

## **Chapter 2: Land Use, Zoning and Public Policy**

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### **A. PROPOSED ZONING ACTION (GENERIC ANALYSIS)**

#### **INTRODUCTION**

The proposed zoning action is the adoption of the MOD (see **MOD Zoning text in Appendix 1**). The adoption of the MOD will allow parcels within the boundaries of the Proposed MOD Zoning Area (see **Figure 2-1**) to be eligible to apply for MOD Designation. Under the Proposed MOD Zoning, the Cortlandt Town Board will have the authority to grant a parcel MOD Designation. Once a parcel receives a MOD Designation, the parcel would be governed by the uses, dimensional requirements and other provisions of the MOD zoning regulations and the MOD zoning would replace the existing zoning. All projects proposed under MOD Zoning would still require site plan/subdivision approval from the Town of Cortlandt Planning Board.

#### **EXISTING CONDITIONS**

This section discusses the existing land uses, zoning and public policy within the MOD Zoning Area and within a 0.25 mile radius of the MOD Zoning Area.

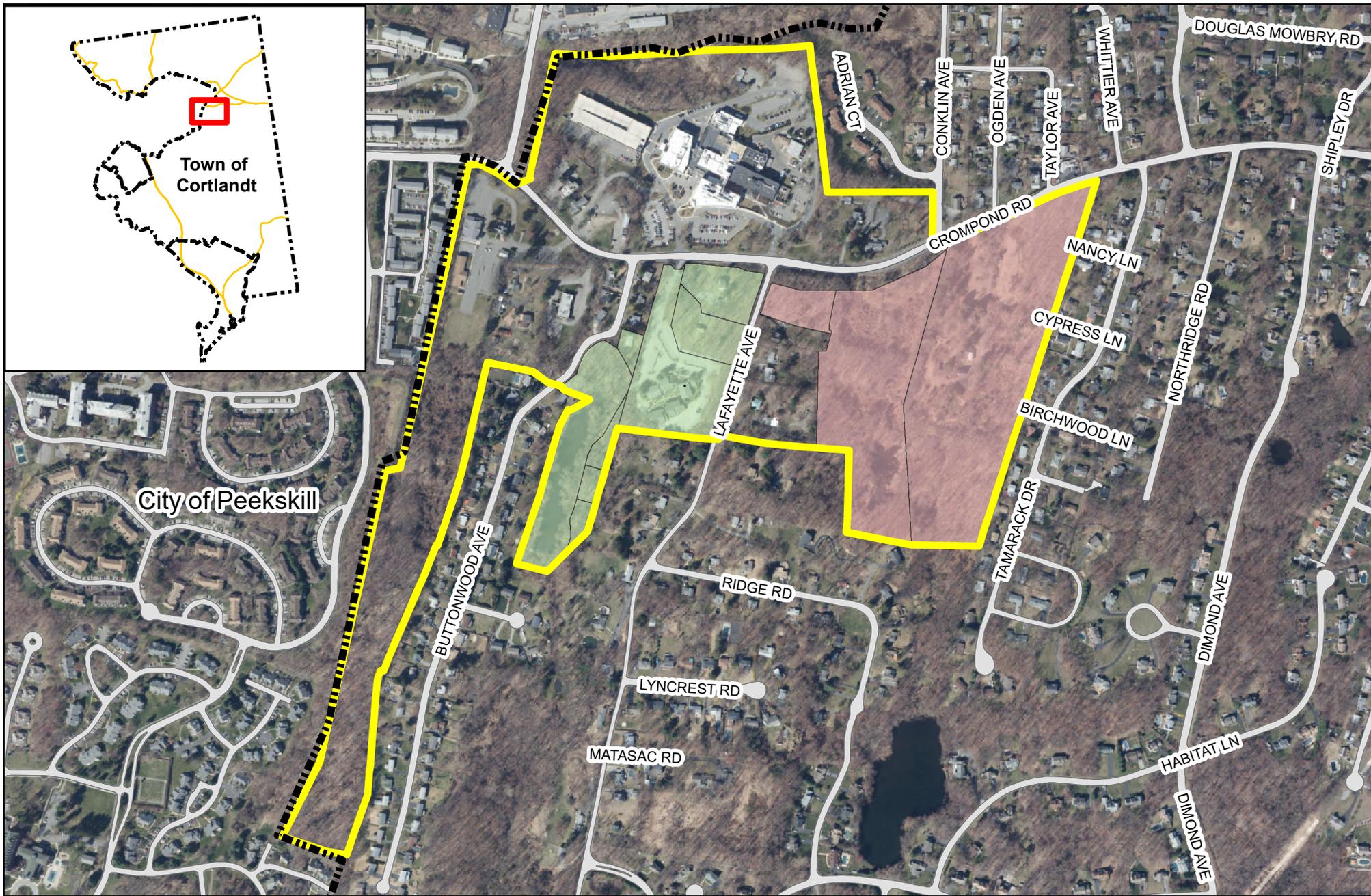
##### *LAND USES AND COMMUNITY CHARACTER*

###### *Existing Land Uses in the Proposed MOD Zoning Area*

The Proposed MOD Zoning area (see **Figure 2-1**) is comprised of approximately 105 acres and 34 parcels located along Route 202/35/Crompond Road adjacent to the border of the City of Peekskill. The MOD zoning area is roughly bound to the north by the Beach Shopping Center, to the south by Ridge Road, to the east by Tamarack Road, and to the west by the City of Peekskill. The MOD Zoning Area is characterized by a mix of medical, residential and institutional uses and is largely developed with a small number of vacant and underutilized parcels (see **Figure 2-2**). New York Presbyterian Hospital Center is the largest existing land use in the proposed MOD. Other predominant land uses include the Cortlandt Medical Center (located on the Gyrodyne property across from NYPH), the Church of the Holy Spirit, and the Pataki Center which is located on the eastern portion of the NYPH Campus.

###### *Existing Land Uses with 0.25 mile radius of the MOD Zoning Area*

Land uses within a quarter mile east and south of the MOD zoning area are largely residential and include established single-family residential neighborhoods with a few scattered commercial uses located along the Route 202/35/Crompond Road corridor. Land uses within a quarter mile north of the MOD Zoning Area include the Route 6 commercial corridor and land uses such as the Beach Shopping Center, fast food establishments, auto uses, banks, a rehabilitation center, and several multi-family housing developments. Within a quarter mile west of the MOD Zoning Area is the

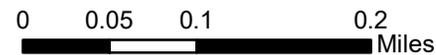


**Figure 2-1**  
**Proposed**  
**MOD Zoning District**  
**Boundary Map**

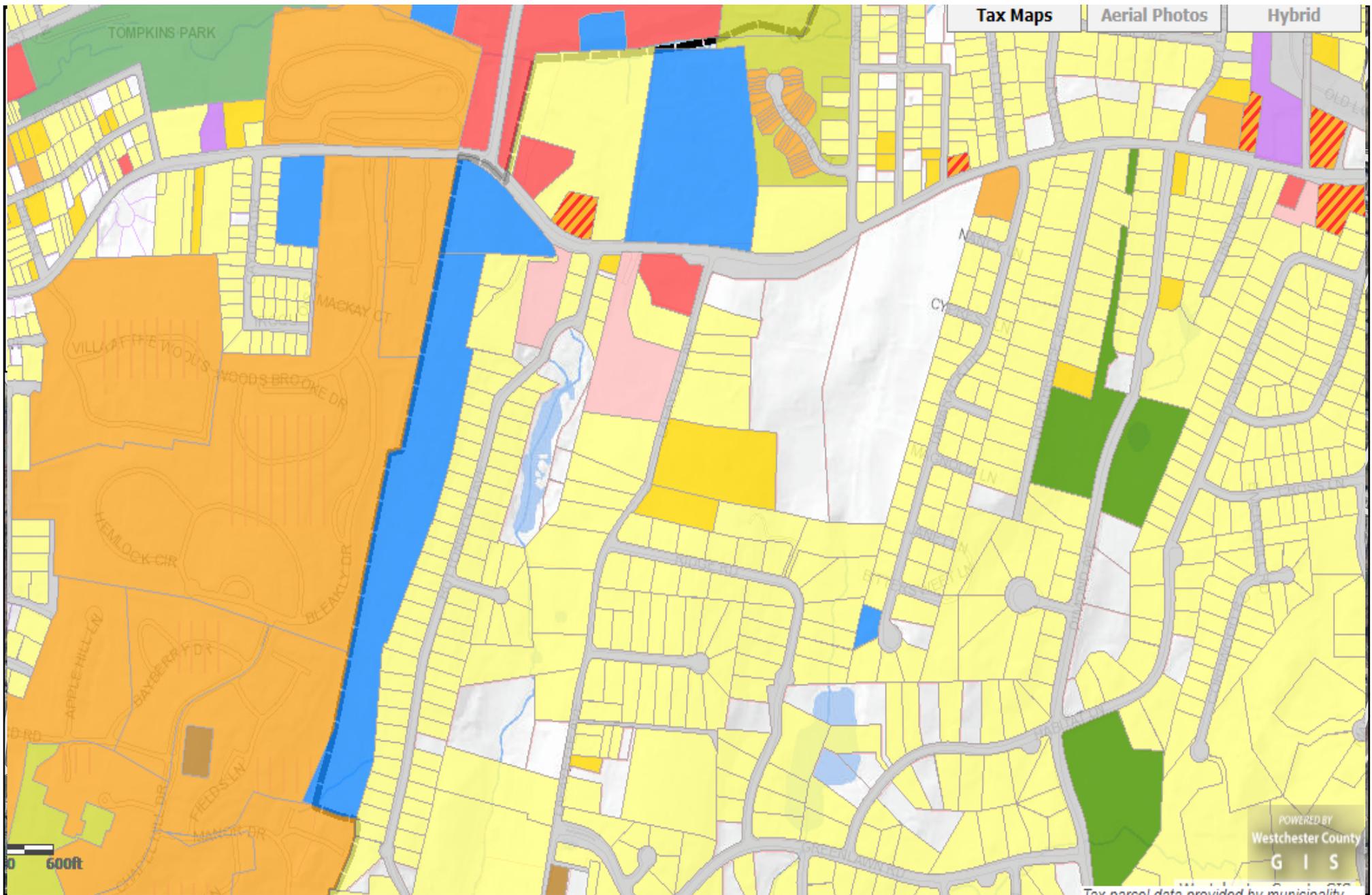
Medical Oriented District  
 Draft Generic Environmental  
 Impact Statement

- |               |   |   |
|---------------|---|---|
| <b>Legend</b> |  Municipal Boundary    | <b>Sites Proposed for MOD Designation</b> |
|               |  Proposed MOD Boundary |   |

- |   |                             |
|---|-----------------------------|
|  | Evergreen (VS Construction) |
|  | Gyrodyne LLC                |



Project #: 1234567  
 Map Created: January 2019



**Figure 2-2  
Land Uses  
MOD Zoning Area**

Medical Oriented District  
Draft Generic Environmental  
Impact Statement

Legend



Municipal Boundary



Proposed MOD Boundary

**Land Use Categories**

- Agricultural Uses - Farms, Stables, Nurseries
- Single Family Residential
- Two, Three Family and Multi-Structure Properties
- Condominiums, Apartments, Multi-Family Residential Use
- Common Land Homeowners Assoc.

- Vacant Properties
- Commercial and Retail
- Manufacturing, Industrial and Warehousing
- Office and Research (including Campus Office Parks)
- Mixed Use
- Institutional and Public Assembly
- Transportation, Communication and Utilities

- Cemeteries
- Public Parks and Parkway Lands
- Private Recreation
- Nature Preserves
- Water Supply Lands
- Interior Water Bodies



Project #: 1234567  
Map Created: January 2019

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City of Peekskill. Land uses west of the MOD are largely characterized by small lot single-family residential and multi-family residential developments.

### *ZONING REGULATIONS*

Land use patterns in the Town of Cortlandt are regulated primarily in accordance with Chapter 307, Zoning, of the Code of the Town of Cortlandt, also referred to as the “Zoning Code”. The Town is separated into various zoning districts within which different land uses are allowed, subject to various conditions. Uses are either permitted or require a special use permit from the Town Board or the Planning Board. The zoning districts also establish dimensional requirements for each property which must be met in order to allow a use. For example, the dimensional requirements of districts can regulate: maximum floor area ratio, maximum building height (stories and feet); maximum building and impervious surface coverages; minimum lot area; minimum lot width and frontage, as well as minimum front, side and rear yards. Minimum usable open space area is also required within certain districts. Based on a review of Chapter 307, there are 20 zoning districts that regulate uses within the various areas that comprise the Town. **Figure 2-3** presents the existing zoning districts that specifically apply to the Study Area. The Zoning Code categorizes the districts into the following classes: Residential, Commercial, Industrial and three districts that focus on the preservation of sensitive environmental lands: 1) the Parks, Recreation and Open Space District (PROS); 2) the Aquifer protection district; 3) the Conservation, Recreation and Open Space District (CROS); 4) Camp Smith Reuse B.

The zoning districts found within the Study Area are as follows:

#### *Existing Zoning within ¼ mile of the MOD*

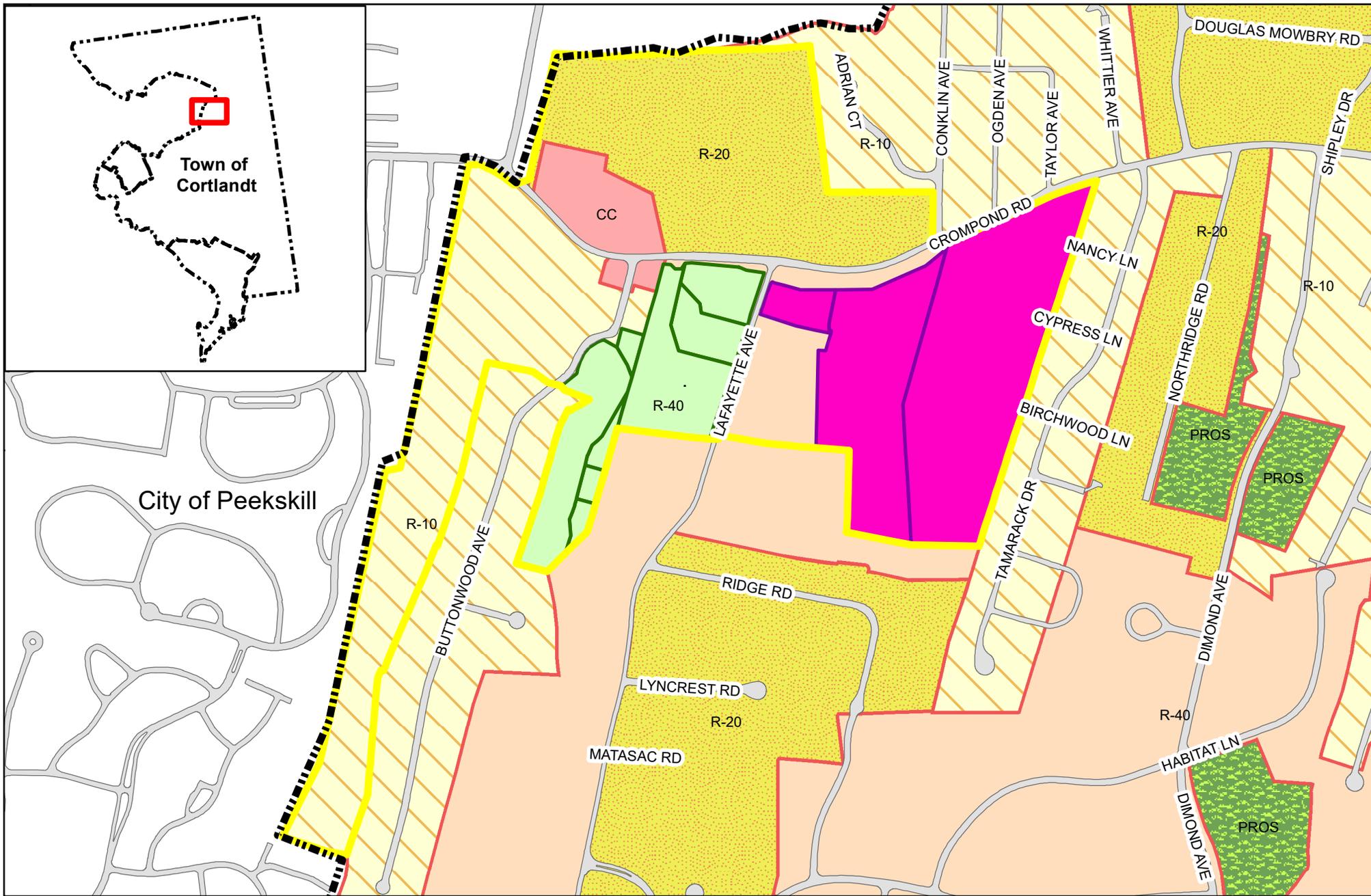
The area within a quarter mile of the proposed MOD encompasses portions of the City of Peekskill and the Town of Cortlandt. The following zoning districts are located within a ¼ mile of the Proposed MOD Zoning area:

#### Town of Cortlandt:

- R-10 —Single-family residential uses on lots of at least 10,000 sf
- R-20 —Single-family residential uses on lots of at least 20,000 sf
- R-40 —Single-family dwellings on lots of at least 40,000 sf
- CC —Community Commercial

#### City of Peekskill:

- C-1 —Shopping Center District
- C-4 —Neighborhood Commercial District
- R-1A —One family dwelling on lots of at least 7,500 sf
- R-4 —Low density multi-family
- PRD —Planned Residential Development



**Figure 2-3**  
**Existing Zoning**  
**Proposed**  
**MOD District**

Medical Oriented District  
 Draft Generic Environmental  
 Impact Statement

**Legend**

- Municipal Boundary
- Proposed MOD Boundary
- Sites Proposed for MOD Designation**
- Evergreen (VS Construction)
- Gyrodyne LLC

**Zoning District**

- CC-COMMUNITY COMMERCIAL
- PROS-PARKS RECREATION & OPEN SPACE

- R-10-SINGLE FAMILY RESIDENTIAL
- R-20-SINGLE FAMILY RESIDENTIAL
- R-40-SINGLE FAMILY RESIDENTIAL

0 0.05 0.1 0.2  
 Miles

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Project #: 1234567  
 Map Created: January 2019

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**Table 2-1**, below, provides a detailed description of each zoning district and its permitted uses.

*Existing Zoning of MOD Zoning Area*

The Proposed MOD Zoning area is largely zoned for residential uses with a small area of commercially zoned properties. Existing zoning districts in the Proposed MOD Zoning area include:

- R-10 —Single-family residential uses on lots of at least 10,000 sf
- R-20 —Single-family residential uses on lots of at least 20,000 sf
- R-40 —Single-family dwellings on lots of at least 40,000 sf
- CC —Community Commercial

**Table 2-1**, below, provides a detailed description of each zoning district and its permitted uses.

**Table 2-1**  
**Existing Zoning Districts in the MOD and within ¼ Mile of the MOD**

Zoning District	Description
City of Peekskill	
C-1 —Shopping Center District	This district is comprised of the City's secondary shopping centers, which provide for family shopping needs for large land-consuming businesses and for essential services to business establishments over a wide area and which have a substantial number of large stores generating considerable traffic. No residential uses are permitted.
C-4 —Neighborhood Commercial District	These districts are designed to provide for local shopping and include a wide range of retail stores and personal service establishments which cater to frequently recurring needs. Since these establishments are required in convenient locations near all residential areas and since they are relatively unobjectionable to nearby residences, these districts can be located in residential areas. The district regulations are designed to promote convenience shopping and the stability of retail development by encouraging continuous retail frontage and by prohibiting large service and manufacturing establishments which tend to break such continuity.
R-1A —One family dwelling on lots of at least 7,500 sf	The R-1A district permits one-family dwellings on lots of at least 7,500sf and a number of special permit uses such as churches, day care, group homes, community buildings, bed and breakfasts, and multi-family residential.
R-4 —Low density multi-family	The R-4 district permits low density multi-family and any principal permitted use in the R-1A District, dwellings for four or more families, attached single-family townhouses and the following uses by special permit, housing, congregate care, assisted living residences and nursing home facilities for senior citizens, houses of worship, cemeteries, including extensions of existing cemeteries, nursery school, kindergarten, elementary school, junior high school or high school, family day-care homes and group family day-care homes as an accessory use to a permitted principal residential use, Public utility installations, Buildings exclusively used and

	occupied by community volunteer ambulance corps, and agency group homes.
PRD —Planned Residential Development	An area to be developed as a single entity according to a plan, containing more than 100 dwelling units, in addition to which there may be included professional offices and public, quasi-public, religious, institutional and recreational uses as part of the overall development.
Town of Cortlandt	
R-10 —Single-family residential uses on lots of at least 10,000 sf	The R-10 zoning district permits single-family residential uses on lots of at least 10,000 sf and 2-family dwellings in transitional locations by special permit. Some accessory residential uses, including uses such as accessory apartments and home occupations are allowed by special permit.
R-20 —Single-family residential uses on lots of at least 20,000 sf	The R-20 zoning district permits single-family residential uses on lots of at least 20,000 sf and 2-family dwellings in transitional locations by special permit. Some accessory residential uses, including uses such as accessory apartments and home occupations are allowed by special permit.
R-40 —Single-family dwellings on lots of at least 40,000 sf	The R-40 zoning district permits single-family dwellings on lots of at least 40,000 sf and 2-family dwellings in transitional locations by special permit. Some accessory residential uses, including uses such as accessory apartments, home occupations, and bed and breakfast establishments are allowed under a special permit. Hospitals or nursing homes and healthcare practitioners' offices are also permitted by special permit. Park and public open space are permitted in R-40 districts in addition to select private wildlife uses, private nature preserve uses, and agriculture and animal services uses by right or by special permit.
CC —Community Commercial	Community Commercial Districts are designed to provide shopping facilities and services for persons residing in immediately adjacent areas. The sizes of businesses are restricted in order to limit traffic volumes to a level appropriate to the character of the districts.

*COMMUNITY CHARACTER*

The community character of the proposed MOD is largely characterized by medical and single lot residential uses with some community and neighborhood commercial uses interspersed throughout the MOD area and within the immediate vicinity. NYPH is the largest single land use in the MOD Zoning Area and the hospital buildings and campus visually dominate the Route 202/35 corridor near the City of Peekskill border. Route 202/35/Crompond Road bisects the MOD and is one of the Town's most significant east/west traffic corridors. Within the MOD zoning area, Route 202/35/Crompond Road is heavily trafficked.

## *PUBLIC POLICY*

### *Envision Cortlandt (2016 Town of Cortlandt Comprehensive Plan)*

The Medical Oriented District (MOD) is a planning strategy that originated with *Envision Cortlandt*, the Town of Cortlandt's Sustainable Comprehensive Plan adopted in 2016. The Plan envisioned a MOD as an area that would encourage economic development by building on the existing medical institutions in Town while also providing a broader range of housing options that would allow for a continuum of care (aging in place) by centralizing medical services and ancillary uses around the hospital.

### *Mid-Hudson Regional Sustainability Plan*

*The Mid-Hudson Regional Sustainability Plan* calls for the following planning strategies which would be consistent with the MOD:

- Target job creation investments in identifiable industry 'clusters' such as biotech, biomedical and healthcare; advanced manufacturing; and information technology.
- Support building projects that improve key regional infrastructure to make the Region more business-ready; foster housing investment to create construction jobs and more housing supply; and support the revitalization of our urban centers as engines of regional prosperity.
- Strengthen centers supported by transit, by concentrating development in areas with existing services, infrastructure, employment opportunities, and multiple transit options. This will help strengthen the Region's communities and use resources more efficiently while protecting open space from development pressure.
- Create 'complete' communities, by ensuring each has:
  - An appropriate balance of housing and jobs
  - A mix of services including access to schools and healthy food
  - Access to parks, recreational facilities, and open space
  - Affordable housing and transportation options
  - A healthy environment
  - Reduce transportation fossil fuel consumption and GHG emissions, by creating a safe, efficient,
  - multi-modal transportation system accessible to all users
  - Improve the safety, integrity, and resilience of regional infrastructure

### *Westchester County Greenway Compact Plan ("The Greenprint")*

*The Westchester County Greenway Compact Plan* calls for the following planning strategies which would be consistent with the MOD:

Channel development whenever possible to centers where infrastructure can support growth, where public transportation can be provided efficiently and where redevelopment can enhance economic vitality.

Encourage a range of housing types that are affordable to renters and homebuyers, with each municipality addressing its needs for affordable housing as well as a share of the regional need. Support transportation alternatives that serve the needs of workers, consumers and residents and that improve air quality by enhancing the efficiency and effectiveness of public transportation and reducing solo-driving.

#### **FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITION)**

In the Future Without the Proposed Action, no projects are currently approved or proposed to be built within ¼ mile of the MOD within the Town of Cortlandt. Within the City of Peekskill, there is a 53-unit senior housing project proposed to be built within ¼ mile of the MOD at 1847 Crompond Road (see Chapter 11, “*Traffic and Transportation*” and Chapter 14 “*Economic Conditions*” for a more detailed discussion of the traffic and economic impacts of the proposed No-Build projects.

#### **PROBABLE IMPACTS OF THE PROPOSED ZONING ACTION (BUILD CONDITION)**

##### *LAND USE, COMMUNITY CHARACTER AND ZONING*

##### *Potential Build-Out Under Existing Zoning*

The Evergreen Manor site contains the only contiguous undeveloped land greater than 5 acres in the MOD. Under current zoning, the site could potentially be developed with up to 28 single-family homes based on the existing R-40 zoning designation. If special permits were obtained, the site could also potentially be developed with two-family housing, a bed and breakfast, and a nursing home. Under existing zoning, additional density on CC zoned parcels within the proposed MOD Zoning Area could be granted by special permit. The maximum square footage for a single tenant currently allowed in a CC zone is 12,000 sf for a neighborhood grocery. Smaller commercial uses could potentially be developed by special permit in the CC district. In addition, a small number of additional residential units could potentially be constructed on residentially zoned lots by special permit.

##### *Impacts to Land Use, Community Character and Zoning*

The proposed zoning action would result in the adoption of the MOD. As discussed above, parcels within the Proposed MOD Zoning Area would be required to apply to the Town Board for MOD designation and a MOD designation would allow new uses and higher densities than currently allowed under the existing zoning. The decision to approve a parcel for MOD campus designation, or to decline a parcel for MOD campus designation, is a purely legislative determination entirely within the legislative discretion of the Town Board. Any parcel located in the MOD that does not desire MOD designation may retain its existing zoning. Once a parcel is designated MOD, the parcel would be governed by the uses, dimensional requirements and other provisions of the MOD zoning regulations and the MOD zoning would replace the existing zoning. The Town Board would have the right to reject any petition for MOD campus designation at any stage of the proceedings. As part of its decision whether or not to approve a parcel for MOD campus designation, the Town Board would determine that the proposed site development plan is consistent with the MOD objectives described in the proposed zoning including:

- a. Economic development. Provides opportunities for a continuum of care and a range of health services and other complementary uses in one central area.
- b. Redevelopment opportunities. Supports property reinvestment through renovations, expansions, redevelopment, and new construction to strengthen the private sector position and tax base.
- c. Mixed-Use Center. Supports the creation of a more-vibrant center of activity throughout the day and night with a mix of medical, commercial and residential uses supporting one another that benefits residents and employees of the district as well as patients and families visiting the MOD.
- d. Streetscape Improvements. Replaces the visual prominence of large parking lots with attractive streetscape, landscaping, sidewalks, public spaces, activity areas (such as outdoor seating) along Route 202/35 to encourage walkability, connectivity between MOD uses and to provide a more bicycle and pedestrian friendly commercial center with connections to adjacent residential neighborhoods.
- e. Housing. Provides additional housing types to address the needs of residents of all ages and abilities, including but not limited to multigenerational, millennials, empty nesters and seniors.
- f. Assisted living/Independent Senior Housing with Services/skilled nursing. Provide housing that addresses an identified need to accommodate less-independent individuals and allows for aging in place.
- g. Service and utilities. Provides orderly and well-planned development of a scale and location that will make it feasible to construct a comprehensive package of supporting utilities, services and facilities, active and passive recreation facilities to achieve developments which are environmentally, physically, visually and economically superior with shared infrastructure including parking, and improved stormwater management such as reduced impervious surface, raingardens, shared stormwater retention areas and other latest industry best practices. All onsite utilities shall be buried underground.
- h. Microgrid. Encourage developers to create a community-minded “microgrid” with co-generation capabilities in order to meet the power load of connected facilities in the event of an emergency or other grid outage. This may include pursuit of standalone distributive energy resources, including but not limited to generators and solar energy systems for future connection.
- i. Compatible Design. Provide buildings and amenities including lighting, streetscape, landscaping, and signage that are compatible and consistent with the architecture, streetscape, and signage of other properties located within the MOD.
- j. Inter-municipal cooperation. Provide opportunities for inter-municipal cooperation between the City of Peekskill and the Town of Cortlandt that encourage economic, transportation, and pedestrian connections between the adjacent municipalities.

- k. **Comprehensive Plan.** Promote a development pattern in harmony with the objectives of the Town's Comprehensive Plan. Any project site proposed for MOD designation would be required to have a minimum of 1.5 contiguous acres and have access to municipal water and sewer.

In addition, any project site proposed for MOD designation would be required to have a minimum of 1.5 contiguous acres and have access to municipal water and sewer. MOD Zoning would allow for the following uses and is capped at the following densities:

- **Medical Uses.** 200,000 square feet (sf) not including assisted living residences or skilled nursing facilities.
- **Residential Uses.** 400 bedrooms exclusive of assisted living and skilled nursing facilities.

No more than 2 bedrooms per dwelling unit. No more than 15 percent of the total number of dwelling units may have more than one (1) bedroom.

- **Commercial Uses.** 60,000 sf. No single retail tenant space shall exceed 15,000 sf.
- **Assisted Living/Skilled Nursing Units.** The total number of assisted living bedrooms permitted in the MOD shall not exceed 130 bedrooms.
- **Hotels/Inns/Bed and Breakfasts.** The total number of hotel units permitted in the MOD shall not exceed 100 units.

The proposed MOD would allow for new uses and mixed uses on parcels that receive a MOD designation by the Town Board. In addition, MOD Zoning would permit higher residential, commercial, and medical densities than currently allowed under the existing zoning. Medical uses are currently permitted within the MOD Zoning Area under existing zoning by special permit but are permitted at a lower density. New uses that are not currently permitted by the existing underlying zoning in the Proposed MOD Zoning Area but would be permitted under the Proposed MOD Zoning include: assisted living (up to 130 units); a hotel (up to 100 rooms); and multifamily residential (up to 400 bedrooms). The MOD Zoning would also introduce a broader range of housing options in close proximity to the NYPH campus, one of the Town's largest employers. In addition, the MOD zoning would permit up to 60,000 square feet of new commercial/retail uses in the Proposed MOD Zoning Area. No single retail tenant space would be permitted to exceed 15,000 sf. Under the existing zoning, commercial uses are limited to the portion of the Proposed MOD Zoning Area with CC as the underlying zoning.

#### *Cumulative Impacts of MOD Zoning*

As part of the Proposed Action, two sites within the MOD (Evergreen Manor and Gyrodyne) are seeking MOD Designation and site plan/subdivision approval (MOD Development Plan). If both of the projects proposed as part of the MOD Development Plan (see **Table 2-4 below**) are approved, the following MOD densities would remain available for future development under MOD Zoning:

- Medical Office/Uses —85,000 sf
- Commercial/Retail—34,000 sf

Due to the lack of undeveloped land in the MOD, the most likely location for the additional medical office/commercial space would be on the NYPH Campus. In addition, a 53 unit senior

housing development is proposed to be developed within ¼ mile of the MOD in the City of Peekskill. Although the development associated with the MOD would permit new uses at a higher density than the existing underlying zoning, the proposed uses and densities would be compatible with the existing hospital uses and the mixed use character of the surrounding land uses particularly north and west of the MOD and in the City of Peekskill.

#### *CONSISTENCY WITH PUBLIC POLICY*

The creation of the MOD would be consistent with the following existing planning documents and public policies identified above:

##### Envision Cortlandt (2016 Town of Cortlandt Comprehensive Plan)

The intent of the MOD Zoning is consistent with the goals of the MOD as stated in *Envision Cortlandt* including:

- Provide additional medical oriented uses in proximity to the hospital.
- Provide a spectrum of health care services;
- Allow residents to age in place and have a continuum of care through various life stages;
- Provide a variety of housing options;
- Provide complementary and accessory commercial uses such as eateries, pharmacies, medical supplies, and a hotel;
- Allow for sharing of infrastructure such as parking and pedestrian amenities (crosswalks, streetscape);
- Encourage a dynamic mix of uses with more sit-down restaurants, specialty grocery stores, and coffee shops, etc;
- Create a sense of place through vibrant outdoor spaces, streetscape improvements, sidewalks, pedestrian amenities;
- Connect the MOD to the Town and Region via various transit options including micro-mass transit (shuttles) and Westchester County beeline bus services.

##### Mid-Hudson Regional Sustainability Plan

The MOD would address the goals of Mid-Hudson Regional Sustainability Plan (MHRSP) in the following ways:

*MHRSP Goal: Target job creation investments in identifiable industry ‘clusters’ such as biotech, biomedical and healthcare; advanced manufacturing; and information technology.*

**The MOD would build on the existing medical institutions in Town and centralize medical uses.**

*MHRSP Goal: Support building projects that improve key regional infrastructure to make the Region more business-ready; foster housing investment to create construction jobs and more housing supply; and support the revitalization of our urban centers as engines of regional prosperity.*

**The MOD would strengthen the NYPH by centralizing medical uses around the existing hospital campus. This area of Cortlandt is served by existing sewer and water infrastructure and NYPH is one of the Town’s largest employers. As part of the MOD, sidewalks and pedestrian amenities would be required to connect uses to the hospital center and each other.**

*MHRSP Goal: Create ‘complete’ communities, by ensuring each has:*

- *An appropriate balance of housing and jobs*
- *A mix of services including access to schools and healthy food*
- *Access to parks, recreational facilities, and open space*
- *Affordable housing and transportation options*
- *A healthy environment*
- *Reduce transportation fossil fuel consumption and GHG emissions, by creating a safe, efficient, multi-modal transportation system accessible to all users*
- *Improve the safety, integrity, and resilience of regional infrastructure*

**The goal of the MOD is to create a “mixed-use center” focused on NYPH as the anchor. The MOD would include a range of housing options, walkable mixed-use, and access to parks, recreation, and open space. A specific goal of the MOD is to reduce the need for multiple vehicle trips between MOD uses by connecting uses through sidewalks and trails.**

Westchester County Greenway Compact Plan (“The Greenprint”)

The *Westchester County Greenway Compact Plan* was a resource used to develop *Envision Cortlandt* and draft the MOD Zoning. Specifically, the Plan calls for the following planning strategies which the MOD would address:

*Channel development whenever possible to centers where infrastructure can support growth, where public transportation can be provided efficiently and where redevelopment can enhance economic vitality.*

**The MOD would be located near existing infrastructure and transportation.**

*Encourage a range of housing types that are affordable to renters and homebuyers, with each municipality addressing its needs for affordable housing as well as a share of the regional need.*

**The MOD would include a range of housing options targeted to multigenerational buyers.**

*Support transportation alternatives that serve the needs of workers, consumers and residents and that improve air quality by enhancing the efficiency and effectiveness of public transportation and reducing solo-driving.*

**The MOD would encourage walkability and connectivity of uses with the goal of reducing auto dependence. The MOD would include links to public transportation including a new bus stop.**

Therefore, no significant adverse impacts related to public policy would be expected by the adoption of the proposed MOD Zoning.

## **MITIGATION**

It is anticipated that the Proposed MOD Zoning would result in improved economic conditions and services to residents and visitors of the MOD. The Proposed MOD Zoning would be expected to result in land use, community character, and zoning changes that allow for the redevelopment of the Proposed MOD Zoning Area in a manner consistent with the goals and intent of the MOD described in the Town's Comprehensive Plan. Further, any project proposed as part of MOD would be required to complete a site specific SEQR evaluation and the need for mitigation resulting from the Proposed MOD Zoning would be evaluated as part of a project specific SEQR review.

## **B. MOD DEVELOPMENT PLAN**

This section evaluates the proposed MOD Development Plan for the Evergreen and Gyrodyne Sites.

### **EXISTING CONDITIONS**

#### **LAND USE AND COMMUNITY CHARACTER**

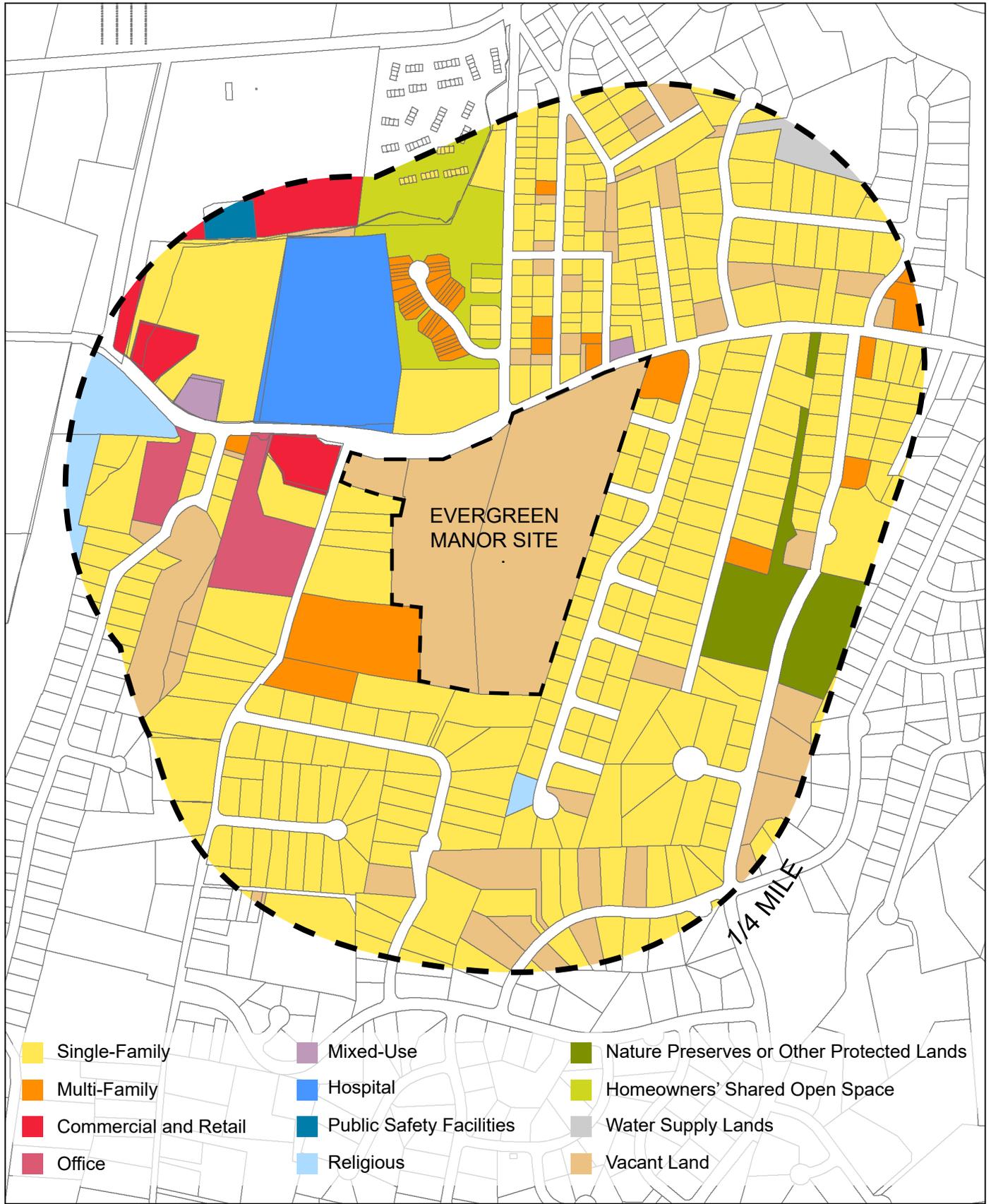
##### *Evergreen*

The 28.6-acre Evergreen Manor Project Site is comprised of two (2) parcels and is predominantly undeveloped except for three existing structures located in the northeast portion of the property consisting of the vacant former Evergreen Manor Hotel, an occupied caretaker's residence, and an old barn.

The land uses to the north, east, south and west of the Evergreen Manor project site are predominantly single-family residential with the exception of a few two-family and multifamily residential uses (see **Figure 2-4**). Across Lafayette Avenue, to the west, are medical offices (Gyrodyne Property) surrounded by mostly single-family residential uses. Northwest of the Site, is the New York Presbyterian Hudson Valley Hospital. Along Crompond Road to the northeast of the Site is a commercial use that is occupied by a liquor store and a deli.

##### *Gyrodyne*

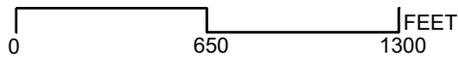
The 13.8 acre Gyrodyne Project Site is comprised of eight (8) parcels and is bordered by Single Family Residential land use on the south, west and east sides. On the east side of the subject property, there are several open space parcels that are designated as having vacant land use. These vacant parcels are undeveloped and are the site of the proposed Evergreen MOD development. On the north side of the property across Route 202/35, the property where the New York Presbyterian Hudson Valley Hospital is located is designated as Industrial-Government land use. The current land uses found on the Gyrodyne Project Site (see **Figure 2-5**) are Commercial and Single Family Residential ("1-Family Residential"). The existing commercial uses on the Gyrodyne Project Site are the Cortlandt Medical Center medical offices (1985 Crompond Road) and a residential building that is occupied by a medical office located at 1989 Crompond Road. Two single family residential buildings are also located on the Project Site at 1987 Crompond



**Figure 2-4  
Evergreen  
Land Use Map**

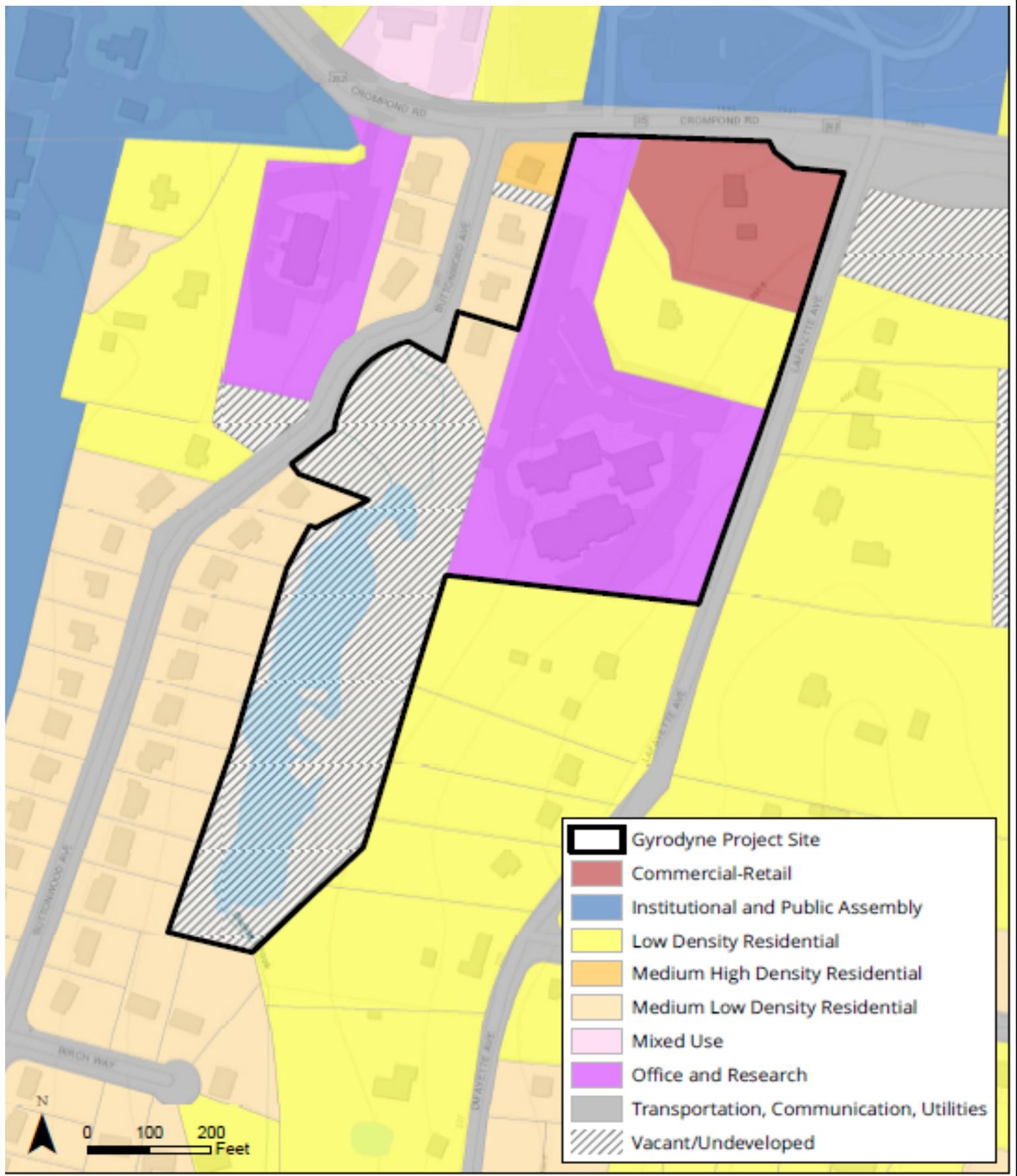
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Legend



DIVNEY • TUNG • SCHWALBE  
Intelligent Land Use

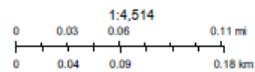




**Figure 2-5**  
**Gyrodyne**  
**Land Use**

Medical Oriented District  
Draft Generic  
Environmental Impact  
Statement

Not to scale



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Road and 206 Buttonwood Avenue. The remainder of the subject property is open space including Orchard Lake on the west side of the property.

The land uses in the general vicinity of the Gyrodyne Project Site are a mix of Single Family Residential, Institutional (medical uses: New York Presbyterian Hudson Valley Hospital) and Open Space. The community character is predominantly residential, with the higher intensity uses located along Route 202/35 or isolated away from the existing residential areas.

### *ZONING REGULATIONS*

#### *Evergreen*

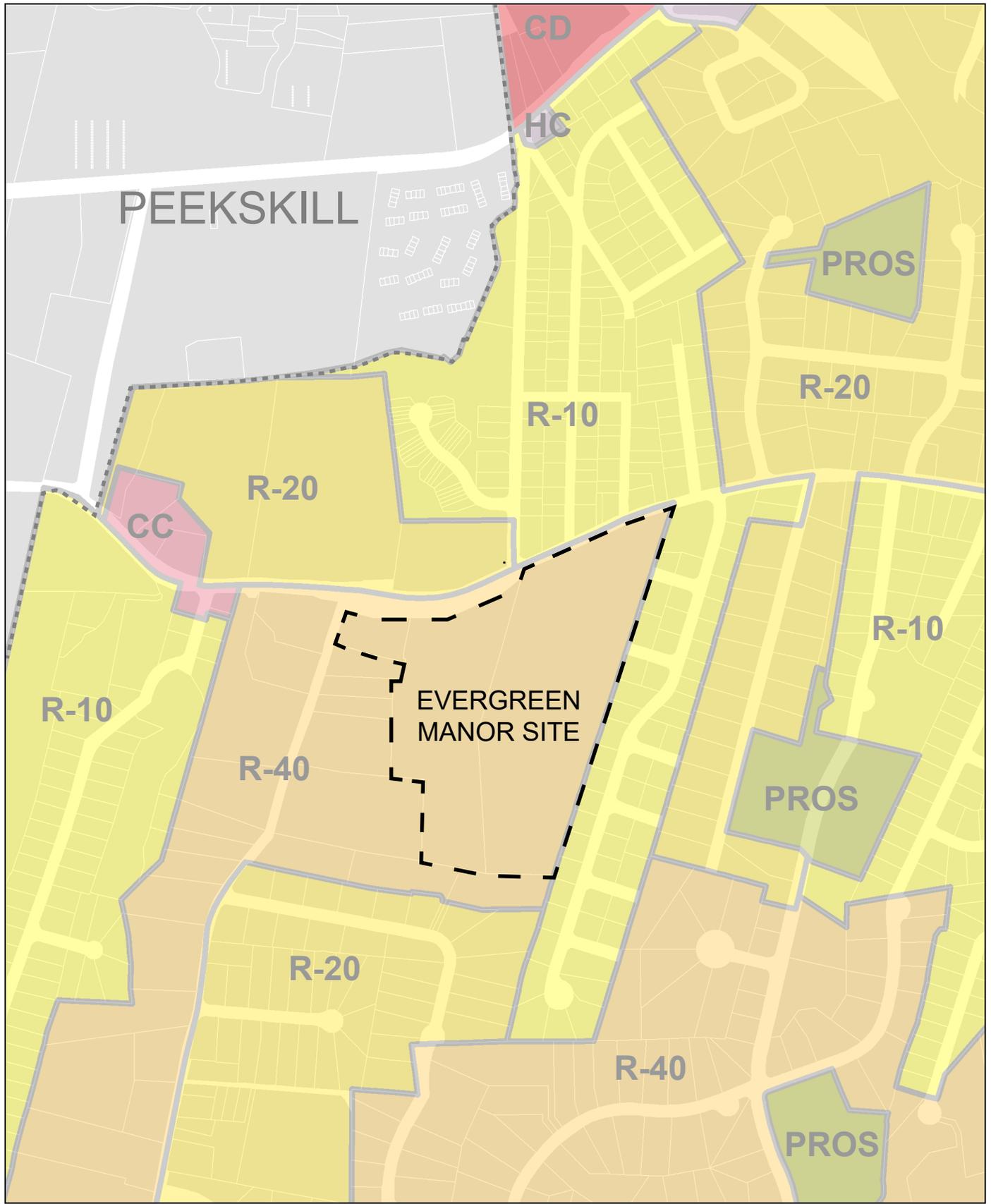
The Evergreen Manor Project Site is located within the R-40, Single-Family Residential zoning district, as shown on **Figure 2-6**, Zoning Map. R-40 zoning permits residential uses including single-family dwellings, 2-family dwellings in transitional locations by special permit, and some accessory residential uses, including uses such as accessory apartments, home occupations, and bed and breakfast establishments under a special permit. Hospitals or nursing homes and healthcare practitioners' offices are permitted by special permit. Park and public open space are permitted in R-40 districts in addition to select private wildlife uses, private nature preserve uses, and agriculture and animal services uses by right or by special permit.

In the R-40 district, lots must contain at least 40,000 square feet in lot area and have a minimum lot width of 150 feet. Building coverage may not exceed 65% of the allowable floor area ratio. Maximum floor area is determined by lot size in accordance with the Zoning Code Chapter 307 Attachment 4: Table of Dimensional Regulations, Maximum Floor Area in Residential District. The maximum building height permitted in the R-40 zoning district is 2 ½ stories or 35 feet., The required minimum yards for a principal structure are 50-feet, 30 feet and 30 feet for the front, rear and side yards, respectively.

#### *Gyrodyne*

As shown in **Figure 2-7**, The Gyrodyne Project Site is predominantly zoned R-40 (Single-Family Residential), with the western portion of the property zoned R-10 (Single-Family Residential). The R-40 zoning district primarily permits single family dwellings as well as accessory residential uses. Health service related uses are permitted in the R-40 zoning district by approval of a special permit. In addition, a limited number of institutional, recreational and public uses are permitted by right or by special permit. The institutional uses that are permitted by right in the R-40 zoning district include a church/religious institution, a public or private school, and a government building. Presented in Chapter 19 is a proposed alternative site plan for a church on the subject property, which demonstrates a permitted use on the property with the existing zoning in place. The R-40 district also permits public parks and open space uses. Specific agricultural and animal services are permitted either by right or by special permit in the R-40 district. The permitted uses for the R-10 zoning district follows fairly close to the regulations found for the R-40 district. The existing medical office buildings are permitted in the R-40 zoning district by approval of a special permit, and the existing single-family residences found in both the R-40 and R-10 zoning districts are permitted by right.

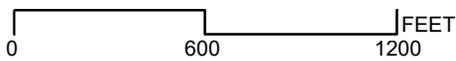
The R-40 zoning district permits a structure to have a maximum height of 2 ½ stories or 35 feet. The required front setback is 50 feet and the required rear setback is 30 feet. The minimum lot area for the R-40 zoning district is 40,000 square feet and the minimum lot width is 150 feet. The



**Figure 2-6**

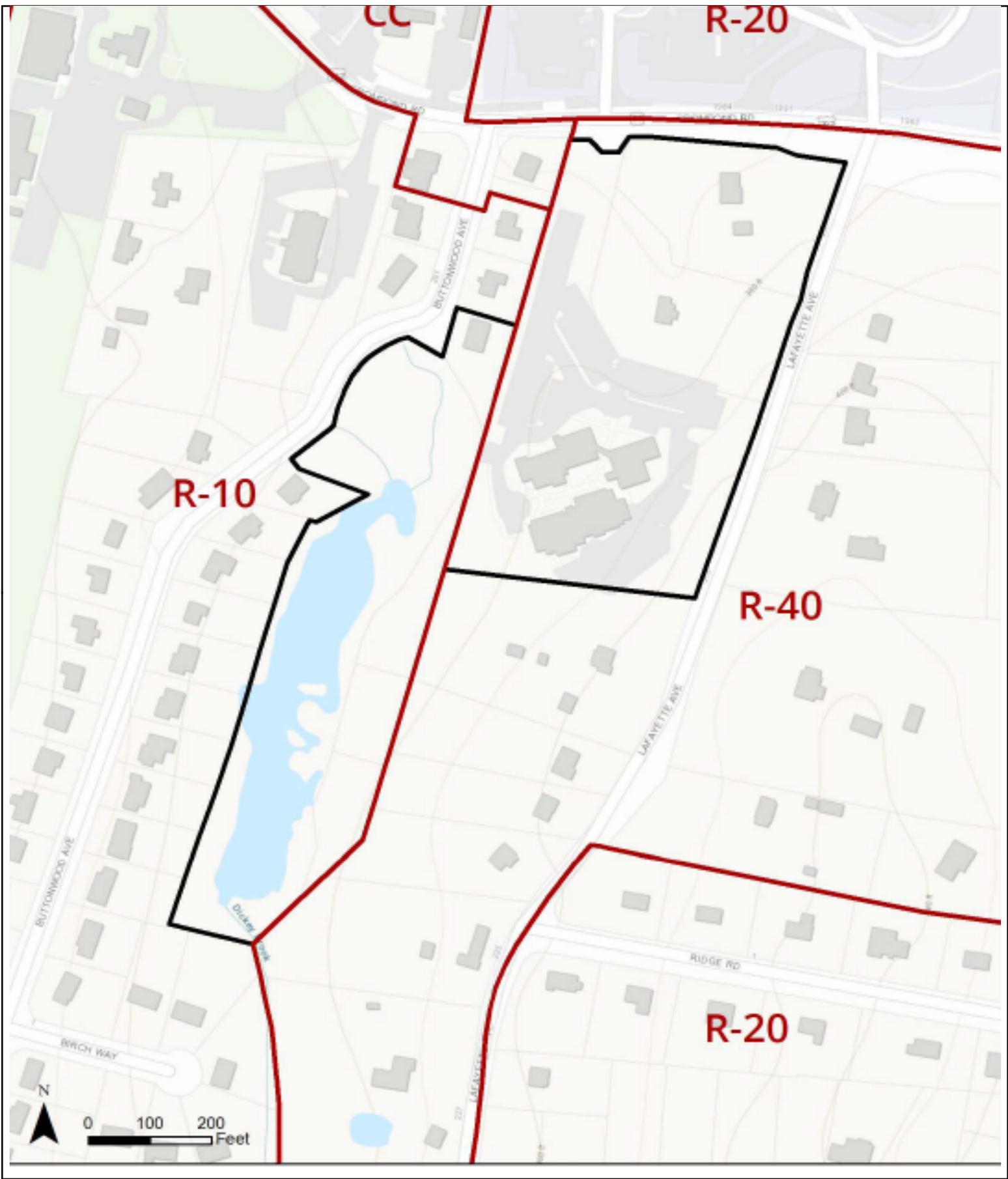
**Evergreen Zoning**

Medical Oriented District  
Draft Generic Environmental  
Impact Statement



DIVNEY • TUNG • SCHWALBE  
Intelligent Land Use

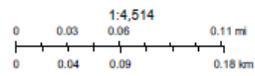




**Figure 2-7**  
**Gyrodne**  
**Zoning**

Medical Oriented District  
 Draft Generic  
 Environmental Impact  
 Statement

Not to scale



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



R-10 zoning district also permits a structure to have a maximum height of 2 ½ stories or 35 feet. The required front setback is 30 feet and the required rear setback is 20 feet. The minimum lot area for the R-10 zoning district is 10,000 square feet and the minimum lot width is 75 feet. The existing structures located on the Gyrodyne Project Site currently meet all of the applicable zoning regulations for the designated zoning district.

### *PUBLIC POLICY*

#### *MOD Development Plan (Evergreen Manor and Gyrodyne)*

The Town of Cortlandt’s 2016 comprehensive plan, *Envision Cortlandt*, outlines four key strategies that target specific areas within the Town to promote its sustainability goals. One of these strategies is the creation of the MOD in the area of the New York Presbyterian Hudson Valley Hospital. The goals of the MOD include stimulating economic development, providing a variety of medical oriented uses, and creating a range of housing options specifically including ones that offer a continuum of care and allow for aging in place.

The “*Residential Land Use & Housing Chapter*” in *Envision Cortlandt*, sets forth a goal to “create a wide range of housing choices throughout the Town that provide for the needs of an increasingly diverse population throughout all life stages”. There are three policies directed towards achieving this goal:

- Policy 32: “identify potential locations for additional multi-family and middle-housing throughout Town”,
- Policy 36: “identify opportunities for mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202”, and
- Policy 37: “identify opportunities to create workforce housing for employees of the hospital area of the MOD on Route 202”.

Development consistent with the MOD goals on the Evergreen Manor and Gyrodyne project sites would support the formation of a MOD where people would be able to take advantage of one central location for their medical needs. In addition, new housing would allow hospital and medical workers as well as others to live in close proximity to one of the Town’s major employers, eliminating commuting time for residents and reducing dependence on driving consistent with the Town’s sustainability goals.

### **PROBABLE IMPACTS OF MOD DEVELOPMENT PLAN**

#### *LAND USE AND COMMUNITY CHARACTER*

##### *Evergreen*

The development plan for the Evergreen Manor Site proposes to subdivide the existing 28-acre site into eight parcels containing the following uses (see **Table 2-2**):

**Table 2-2**  
**Evergreen Manor Proposed Development Plan**

<b>Parcel</b>	<b>Use</b>	<b>Square Footage/Units/bedrooms</b>	<b>Proposed Parking Spaces</b>	<b>Parking Requirement</b>
<b>Parcel 1</b> 1.9 acres	Restaurant	7,000 sf	74 spaces	one space per 50 square feet of dining area and such employee parking as determined by the Planning Board
<b>Parcel 2</b> 2.1 acres	Medical or Dental Laboratory	15,000 sf	38 spaces	one parking space per 400 square feet of laboratory space
	Retail	15,000 sf	60 spaces	one parking space for every 250 square feet of gross retail floor area
<b>Parcel 3</b> 6.1 acres	Assisted and Independent Living	130 units	75 spaces	0.5 spaces per bed
<b>Parcel 4</b> 5.2 acres	Multi-family residential	166 units or 180 bedrooms	244 spaces	1.3 spaces per one-bedroom apartment, 1.6 spaces per two-bedroom apartment, and an additional 10% of the required parking spaces for guests.
<b>Parcel 5</b> 3.1 acres	Hotel	100 rooms	114 spaces	one parking space per room plus one parking space for every three employees of the largest working shift
<b>Parcel 6</b> 1.9 acres	Open Space	NA	NA	NA
<b>Parcel 7</b> 7 acres	Open Space	NA	NA	NA
<b>Parcel 8</b> 1 acre	Site access drive	NA	NA	NA
<b>Total Acres 28.6</b>			<b>Total Parking 605 spaces</b>	

The proposed assisted and independent living facility will be situated near Crompond Road in the western portion of the site over 190 feet from the nearest adjacent residential structure on Nancy Lane. Existing wooded areas between the proposed assisted and independent living facility and neighboring residential uses to the west will be retained to buffer views into the site.

The proposed hotel, and commercial building will be located on the eastern portion of the site over 275 feet from adjacent residential buildings. The restaurant will be situated near Crompond Road in the eastern portion of the Site approximately 150 feet from the nearest neighboring residential building. The commercial and hotel uses have been located within the eastern portion of the property within convenient walking distance of the hospital and other MOD developments.

The proposed multi-family residential building will be situated in the central western portion of the Site over 175 feet from the nearest neighboring residential structures on Tamarack Drive and Cypress Lane. Proposed evergreen trees planted along the western property boundary will provide landscape screening of the multi-family parking lot and the proposed building from the existing residential uses on the east and west sides of the Site. The proposed land uses would be complementary to those uses surrounding it.

The development plan for the Gyrodyne Site proposes to subdivide the 13.8-acres into 3 parcels (see Table 2-3). Lot 1 would include the medical office building, the wellness plaza area, and associated structured and surface parking located on the northern half of the property closest to Crompond Road. Lot 2 includes the multi-family residential building, the driveway entry area from Buttonwood Avenue, and associated surface parking located closest to residential building. Lot 3 includes Orchard Lake and surrounding shoreline and walking trails, including the environmental education gateway area.

**Table 2-3**  
**Gyrodyne Proposed Development Plan**

<b>Parcel</b>	<b>Use</b>	<b>Square Footage/Units/bedrooms</b>	<b>Proposed Parking Spaces</b>	<b>Parking Requirement</b>
<b>Parcel 1</b> 4.0 acres	Medical Office/retail	100,000 sf Medical uses; 4,000 sf retail <b>Total 104,000</b>	491 spaces	1 space per 220 sf medical office; 1 per 250 sf for retail; 1 per 50 sf for dining space; 1 per restaurant employee.
<b>Parcel 2</b> 4.8 acres	Multi-family residential and associated parking	200,000 sf/200 units/ <b>Total 220 bedrooms</b>	264 spaces	1.2, 1.3, 1.6 spaces per units depending on bedroom count;
	Driveway entry from Buttonwood Avenue and associated parking	NA	NA	Parking counted as part of medical office parking
<b>Parcel 3</b> 5 acres	Orchard Lake	NA		NA
<b>13.8 Total Acres</b>			<b>755 Total Parking spaces</b>	

The site plan for the Gyrodyne Project was formulated to be a “campus plan” with the placement of the proposed medical office building fronting Route 202/35, in order to have it in direct proximity to the NYPH complex, and to create gateway for the MOD district. Placing the medical office building directly across the street from NYPH would help improve connections between the sites and would allow for linkages between complementary uses located in one central area. This would support synergies among the related land uses and reduce any impacts that would be created by the placement of conflicting land uses adjacent to each other.

The proposed multi-family residential building would be located in the southwest corner of the Gyrodyne property, adjacent to Orchard Lake and setback from Crompond Road. The proposed housing would serve a varied range of income, ages, and family types and would provide housing opportunities for the employees of the nearby medical related facilities. To reduce the impact of the multi-family structure on the adjacent single-family residences, significant landscape buffers would be planted with mature plants and trees, including year-round evergreens to provide screening. The “campus style” proposed plan for the Gyrodyne Project site includes creating public access to Orchard Lake by creating passive recreation opportunities for residents living on the site and in the immediate area. Trails and fixed docks would allow the community to access the lake and property, without infringing on the neighboring residential properties. The lake would serve as an open space buffer and transition between the single-family and multi-family uses.

**ZONING**

*MOD Development Plan*

The medical, multi-family residential, and retail uses proposed as part of the MOD Development Plan would be permitted by the Proposed MOD Zoning and would comply with the allowable densities. **Table 2-4** compares the proposed uses and densities of the Gyrodyne Project with the proposed MOD Development Plan (including Gyrodyne and Evergreen Manor) and the permitted densities of the full MOD Zoning Build-out.

**Table 2-4**  
**Total Proposed MOD Development Plan Densities (Evergreen Manor & Gyrodyne)**  
**compared with Permitted MOD Zoning Density**

	<b>Evergreen Manor</b>	<b>Gyrodyne</b>	<b>Total MOD Development Plan Projects</b>	<b>Maximum Permitted MOD Zoning</b>	<b>MOD Density Remaining if MOD Development Proposals Approved</b>
<b>Size of Project Site</b>					
Total Area	28.6 acres	13.8 acres	41.8 acres	105.0 acres	63.0 acres
<b>Proposed Uses</b>					
Medical	15,000 sf medical/dental office	100,000 sf medical office space	115,000 sf	200,000 sf	85,000 sf
Assisted living	120 units		120 units	130 units	10* units
Multifamily Apartments	166 units/ 180 bedrooms	200 units/ 220 bedrooms	366 units/ 400 bedrooms	400 bedrooms	0 bedrooms
Hotel	100 rooms		100 rooms	100 rooms	0 rooms
Commercial/ Retail	22,000 sf	4,000 sf	26,000 sf	60,000 sf	34,000 sf
<b>Parking</b>					
Structured parking		191 spaces	191 spaces		
Surface parking	605 spaces	444 spaces	1049 spaces		
<b>Amenities</b>					

Preserved Wetlands/ open space	<u>8.9 acres</u> undeveloped land including wetlands	<u>5.0 acres</u> includes Orchard Lake, trails, wellness plaza, and green	<u>13.9 acres</u> open space/ wetlands/ public space	
<p><b>*Note:</b> Since the MOD Development Plan proposes 120 assisted living units and it is unlikely that the remaining 10 assisted living units would be constructed, for purposes of this DGEIS it is assumed that the remaining build-out is 85,000 sf of medical uses and 34,000 sf of commercial/retail uses.</p>				

If both of the projects proposed as part of the MOD Development Plan (Evergreen Manor and Gyrodyne) are approved as proposed, the following MOD densities would remain available for future development under MOD Zoning:

- Medical Office/Uses —85,000 sf
- Commercial/Retail—34,000 sf

*Evergreen*

Based on the January 11, 2018 draft MOD Zoning, a site must be more than 1.5 contiguous acres and have access to municipal water and sewer to be eligible for MOD designation. The Evergreen Manor Site contains 28.6 contiguous acres and sewer and water utilities are available in Crompond Road along the frontage of the property. The proposed Evergreen Manor Project residential, medical and non-medical commercial and hotel uses are permitted based on the allowed uses listed in the MOD legislation.

Density and Parking Requirements

i. Parcel 1

Restaurant – A 7,000 square foot restaurant is proposed as part of the Evergreen Manor Project. Combined with the retail, the total commercial use space proposed will be 22,000 square feet, which is within the maximum permitted 60,000 square feet. The required parking for a restaurant is one space per 50 square feet of dining area and such employee parking as determined by the Planning Board. The Applicant proposes 74 parking spaces.

ii. Parcel 2

Medical or Dental Laboratory – Medical or dental laboratory space is permitted as a medical use under the Proposed MOD Zoning. The total gross floor area for medical uses cannot exceed 200,000 square feet not including assisted living facilities. The Evergreen Manor Project proposes 15,000 square feet of laboratory space. The MOD requires one parking space per 400 square feet of laboratory space. The medical or dental laboratory use will require 38 parking spaces, and 38 parking spaces are proposed.

Retail – The total gross floor area of new commercial uses shall not exceed 60,000 square feet and no single tenant retail space may be greater than 15,000 square feet. A total of 15,000 square feet of retail use is proposed. The MOD requires one parking space for every 250 square feet of gross retail floor area. The retail use will require 60 parking spaces, and 60 parking spaces are proposed.

iii. Parcel 3

Assisted and Independent Living – The maximum number of permitted assisted living facility units permitted is 130, and 120 are proposed. The parking requirement for assisted living facilities is 0.5 spaces per bed. The assisted and independent living use will require 60 parking spaces, and approximately 75 are proposed.

iv. Parcel 4

Residential – The total number of new bedrooms in the MOD shall not exceed 400, excluding assisted living units. No more than 2 bedrooms per dwelling unit are permitted and no more than 15% of the units may have more than one bedroom. The proposed Evergreen Manor Project proposes 180 bedrooms comprised of 152 one-bedroom apartments and 14 two-bedroom apartments. Two-bedroom units will make up approximately 8.5% of the total 166 proposed units. The required parking is 1.3 spaces per one-bedroom apartment, 1.6 spaces per two-bedroom apartment, and an additional 10% of the required parking spaces for guests. The residential use will require a minimum of 242 parking spaces, and 244 are proposed. The proposed parking includes 227 exterior spaces and 17 internal garage spaces located in tandem with exterior parking spaces behind.

v. Parcel 5

Hotel – The total permitted number of hotel units in the MOD is 100, and the Evergreen Manor Project proposes a 100-room hotel. The MOD requires that hotels provide one parking space per room plus one parking space for every three employees of the largest working shift. The 100-room hotel will require a minimum of 100 parking spaces, and 114 are proposed.

Bulk and Area Requirements

The Proposed MOD Zoning establishes required and permitted bulk and area requirements related to building height, maximum lot coverage; however, discretion is provided to the Town Board to establish requirements that are not addressed in the MOD regulations or where strict compliance may not be practical or necessary.

Within the Proposed MOD the maximum permitted building height shall be 60 feet and the maximum lot coverage is 60%. The Evergreen Manor Project buildings will comply with the maximum building height and will have a lot coverage of approximately 10.5 acres or 37%., Setbacks must be proposed and approved by the Town Board at the time the parcel receives approval for MOD campus designation. The proposed building setbacks from Crompond Road and the neighboring properties are shown on full-size drawing SP-1.0 (see **Appendix 2**), *Site Layout Plan for the Evergreen Manor Project*.

A minimum buffer area of 25 feet is required between any MOD Campus designated boundary and any existing residential unit. The Evergreen Manor Project will comply with the minimum requirement by providing at least 25 feet between all property boundaries and proposed parking lots and structures. The Applicant has proposed to plant evergreen trees between the proposed parking lots and adjacent property boundaries to provide landscape screening.

### Internal Property Subdivision

A subdivision consisting of eight lots is proposed as part of the Evergreen Manor Project in order to allow for future multiple ownership of properties and uses. As permitted by the Proposed MOD Zoning, lot coverage will be based on the entire Evergreen Manor Project site. Internal access and infrastructure for the individual lots will be shared as required by the Proposed MOD Zoning. The proposed lots will be configured as follows:

- Parcel 1 is an approximately 1.9-acre lot, upon which the Applicant proposes to develop a 1-story, 7,000 square foot restaurant with approximately 75 parking spaces.
- Parcel 2 is an approximately 2.1-acre lot, upon which the Applicant proposes to develop a 30,000 square foot, 2-story commercial building comprised of 15,000 square feet of ground level retail use and 15,000 square feet of medical/dental lab space on the second level, and approximately 100 parking spaces; and
- Parcel 3 is an approximately 6.1-acre lot, upon which the Applicant proposes to develop a 120-Unit assisted and independent living facility, consisting of a 4-story, 89-unit Assisted Living building and 3-story, 31-unit Independent Living building with approximately 75 parking spaces;
- Parcel 4 is an approximately 5.2-acre lot, upon which the Applicant proposes to develop a 166-unit, 4-story, multifamily residential building comprised of 152 studios and one-bedroom units and 12 two-bedroom units, and approximately 240 parking spaces;
- Parcel 5 is an approximately 3.1-acre lot, upon which the Applicant proposes to develop a 100-room, 5-story hotel with approximately 115 parking spaces;
- Parcel 6 is an approximately 1.9-acre lot, upon which no development is proposed, and an existing wetland is preserved.
- Parcel 7 is an approximately 7.0-acre lot, upon which no development is proposed, and an existing wetland is preserved.
- Parcel 8 is an approximately 1.0-acre lot, upon which the Applicant proposes to construct the main entry roadway and provide site access to all other parcels.

### *Gyrodyne*

Based on the January 11, 2018 draft MOD Zoning, a site must be more than 1.5 contiguous acres and have access to municipal water and sewer to be eligible for MOD designation. The Gyrodyne Site contains 13.8 contiguous acres and sewer and water utilities are available in Crompond Road along the frontage of the property. The medical, multi-family residential, and retail uses proposed as part of the Gyrodyne Project would be permitted by the Proposed MOD Zoning and would comply with the allowable densities.

### Density and Parking Requirements

- i. Parcel 1

Medical and Commercial Uses – A 100,000 square foot medical office building with 4,000 sf of commercial space is proposed as part of the Gyrodyne Project. MOD Zoning permits 200,000 sf

of medical uses and 60,000 sf of commercial/retail uses. The required parking for MOD medical office is one space per 150 square feet of office. The Applicant is proposing 1 space for every 220 sf of office (see “Proposed MOD Zoning Modifications” below).

ii. Parcel 2

Multi-family residential – Multi-family residential uses are permitted under the Proposed MOD Zoning. The Gyrodyne Project proposed to construct 200 units with 220 bedrooms (see **Table 2-5**). The proposed zoning permits a total of 400 bedrooms in the MOD. The proposed parking for MOD residential uses would conform to the Proposed MOD Zoning.

**Table 2-5  
Gyrodyne Residential Unit Mix**

Number of Units	Unit Type	Number of Bedrooms
20	Studio Units	20
160	1-Bedroom Units	160
20	2-Bedroom Units	40
<b>Total of 200 Units</b>	<b>NA</b>	<b>Total of 220 bedrooms</b>

iii. Parcel 3

Orchard Lake and open space – Approximately 5 acres of wetlands and open space will be provided as part of the Gyrodyne Project on Parcel 3. MOD Zoning encourages open space/recreational amenities as part of MOD projects.

*PROPOSED MOD ZONING MODIFICATIONS*

In the design formulation of the Gyrodyne project site, every effort has been made to have the site conform to the guidelines and regulations proposed for the “Medical Oriented District (MOD).” However, there are certain sections of the Proposed MOD Zoning where strict conformance with the draft code was not achievable. Below is a description of the project elements that do not currently meet the Proposed MOD Zoning text. Recommendations of how the Proposed MOD Zoning could be modified to accommodate these elements is also described below.

Surface Parking Requirements and Use of a Parking Management Plan

The parking regulations in the Proposed MOD Zoning are based on traditional “stand alone” land uses that do not account for the benefits of having complimentary land uses that have staggered peak times of usage. The proposed code could allow the Planning Board to waive parking or approve shared parking as part of the site plan eliminating the need for over parking a site, and reducing the amount of impervious surface. Shared parking takes advantage of staggered peak hours for different uses, which allows for smaller designated parking areas, resulting in more open space for people to use for recreation.

Using the parking standards established for the proposed MOD district, it was determined that a total of 967 parking spaces would be required if the proposed uses for the site were analyzed separately. This takes into account a parking requirement of 1 space for every 150 square feet of medical office, in addition to the other parking standards listed in the proposed MOD code for all

of the planned uses on the site. In our analysis, we found that a ratio of 1 space for every 220 square feet of medical office, in place of 1 space for every 150 square feet of medical office was more accurate and realistic. This ratio is derived from data published by the Institute of Transportation Engineers (ITE) in the Parking Generation, 4th Edition. ITE indicates that the 85% parking generation for a Medical-Dental Office Building (Land Use Code 720) is 4.27 vehicles per 1,000 SF of gross floor area. The 85% generation represents the level that meets or exceeds observed demand 85% of the time, and is considered the industry standard design criteria. This translates to a parking ratio of 1 space per every 234 square feet of medical office space. To be conservative, we rounded down to 1 space per 220 square feet. Using this ratio yields a total of 755 parking spaces required for all uses proposed for the site, including multi-family residential housing (see **Table 2-6**).

**Table 2-6**  
**Gyrodyne Total Parking Spaces by Use**

Site Breakdown		Parking Ratios	# of Spaces
20	Studios	1.2 per unit	24
160	1 Bedroom	1.3 per unit	208
20	2 Bedroom	1.6 per unit	32
100,000	SF Medical Office	1 per 220 SF	455
2,000	SF Retail	1 per 220 SF	8
1,000	SF Dining Space	1 per 50 SF	20
8	Restaurant Employees	1 per employee	8
Total Parking Spaces			755

The reduction in the number of parking spaces strengthens the intent of the objectives formulated by the proposed MOD to promote walkability and promote open space preservation. Furthermore, the reduction in impervious surface contributes to reduced run-off and improved stormwater management.

The proposed uses for the Gyrodyne site can be considered synergetic since they have complementary time of day occupancies that off-set each other. For example, the peak hours of parking at a residence occurs overnight while the peak hours of parking at a medical office building occur during typical daytime business hours. This phenomenon allows for “shared parking,” or overlapping use of parking areas. The synergetic uses of the site contribute to promoting the goals of shared infrastructure, especially as it relates to parking and stormwater management.

i. Shared Parking Analysis

Based on the proposed Gyrodyne project uses and the peak operating hours for the uses, shared parking charts were created (see **Tables 2-7 and 2-8**). This analysis yields a peak occupancy of 619 vehicles, which would occur on weekdays between 8:00 a.m. and 6:00 p.m. The Gyrodyne site plan provides 755 parking spaces. This results in a surplus of 120 parking spaces. Therefore, a sufficient number of parking spaces will be provided on-site to accommodate residents and patrons of all proposed uses on the property.

**Table 2-7**

**Shared Parking Chart (Clifton Park Zoning Code Section 208-29, Table A.1)**

Use	Weekdays			Weekends		
	8am to 6pm	6pm to 12am	12am to 6pm	8am to 6pm	6pm to 12	12am to 6pm
Residential	50%	100%	100%	80%	100%	100%
Office	100%	20%	5%	30%	5%	5%
Retail	90%	80%	5%	100%	70%	5%

**Table 2-8**

**Shared Parking Usage by Time of Day**

Use	Weekdays			Weekends		
	8am to 6pm	6pm to 12am	12am to 6pm	8am to 6pm	6pm to 12	12am to 6pm
Residential	132	264	264	211	264	264
Office	455	91	23	136	23	23
Retail	32	29	2	36	25	2
Project Total	619	384	289	384	312	289

To take advantage of the complementary demand schedules of the proposed uses, a parking management plan has been created which is consistent with the Town’s goal to create a sustainable district that reduces the reliance on single occupancy vehicles and creates a “hamlet center” with health services and other complementary uses. This plan was formulated to reduce the overall development footprint on the site, to help facilitate shared resources on the site and within the MOD, and to reduce the number of vehicle trips generated by the site.

Having complementary demand schedules for the proposed uses allows for the creation of shared parking areas that minimize the amount of pervious surfaces located on the site and allows for greater utilization of open space. The shared parking areas are centrally located between the medical office building and the residential building. This helps to promote the MOD’s objectives of having walkability and connectivity between different uses and amongst the different sites. Peak medical office parking utilization coincides with the lowest residential parking demand, and vice versa. There will be designated short-term (30-minute) parking spaces located in the vicinity of the potential retail use to encourage sufficient parking availability for a high-turnover use, as opposed to longer-term medical use parking. In addition, valet parking will be used during peak times of need, which is now commonly used by medical buildings all across the country, to assist people with parking and to reduce the number of parking spaces needed. Valet parking also helps to alleviate any on-site queues and congestion that may occur while searching for parking spaces,

and allows low-mobility patients to access the doctor's offices without having to walk to and from the parking lot. Furthermore, to encourage the need for less impervious parking areas, tandem parking is proposed for the area being used by valet parking. The introduction of valet parking and tandem parking to the Gyrodyne development plan strengthens the goals and objectives of the MOD by reducing the needs for large parking lots and by increasing the ease of walkability and mobility on-site.

**Proposed MOD Code Recommendation:** Allow the Planning Board to approve a parking management plan as part of site plan approval that is based upon shared parking of synergetic uses with different peak hours of operation. Allow the use of valet and tandem parking to meet MOD parking requirements.

### Building Heights

In the Proposed MOD Zoning code, the maximum permitted building height is stated as 60 feet. Both buildings proposed for the Gyrodyne Project site will be less than 60 feet in height. The medical building is proposed to be four (4) stories in height and the residential building is proposed to be five (5) stories in height. However, the proposed MOD code states that the height limit includes occupied roof space, but does not reference the exclusion of elevator and stairwell bulkheads, mechanical equipment spaces, and parapets or other rooftop screening methods. If any of the aforementioned items are placed on the roof of the residential building, the overall height of the building would exceed the required 60-foot height limit if these elements are included in determining the height of the building. Placing mechanical equipment on the roof rather than on the ground allows for a greater amount of available land for open space, and helps reduce noise and visual impacts.

The inclusion of these building elements would not add any additional habitable space to a building and would be consistent with the MOD's goal of creating a development with superior site design. Adding language to the Proposed MOD Zoning excluding bulkheads and mechanical equipment from building height calculations would allow for greater design flexibility and improved site design.

**Proposed MOD Code Recommendation:** Allow the maximum permitted building height to exclude the height of elevator and stairwell bulkheads, mechanical equipment spaces, and parapets or other rooftop screening methods, if less than 12 feet in height and does not occupy more than 65% of the area of the roof.

### Excluding Amenity Space from Total Medical Office Floor Space

Corporate offices today are designed differently from how they were in the past. Corporations are looking for innovative ways to provide a wide array of amenities and services to their employees as a means of competing for the recruitment of employees and as a way to allow them to not have to leave the corporate campus to take care of personal needs. A large amount of floor space in a corporate office building is now dedicated to providing amenities and services for employees, such as gyms, cafeterias, and other personal need services.

The Proposed MOD Zoning code permits up to 200,000 square feet of total gross floor space for medical uses. The proposed Gyrodyne floor plans for the medical office building include amenity spaces for employees, including exercise/gym rooms, a cafeteria and lobby space. This provision is in response to the current trend of office buildings providing floor space for the personal needs

of employees. Since these areas are not directly related to medical uses, the floor area for these spaces should not count against the total permitted for medical uses. Having these amenity spaces promotes healthy living and wellness for employee, and makes it easier for employees to take care of their personal needs without having to leave the campus, which are key objectives of the proposed MOD.

**Proposed MOD Code Recommendation:** Allow buildings to utilize floor space, up to 10% of the medical office gross square footage, to provide amenities and services for employees, and not have it included in the maximum permitted floor space for medical uses. The use of this floor space should be included in the covenants and restrictions for the building, and state that the use of the designated amenity areas cannot be converted to a medical use.

### Screening and Buffering

The Proposed MOD Zoning guidelines require a minimum buffer area of at least 25 feet between any MOD Campus designated parcel boundary and any existing residential unit. These buffer areas shall either be landscaped or left in their natural state, where appropriate. The Gyrodyne Project site borders residential homes to the west and to the south. The homes on the west side are accessed by Buttonwood Avenue and the homes located south of the property are accessed by Lafayette Avenue.

Along the property line that is adjacent to three (3) homes located on the east side of Buttonwood Avenue and just south of Crompond Road, the landscape buffer area has a minimum width of 14.5 feet on the west property line and 15.5 feet on the north property line. The landscape buffer being provided will be planted with dense vegetation, including deciduous and evergreen trees. There will also be a fence to provide extra screening for the residences. Along the south property line, all development is setback at least 25 feet from the property line. This area will be completely landscaped in order to provide the necessary buffer with the adjoining residences to the south. However, there will be a solid wall that encroaches into the 25 foot wide buffer area. While the wall may encroach into the buffer area, it is still providing additional screening for the adjacent residences. The final portion of the site that is adjacent to a residential unit is the area adjacent to the proposed valet parking lot, directly adjacent to Orchard Lake. While the parking area is within 5.6 feet of the property line, all of the other surrounding land that is adjacent to the closet residence is open space fronting onto Orchard Lake.

The landscaping proposed contributes to the promotion of the MOD's goal of enhancing sites with attractive streetscape enhancements and vivid landscaping. The Gyrodyne plan also promotes the objective of providing public spaces that provide activity areas and encourage walkability. The proposed site plan shows the use of enhanced screening through the use of dense vegetation, and in most cases, there will also be a wall or a fence acting as a second form of screening. The development of the site has evolved around the existing site conditions, in a manner that is compatible and consistent with the site's architecture. The landscaping plan for the site has been designed to go beyond the requirements of the MOD code.

**Code Recommendation:** Allow a reduction in the minimum required size of the buffer area when enhanced landscaping with dense and mature vegetation is proposed in addition to screening provided by a wall or a fence.

## *PUBLIC POLICY*

### *Evergreen*

The MOD Development Plan for the Evergreen Manor Project is consistent with several policies and goals of The Town of Cortlandt's 2016 comprehensive plan, *Envision Cortlandt*. The Evergreen Manor Site is located opposite from the New York Presbyterian Hudson Valley Hospital where the creation of the MOD is encouraged.

As discussed above, the goals of the MOD include stimulating economic development, providing a variety of medical oriented uses, and creating a range of housing options specifically including ones that offer a continuum of care that allows for aging in place. Evergreen Manor Project is consistent with these goals, as it will provide multi-family housing, including a continuum of care for senior residents within walking distance of the New York Presbyterian Hudson Valley Hospital. Additionally, the Evergreen Manor Project provides for complementary commercial uses, such as a hotel, restaurant, medical lab and retail space that would support the existing and proposed medical and residential uses along with the hospital campus.

### *Gyrodyne*

The proposed Gyrodyne project is consistent with the Town's Medical Oriented District planning strategy and numerous policies described in the Town of Cortlandt's 2016 Sustainable Comprehensive Plan, entitled "*Envision Cortlandt*," which was adopted by the Town on March 15, 2016. The Gyrodyne Project would meet the following goals and objectives of MOD:

- Provides development around the NYPH Hospital Center along Route 202/35 that includes Class A medical office space and facilities that offer a variety of medically oriented uses. The proposed medical office building would provide 100,000 square feet of medical office space that would complement the medical services already provided at the hospital.
- Provides new multi-family housing that can serve the needs of different population groups in the Town.
- Provides mixed-use development and streetscape amenities
- Improves the walkability of the area
- Provides workforce housing for employees of the hospital. The proposed multi-family residential units are located within walking distance to the hospital as well as the other medical uses that will be located on the Gyrodyne Project Site. The proposed housing units will be ideal for employees of the hospital or other local workers.

## **MITIGATION**

### *EVERGREEN*

The Evergreen Manor Project is consistent with the policies and goal for the MOD in the Town's comprehensive plan and the proposed MOD legislation. The project proposes a landscape plan featuring evergreen trees to provide year-round screening of the proposed development. Proposed buildings have been proposed at least 150 feet from neighboring residential structures. Proposed improvements include enhancements to the streetscape along Crompond Road with new sidewalks, landscape planting and pedestrian scaled-decorative lighting to provide convenient access and connectivity between the Evergreen Manor Project Site and other nearby properties. Pedestrian sidewalks and walking paths are proposed throughout the site, including around the wetland in the southern portion of the property.

### *GYRODYNE*

The Gyrodyne Project is consistent with the policies and goals of the MOD as presented in the Town's comprehensive plan and the proposed MOD legislation. The proposed Gyrodyne Project complements the existing land uses found in the immediate area and follows the Proposed MOD Zoning closely. The Project also addresses policies that are found in the Town's Comprehensive Plan. The "campus plan" of mixed uses contributes to a reduced number of vehicle trips generated and helps to promote walkability within the MOD amongst the synergy of medical facilities.

To prevent impacts to neighboring properties, the Gyrodyne development plan calls for landscape buffer areas surrounding the Gyrodyne Project Site to help screen the proposed buildings from neighboring properties. The Project also includes the creation of opportunities for passive recreation around Orchard Lake, which can serve as a buffer and transition between the existing single-family residences and the proposed multi-family residential building. The mix of residential uses and open space including trails and fixed docks promotes healthy living and will allow the community to have direct access to recreation. It will also allow the multi-family component of the project to be incorporated into the existing neighborhood.