similar density Crompond Crossing project). It is however, an attractive site for sustainable building reasons as well. The US Green Building Council has established a credit system for LEED residential development award levels, some of which are based on location and transportation options. Examples that could apply to the subject site: up to 16 points are available based on Neighborhood Development location (Intent: To avoid development on inappropriate sites. To reduce vehicle distance traveled. To enhance livability and improve human health by encouraging daily physical activity.). Another 5 points are potentially awarded for Surrounding Density and diverse uses (Intent: To conserve land and protect farmland and wildlife habitat by encouraging development in areas with existing infrastructure. To promote walkability, and transportation efficiency and reduce vehicle distance traveled. To improve public health by encouraging daily physical activity.), and Access to quality transit (Intent: To encourage development in locations shown to have multimodal transportation choices or otherwise reduce motor vehicle use, thereby reducing greenhouse gas emissions, air pollution, and other environmental and public health harms associated with motor vehicle use.) could earn another 5 points. Bicycle facilities could gain another point (Intent: To promote bicycling and transportation efficiency and reduce vehicle distance traveled. To improve public health by encouraging utilitarian and recreational physical activity.).

The Bear Mountain Triangle is already proximate to shopping, walking trails, and public transportation. The Applicant's concept for Crompond Terraces includes small scale retail and office space suitable to local shops and offices for doctors, lawyers and the like, which adds to the desirability of the location. The future concept plan is envisioned as a green community including Energy Star rated housing, pervious pavers for the residential parking areas, consideration of geothermal heating and cooling, incorporation of green roofs and rain gardens and extensive landscaping as shown in Figure 1-5. The Crompond Terraces concept realistically creates the 2010 Comprehensive Plan vision.

Discussion of Affordable Housing Compliance

Chapter 102 of the Town Code identifies the following Findings relative to Affordable Housing;

- A. The Town faces a shortage of affordable housing due to the high cost of housing in the Town which impacts the general welfare of the municipality.
- B. The social and economic diversity of the Town is dependent upon a reasonable supply of affordable housing.
- C. Certain development projects attract new residents to the Town, placing pressure on the supply and availability of affordable housing.
- D. The Town's Comprehensive Plan supports the creation of affordable housing within the Town.
- E. The Yorktown Community Housing Board (YCHB) administers the Town's affordable housing program and establishes affordability guidelines.
- F. It is the policy of the Town to require builders to share the affordable housing burdens caused by their developments.

It is anticipated that the multifamily units which will be permitted under the proposed R-3 zoning will provide a diversity of housing types and price points compared to a typical single family subdivision in the Town of Yorktown. It is also anticipated that the multifamily units

contemplated for the subject site will likely be under condominium ownership thus providing a measure of relief from the property tax burden associated with single family homes.

Designation of the proposed commercial zone within the Triangle as C-2R permits the inclusion of rental apartments which serves to increase the options for affordable housing. It is the Applicant's intent that the residential rental apartments will meet the affordability guideline criteria established by the Yorktown Community Housing Board, and will thus fulfill the requirement for affordable housing at this site..

Chapter 102 specifies the number of Affordable Housing Units (AHU) on a sliding scale and identifies that a development of 80 townhouse units would be required to include 12 AHU. As proposed on the Concept Plan which underlies this zoning petition, there are 16 AHU in addition to the 80 market rate townhouse units.

These affordable units are proposed to be rental units. To calculate the initial rent for the AHU, the YCHB will use the HOME rents based upon unit size, as set forth in the most recent edition of the Westchester County Area Medial Income (AMI) Sales and Rent Limits. The maximum shall be the Low HOME rent, if the unit size is less than 120% of the minimum floor area as specified in subsection C of the code. If the gross square footage of the unit is 120% or more of the minimum floor area, the maximum rent shall be the High HOME rent.

For 2015 the Low HOME rent equates to approximately \$900 and the High HOME rent equals approximately \$1,150.

Community Character / Visual Analysis

The foregoing discussions identify the unique attributes of the BMT area -- excellent access to the regional transportation network and its self-contained nature wherein the potential for a mixed use hamlet envisioned by the Town may be developed within the Triangle without conflict with surrounding uses. The existing setting of the BMT includes a notable amount of wooded land that connects the project area biologically to larger wooded areas to the north and west. However, development of the surrounding roadway systems, commercial development along Crompond Road to the southwest and soon on adjacent land to the east (for Costco), and the single-family residential development that exists throughout the

general area have fragmented the natural landscape in years past². Figure 1-4 shows additional nearby development that has expanded the mixed use component into the BMT -- the recently built mixed use Crompond Crossing project on adjoining land to the west, and the proposed CVS project and existing Chase bank to the southwest.³

The character of the remaining single-family residential lots along Old Crompond Road which are the subject of this rezoning application will change as a result of the rezoning to realize the Town's vision for the BMT hamlet. While residential use is a part of the Mandalay site development concept, the overall plan for the hamlet is intended to establish a mix of activities that will interact with each other. The conceptual site plan in Figure 1-4 (that incorporates the Town's concept plan in Figure 1-3) illustrates a variety of building types that may be possible to support the variety of activities that could make up a hamlet community.

The south side of the hamlet is envisioned in the Town's concept plan to include commercial buildings (up to three story is allowed by current zoning) along with parking and circulation for vehicles and extensive pedestrian facilities -- sidewalks, green spaces, and a pedestrian plaza potentially with open water features which would also provide stormwater management functions for the project.

The central hamlet area, which includes the Old Crompond Road right-of-way, would include a "Main Street" style development of commercial/office and retail buildings with appurtenant parking and stormwater management facilities, residence apartments above first floor uses in some cases, extensive pedestrian amenities, green spaces, and a multi-function, public recreation facility. (Mandalay Builders proposes to build a recreation facility for the Town in its concept design for property under its control.) A variety of building styles are shown in Figure 1-3 which would be designed to accommodate particular uses as the project design moves forward, and all of which are anticipated to be designed according to an integrative architectural theme in spaces designed to a cohesive landscape theme. Such themes would be important in establishing the hamlet "sense of place".

² EAF Section 6 further discusses the ecological value of the site area.

³ Figure 1-4 highlights the area proposed for rezoning as the Site+.

The north side of the hamlet is planned by Mandalay Builders as a residential community with duplex, townhouse-style units and appurtenant parking, circulation, a central "commons" and other green spaces. Walkability within the community and connections to other facilities in the hamlet and adjoining areas will be an integral part of the hamlet development.

The Crompond Hamlet, which would be facilitated by the rezoning that is proposed, would therefore be focused internally on Old Crompond Road rather than the surrounding arterial roads.

Visual Analysis

Topography of the subject area generally rises gently from west to east. A portion of the project area, which is predominately wooded, would be cleared and graded to facilitate new development. The visual character of the project area will change with the development allowed under the proposed zoning. Views from Route 202 as one passes the BMT after full development will reveal new development of commercial uses close to Route 202, with glimpses of other buildings in the hamlet area beyond. Route 202 rises in grade from west to east, affording a potential view overlooking the south side of the hamlet. Views from the Bear Mountain Parkway into the development, on the other hand, will be shielded by the wooded terrain within the Parkway lands and perimeter buffer of the BMT lands.

Figure 2-3 depicts these sight lines in a north/south profile taken through the subject area to illustrate the general "lay of the land" as relates to potential sight lines from Route 202 (on the right side of the figure) and from the Bear Mountain Parkway (on the left). (Refer to Figure 2-4 showing the location in plan view where the profile is taken.)

Viability of Commercial Zoning on Old Crompond Road

Concerns have been voiced regarding the viability of commercial activities on Old Crompond Road given that it is now a minor Town road and the concern that commercial buildings constructed along the road would not likely be visible from Route 202.

Among the specific concerns raised has been the idea that small scale retail and medical office spaces not visible from nearby arterial roads would not get enough patron traffic to be economically viable. The Applicant has retained a traffic expert who has determined on the contrary, that traffic from the envisioned development of the concept plan in combination with the substantial pass-by traffic, including the Crompond Crossing project, will generate adequate patron traffic for the scale and type of commercial space the project expects to attract. The plethora of successful doctors' offices and other small commercial space, both north and south of Route 6, few of which are visible from that state highway, show this to be a valid expectation.

The potential spill over traffic from the proposed Costco at one end of the street and the proposed CVS at the other add the possibility that trips to those destination stores could also generate traffic to the Crompond Hamlet professional offices and commercial space. As noted above, the Comprehensive Plan also envisions just this type of small local retail and office hamlet design, and sees it as an integral component in successful hamlet development.

Construction of additional traffic lanes on Route 202 at the eastern intersection with Old Crompond Rd as part of the Costco project will also serve to enhance accessibility to the retail and commercial space within the Crompond Hamlet concept.

It should be noted that the specific layout of roads and buildings shown in the Concept Plan is clearly conceptual and subject to revision during site plan review where improvement in access, interrelation of buildings and uses, etc., is concerned. The overreaching concept of a traditional ~~W~~ Main Street look+ along Old Crompond Road with the emphasis on being pedestrian oriented is well articulated in this conceptual hamlet design, where popular commercial/retail destinations would be readily accessible but off of the main arterial transportation routes through Yorktown. The hamlet is also readily accessible via existing public transportation services. The orientation of the businesses would be inward, in true hamlet style.

Concerns regarding visibility of the commercial development along Old Crompond Road can be readily addressed during the site plan review process of future applications.

Infrastructure Water & Sewer Availability, Capacity and Demand

The development in the BMT rezoning area will be connected to the Town's infrastructure and will use water and sewer. Sewer service to the surrounding area is treated at the Peekskill Sanitary Sewer Treatment Plant. It is anticipated the district boundary will be expanded to include the Costco site and the Bear Mountain Triangle rezoning area. The Town Board recently passed a resolution authorizing the creation of the Hunterbrook 20 Sewer District, which, upon Westchester County approval, will utilize the Peekskill Sanitary Sewer Treatment Plant to provide sewer service to this area. New sewer lines are proposed to be built along Old Crompond Road by the Costco project. Sewer service would be funded by a combination of taxes and usage fees which would cover the ongoing maintenance and usage costs for sewer service. Future site plan development of the Costco site and the BMT rezoning area would anticipate construction of the sewer infrastructure as necessary.

The Bear Mountain Triangle rezoning area is currently located in the Yorktown Consolidated Water District, and has been paying taxes to the benefit of this district for over 30 years. In addition to the taxes paid, the Town charges user fees based on a flat fee structure plus user fees based on the volume of water used. These taxes and fees are the revenue source the Town uses to cover the cost of the water and sewer service provided.

Residences currently pay a metered usage fee of \$5.00 per 1,000 gallons of water usage, plus \$1.20 per 1,000 gallons of metered water for sewer service.

It is projected that the overall project envisioned for the rezoning area will use approximately 34,412 gallons per day of water and generate approximately 30,480 gallons per day of sewage.

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Table 2-2 Domestic Water and Sewer Demand					
Unit Type	Number of Units or Commercial Square Foot	NYS DEC Wastewater Generation Rate (per unit)	Wastewater Generated	Water Demand Rate +10% of Wastewater (per unit)	Water Demand
1 Bedroom plus Den	40	300 gpd	12,000 gpd	330 gpd	13,200 gpd
3 Bedroom	40	400 gpd	16,000 gpd	440 gpd	17,600 gpd
1 Bedroom Apartment	16	150 gpd	2,400 gpd	165 gpd	2,640 gpd
Sub-total			30,400 gpd		33,440 gpd
20% Savings for use of water conservation fixtures			-6,080 gpd		6,688 gpd
Total Residential Demand			24,320 gpd		26,712 gpd
Non Residential Demand	77,000 sf	0.08 gpd	6,160 gpd	0.1 gpd	7,700 gpd
TOTAL DEMAND			30,480 gpd		34,412 gpd

NYS DEC Ten State Standards; Table prepared by TMA 2015.

Description of Multi-use Recreational Facility

As part of the proposed rezoning, Mandalay Builders has indicated a willingness to provide the Town with a two story, 12,000 square foot multi-function building to be used to supplement the Town's recreation programs. The Town currently subsidizes a variety of programs including the Yorktown Athletic Club basketball program, girls basketball and Shrub Oak Club (SOC). Use of the proposed multifunction building to accommodate these programs could result in savings to the Town, which would help to offset annual maintenance of the facility. The facility could also accommodate expansion of the recreation programs which would not be possible otherwise. Further discussion of potential cost savings to the Town and potential maintenance costs can be found in Section 3.0.