

AMS Buchanan
CRAFT LANE & ALBANY POST ROAD, VILLAGE OF BUCHANAN,
NEW YORK

State Environmental Quality Review Act (SEQRA)
Expanded Environmental Assessment Form
(EEAF)

AKRF Project Number: 220310

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PROCEUDRAL & ZONING CONTEXT

Buchanan Dev AMS LLC (“Applicant”) is the contract vendee of the approximately 5.96-acre, unimproved property located at the corner of Craft Lane and Albany Post Road in the Village of Buchanan, New York (the “Project Site”). The Applicant proposes to develop the Project Site with a five-story, 148-unit multi-family residential building comprised of one- and two-bedroom dwellings, as well as residential amenities and parking (the “Proposed Project”). The Applicant also proposes to construct a sidewalk along the Project Site’s frontage on Albany Post Road, and, subject to NYSDOT approval, a crosswalk across Albany Post Road at Lindsey Avenue.

This document is an Expanded Environmental Assessment Form (EEAF), which has been prepared pursuant to the NY State Environmental Quality Review Act (SEQRA). The purpose of the EEAF is to provide the Village of Buchanan’s Board of Trustees, as well the public and other agencies, with information about the Proposed Project and to analyze the potential environmental impacts and the potential benefits of the Proposed Project.

This initial, “Procedural & Zoning Context,” section provides background on the process by which the Applicant is seeking approval of the Project. The balance of the EEAF is organized, generally, to follow the specific review criteria set forth in the Village’s Zoning Code.

The Proposed Project requires two different approvals from the Village, including Zoning Map and Text Amendments and Special Permit Approval.

PROPOSED ZONING

To facilitate the Proposed Project, the Applicant submitted a petition to the Board of Trustees on January 10, 2023, requesting amendments to the Village’s Zoning Map and Zoning code. (See Proposed Local Law, **Appendix AA.**) Specifically, the Applicant’s requested the following changes to the Village of Buchanan’s Zoning Code:

- (1) Reclassify and redesignate the portion of the Project Site in the M-1 District (approximately 3.82 acres), from the M-1 District to the C-2 District and Overlay District.

Currently, the rear portion of the Project Site is in the M-1 zoning district, which does not allow residential uses. The balance of the Site is within the C-2 and Overlay zoning districts, which do allow residential uses. The Applicant has requested that the entire Site be mapped within the C-2 and Overlay zoning districts, which would allow for the residential development of the Project Site.

- (2) Revise the Schedule of Use Regulations (Zoning Code §211-10) to include a new Column 3A entitled “Uses by Special Permit by the Board of Trustees” within the Overlay District only, to allow for multifamily apartment buildings of greater density on parcels of land greater than five acres.

While the C-2 Overlay District currently permits multifamily residential uses, the Applicant has requested that the Village permit increased density on sites within the Overlay district that are greater than five acres so as to permit opportunities for tax revenue and community-building benefits of a larger scale development than currently permitted. As discussed in the EEAF, it is the Applicant’s opinion that this request is consistent with the Comprehensive Plan. Subsequent to the Applicant’s initial petition, the Board of Trustees has proposed to allow residential

*developments of greater density on sites larger than four acres (see proposed Local Law attached hereto as **Appendix AA**).*

- (3) Change the off-street parking requirement for multifamily apartment buildings on parcels of land greater than five acres in the Overlay District.

Similar to the above, the Applicant requests that the parking ratio be reduced for residential developments on larger sites to facilitate the development of these larger-scale developments.

- (4) Make the Village of Buchanan Board of Trustees the approving agency for special permits and site development plans for multifamily apartments on parcels of land greater than five acres within the Overlay District.

*Currently, the Planning Board is the agency with approval authority for multifamily buildings within the Overlay district. Given the importance to the Village as a whole of the redevelopment of larger sites, the Applicant proposed that the Board of Trustees retain authority to approve residential developments on sites larger than five acres. Subsequent to the Applicant's initial petition, the Village Board has proposed that this authority be retained for sites larger than four acres (see proposed Local Law attached hereto as **Appendix AA**). All other procedures and requirements relating to the issuance of Special Permits would remain the same.*

*The Proposed Local Law also includes an amendment to the Village's Wetland Code, consistent with the intent of this section of the Applicant's petition (see **Appendix AA**). Currently, applicants do not need separate wetland permit approval from the Planning Board if they are already receiving a site plan or special permit approval from the Planning Board as that site plan or special permit review process includes the review of potential impacts to wetlands. A provision in the Proposed Local Law would include site plan or special permit approvals from the Board of Trustees as also exempt from needing a separate wetland permit approval. It is noted that under the Proposed Zoning, the special permit application would be referred to the Planning Board for review and comment.*

SPECIAL PERMIT APPROVAL

Under New York State Law, municipalities may list uses within a zoning district as “permitted by right” or “permitted by special permit.” While both sets of uses are “permitted” within the zoning district, and both sets of uses must comply with the municipality’s general zoning requirements, uses permitted by special permit must comply with additional criteria and meet additional conditions set forth in the zoning code. Municipalities often list as “special permit” uses those that, while *generally* in harmony with a particular zoning district and compatible with the “as of right” uses, may require certain additional conditions or standards relating to the particular location or configuration of the use. For example, the Village of Buchanan permits accessory apartments in one-family dwellings as a special permit use in its single-family residential zoning districts. While the accessory apartment use is clearly compatible with the “as of right” uses in that district, the Village determined that additional conditions are required to be evaluated on a case-by-case basis for each accessory apartment. Similarly, multifamily dwellings in the C-1, C-2, and Overlay districts are “special permit” uses within the Village. While the uses are “permitted” and are deemed compatible with the intent of the zoning district, the Village determined that these uses should be subject to additional standards to ensure that the

specific location and site details of each project are in harmony with the zoning district and surrounding uses.

The Proposed Zoning maintains the multifamily use as a “special permit” use within the C-1, C-2, and Overlay districts, continuing to subject those uses to the additional standards contained in the Zoning Code. However, the Proposed Zoning would shift review and approval authority for multifamily buildings on larger sites to the Board of Trustees (from the Planning Board). As stated above, all other procedural and substantive review criteria would remain the same.

Therefore, if the Board of Trustees approves the Proposed Zoning, the Applicant would then apply to the Board of Trustees for Special Permit approval for the Project. At that time, additional building and site details would be provided to the Board of Trustees and the public, and the specific project details would be evaluated against the special permit standards that currently exist. In addition, a public hearing is required to be held before the Board of Trustees could take action on the application.

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A. INTRODUCTION

Buchanan Dev AMS LLC (“Applicant”) is the contract vendee of the unimproved property located at the corner of Craft Lane and Albany Post Road in the Village of Buchanan, New York (the “Village”), also known and designated on the tax assessment map of the Town of Cortlandt (the “Town”) as Section 43.16, Block 3, Lots 16 and 16A, and Section 43.20, Block 2, Lot 2 (collectively, the “Project Site”).

The Applicant proposes to develop the Project Site with a five-story, 148-unit multi-family residential building comprised of one- and two-bedroom dwellings, as well as residential amenities and parking (the “Proposed Project”). The unit mix is proposed to consist of approximately 56 one-bedroom units and 92 two-bedroom units. The Proposed Project would include 227 parking spaces, 162 of which would be provided in a parking structure beneath the building, and 65 of which are proposed as surface parking. The Applicant also proposes to construct a sidewalk along the Project Site’s frontage on Albany Post Road, and, subject to NYSDOT approval, a crosswalk across Albany Post Road at Lindsey Avenue.

On March 7, 2023, the Village of Buchanan Board of Trustees, pursuant to the NY State Environmental Quality Review Act (SEQRA), declared themselves Lead Agency for the environmental review of the Proposed Project. This document is an Expanded Environmental Assessment Form (EEAF). The purpose of the EEAF is to provide the Lead Agency, and the public, with additional information about the potential environmental impacts and the potential benefits of the Proposed Project. The categories of environmental analysis presented below are based on the requirements of SEQRA, the Village Code as it relates to the review of Special Permit uses, as well as preliminary discussions with Village officials, staff, and consultants, and preliminary public comments.

B. EXISTING SITE CONDITIONS

This section corresponds to the Special Permit review requirements in §211.42(A)(1) and (2) of the Village’s Zoning Code.

The Project Site consists of approximately 5.96 acres (259,667 sf) and is located on the east side of Albany Post Road at the southeast corner of its intersection with Craft Lane, as shown on **Figure 1**. The Project Site is currently undeveloped, and vehicular access is available from Craft Lane.

The western side of the Project Site has frontage on NYS Route 9A (also known as Albany Post Road). West of the Project Site, across Route 9A from the Project Site, are residential neighborhoods generally comprised of one- to two-story single-family homes. The eastern side of the Project Site abuts a Con Edison-owned high-voltage electric transmission line corridor. Further east of the Project Site, past the electric transmission line corridor, are the Metro-North Railroad Hudson Line tracks and NYS Route 9. North of the Project Site is Craft Lane, beyond which are a mix of light industrial and manufacturing uses. The southern portion of the Project Site includes a pond, which extends off-site to the south. Hendrick Hudson High School is located approximately ¼-mile south of the Project Site.

Pursuant to the requirements of §211.42(A)(1), the property survey, title, and existing site conditions maps are provided in **Appendix A** and **Appendix B**.

TOPOGRAPHY, SOILS, VEGETATIVE COVER, WETLANDS & WATERBODIES

TOPOGRAPHY AND SLOPES

The Village of Buchanan defines steep slopes as “[g]round areas with a slope greater than 15 percent, with a minimum area of 500 square feet which possesses one dimension of a minimum of 10 feet” (Chapter 165 of the Village Code). Approximately 33 percent of the Project Site is comprised of Village-regulated Steep Slopes, as shown in **Table 1** and **Figure 2**.

Table 1
Village-Regulated Steep Slopes

Slope Category	Area of Site	Percentage of Site
15% to 30%	39,693 sf	15.3%
30%+	45,983 sf	17.7%

Notes: See Village Code Chapter 165-3; sf = square feet.
Source: JMC Engineering.

SOILS

The predominant soil types on the Project Site include: Pits, Urban land-Charlton-Chatfield complex, Hollis-Rock outcrop complex, and Chatfield-Hollis-Rock outcrop complex. The seven different soil types present within the Project Site are summarized in **Table 2** below.

Table 2
Project Site Soil Types

Soil Unit Symbol	Soil Unit Name	Drainage Rating	Area of Project Site (Acres)	Percentage of Project Site
Pv	Pits	N/A	3.509	59%
UIC	Urban land-Charlton-Chatfield complex	N/A	0.82	14%
HrF	Hollis-Rock outcrop complex	Somewhat Excessively Drained	0.583	10%
CuD	Chatfield-Hollis-Rock outcrop complex	Well Drained	0.443	7%
CtC	Chatfield-Hollis-Rock outcrop complex	Well Drained	0.363	6%
Crc	Charlton-Chatfield complex	Well Drained	0.068	1%
UmC	Urban land-Chatfield-Rock outcrop	N/A	0.03	1%

Notes: Totals do not add to 100 percent due to the presence of 0.145 acres of water bodies on the Project Site (two percent of the Project Site)
Source: JMC Engineering (USDA Web Soil Survey); Westchester County GIS.



0 800 FEET

- Project Site
- Study Area (Quarter-mile perimeter)



Project Location
Figure 1

STEEP SLOPES

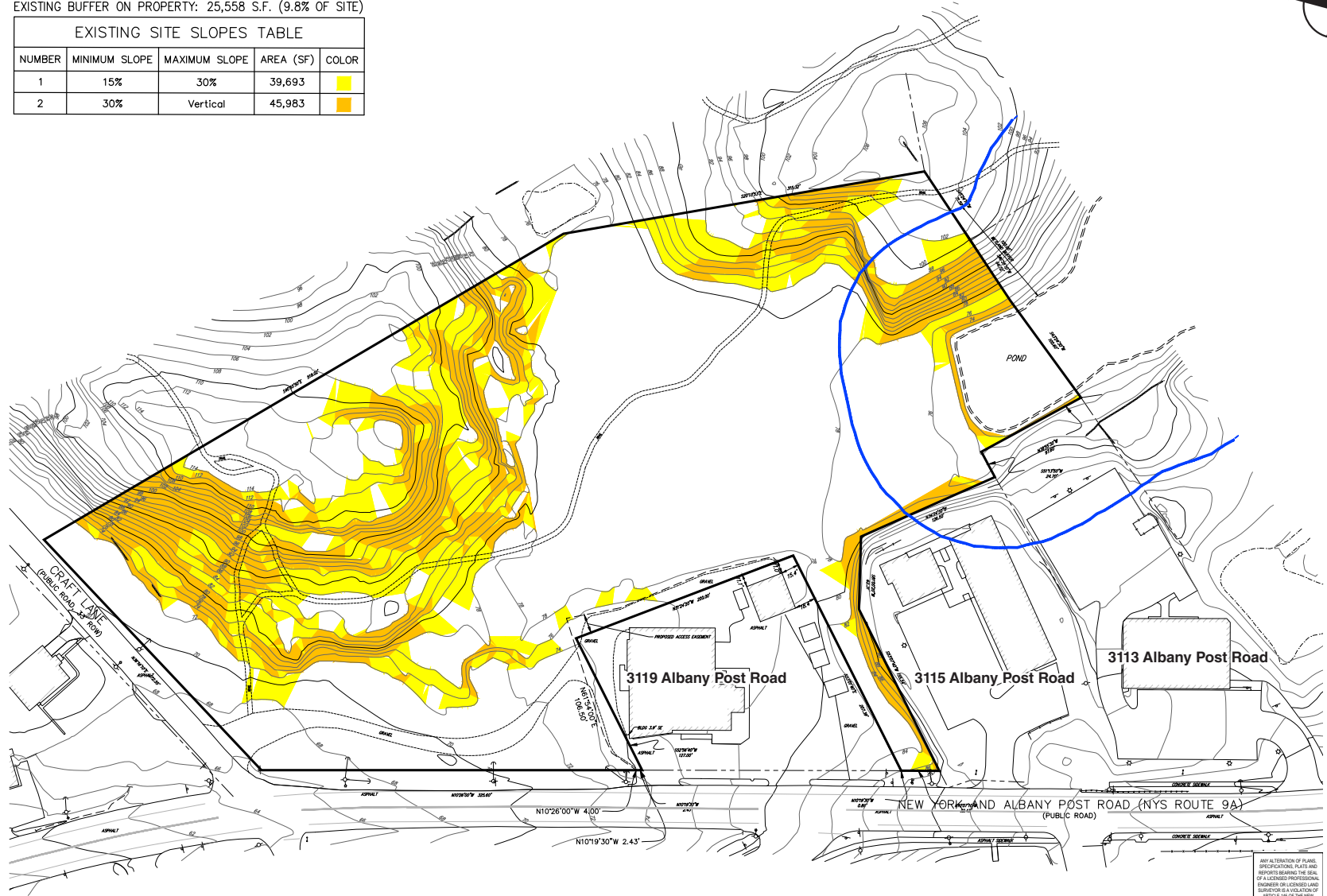
EXISTING: ±259,667 S.F. / ±5.96 A.C.

EXISTING STEEP SLOPES: 85,655.75 S.F. (±33% OF SITE)

WETLAND BUFFER

EXISTING BUFFER ON PROPERTY: 25,558 S.F. (9.8% OF SITE)

EXISTING SITE SLOPES TABLE				
NUMBER	MINIMUM SLOPE	MAXIMUM SLOPE	AREA (SF)	COLOR
1	15%	30%	39,693	Yellow
2	30%	Vertical	45,983	Orange



ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF ARTICLE 166 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 166. SUBSECTION 2.

Source: JMC

VEGETATIVE COVER, WATER, AND WETLANDS

The majority of the Project Site (4.82 acres, or approximately 81 percent) is forested. Approximately 0.145 acres (2 percent) of the Project Site contains surface water features, consisting of the pond on the southern portion of the Site. The Village regulates a 100-foot buffer around the pond (Chapter 203 of the Village Code). There is approximately 0.59 acres of Village-regulated wetland buffer on the Project Site. The Project Site is not located within a 100-year or 500-year floodplain, and is approximately two miles from the Hudson River, which is a NYS-listed Critical Environmental Area.

Pursuant to Section 165-4(B) of the Village Code (Steep Slopes), removal of “any tree with a diameter greater than four inches when measured from 1.5 feet from ground level, on any steep slope,” requires a tree removal permit. There are 533 trees on the Project Site that have a diameter greater than four inches when measured from 1.5 feet from ground level, including 50 on steep slopes.

LAND USE AND ZONING

LAND USE

The Project Site is currently undeveloped. Land uses within the ¼-mile study area include low- and medium-density residential housing to the west and northwest of the Project Site, (across Albany Post Road), a mix of manufacturing and commercial uses to the north, a utility corridor owned by Con Edison to the east, as well as a privately-owned approximately 4.5-acre undeveloped parcel to the south (see **Figure 3**).

West-adjacent to the Project Site, between the Project Site and Albany Post Road, are several commercial developments, including a home and garden center, a mirror & glass shop, and a variety of fast-casual dining businesses. North-adjacent to the Project Site (across Craft Lane) is a single-family residence. East-adjacent and south-adjacent are parcels owned by Con Edison.

ZONING

Project Site

The Project Site is bisected by the boundary between the C-2 General Commercial Zoning District and the M-1 Light Industrial Zoning District (see **Figure 4**). The approximately 2.14 acres of the Site located in the C-2 district, located along Albany Post Road, are also located within the C-1/C-2 Overlay Zoning District (the “Overlay District”). The remainder of the Project Site (approximately 3.82 acres), generally to the rear of the Project Site, is located within the M-1 District.

Within both the C-1 and C-2 Districts, uses permitted by right include single family residential homes, restaurants, pharmacies, food and clothing stores, as well as residential development “in back of or over a commercial establishment,” with a maximum of four dwelling units per acre. Commercial structures in the C-1 and C-2 Districts are limited to a maximum height of 2.5 stories or 35 feet (whichever is less). Office uses, including banks, real estate, insurance and professional offices, are also permitted in the C-1 and C-2 districts. Multifamily apartment dwellings and townhomes are currently permitted by Special Permit in the C-1 and C-2 Districts on parcels of land not less than 40,000 square feet.

Uses permitted by right in the M-1 District include gas stations and auto repair establishments. Uses of greater intensity, including lumberyards, building supply uses, commercial warehouses, self-storage facilities, and fabrication shops are permitted by Special Permit of the Planning Board or Zoning Board of Appeals. Maximum building height in the M-1 District is 2.5 stories or 35 feet (whichever is less).

The Overlay District allows the uses permitted in the underlying zoning district(s), as well as multi-family apartment dwellings. The purpose of the Overlay District is "...to implement recommendations of the Village's Comprehensive Plan by encouraging business and residential development of a character desired by the Village, amending the tables of use and bulk regulations to obtain such character, beautifying the existing commercial corridor, and improving its pedestrian access. Zoning Code §211-24.1A." The Overlay District allows for increased lot coverage of up to 75 percent, and a reduction in the required front yard to 20 feet, as well as an increase in density from five units per 40,000 sf of lot area in the underlying zoning to 12 units per 40,000 sf of lot area in the Overlay District. Other bulk and dimensional regulations remain the same as in the underlying district.

Surrounding Area

Land to the east of the Project Site, along its eastern (rear) border, is predominantly within the M-1 District. On both the east and west sides of Albany Post Road, north and south of the Project Site, parcels are generally located in the C-2 District and the Overlay District.

The following additional Zoning Districts are within ¼-mile of the Project Site: R-7.5 (residential district), R-10 (residential district), R-15 (residential district), C-1 (Neighborhood Commercial District), C-2 (General Commercial District), M-1 (Light Industrial District), and C-1/C-2 (Overlay District), as depicted on **Figure 4**. Within the R-7.5, R-10, and R-15 residential districts, uses permitted by right include one-family dwellings, churches and other places of worship and religious instruction, and uses of the Village of Buchanan. One-family dwellings are limited to a maximum height of 2.5 stories or 35 feet (whichever is less).

C. PROJECT DESCRIPTION

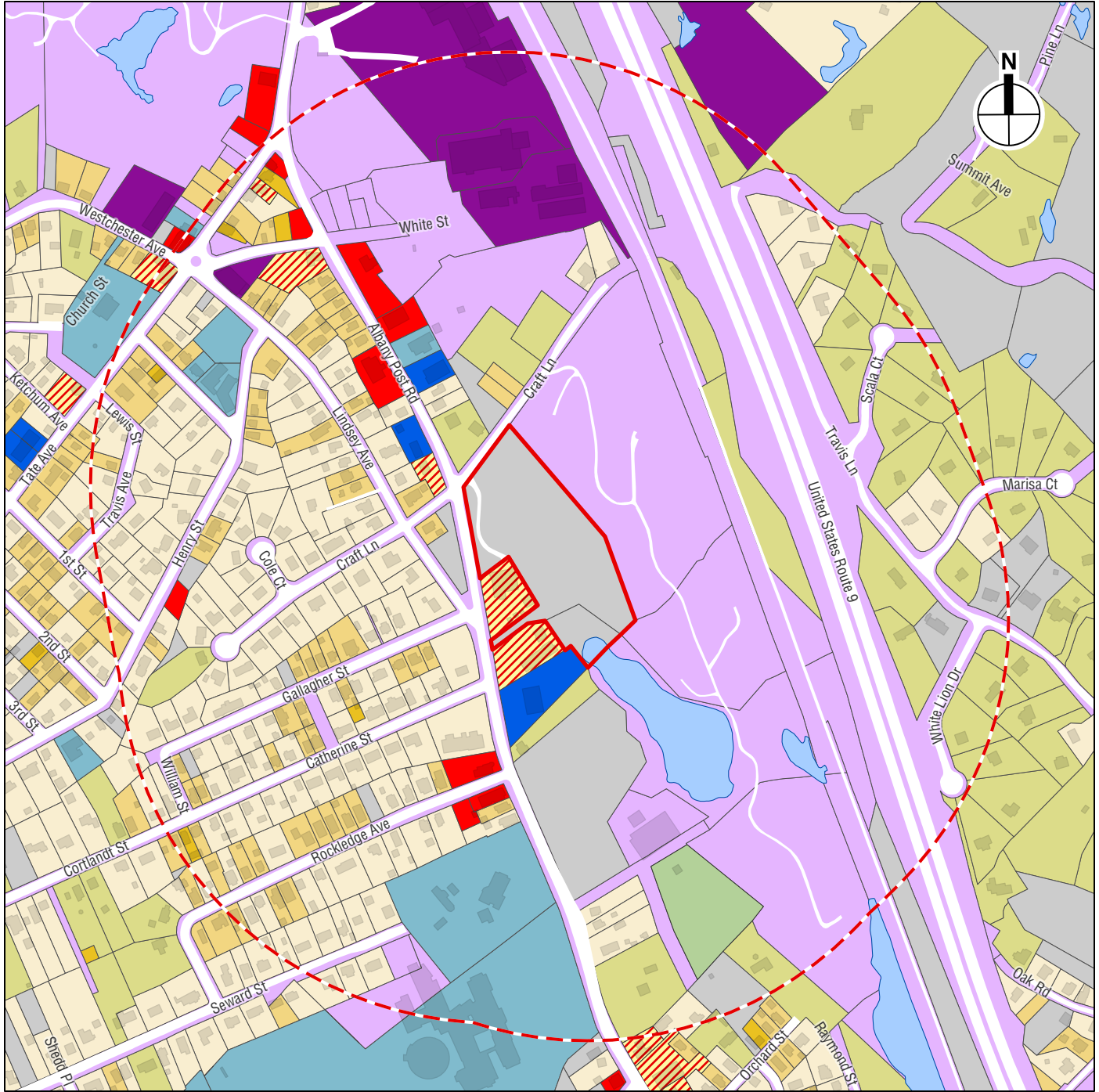
This section corresponds to the Special Permit review criteria in §211.42(A)(2) & (3) of the Village's Zoning Code.















In designing the Proposed Project, the Applicant focused on, among other things: (i) minimizing impacts to Village-regulated Steep Slopes; (ii) minimizing impacts to wetlands, waterbodies, and setbacks; (iii) limiting visual impacts of the building; (iv) maintaining open space; (v) improving the streetscape along Route 9A; (vi) improving pedestrian conditions in the vicinity of the Project Site through the development of sidewalks and a crosswalk; and (vii) promoting the use of sustainable technologies.

The Proposed Project would include 148 units of multi-family housing in a single, 5-story building. Vehicular access to the Project Site would be from a driveway on Craft Lane, near the northwestern corner of the Project Site (see **Figure 5**). Upon entering the Project Site, there would be a surface parking lot with landscaping along its perimeter, partially screening it from Albany Post Road. A secondary point of access (a pedestrian path) would be constructed on the narrow portion of the Project Site located between 3119 Albany Post Road (S/B/L: 43.16-3-17) and 3115 Albany Post Road (S/B/L: 43.20-2-1) (see **Figure 1** and Sheet CSP-7 in **Appendix B**). In conjunction with the landscaping improvements around the parking lot and along Albany Post

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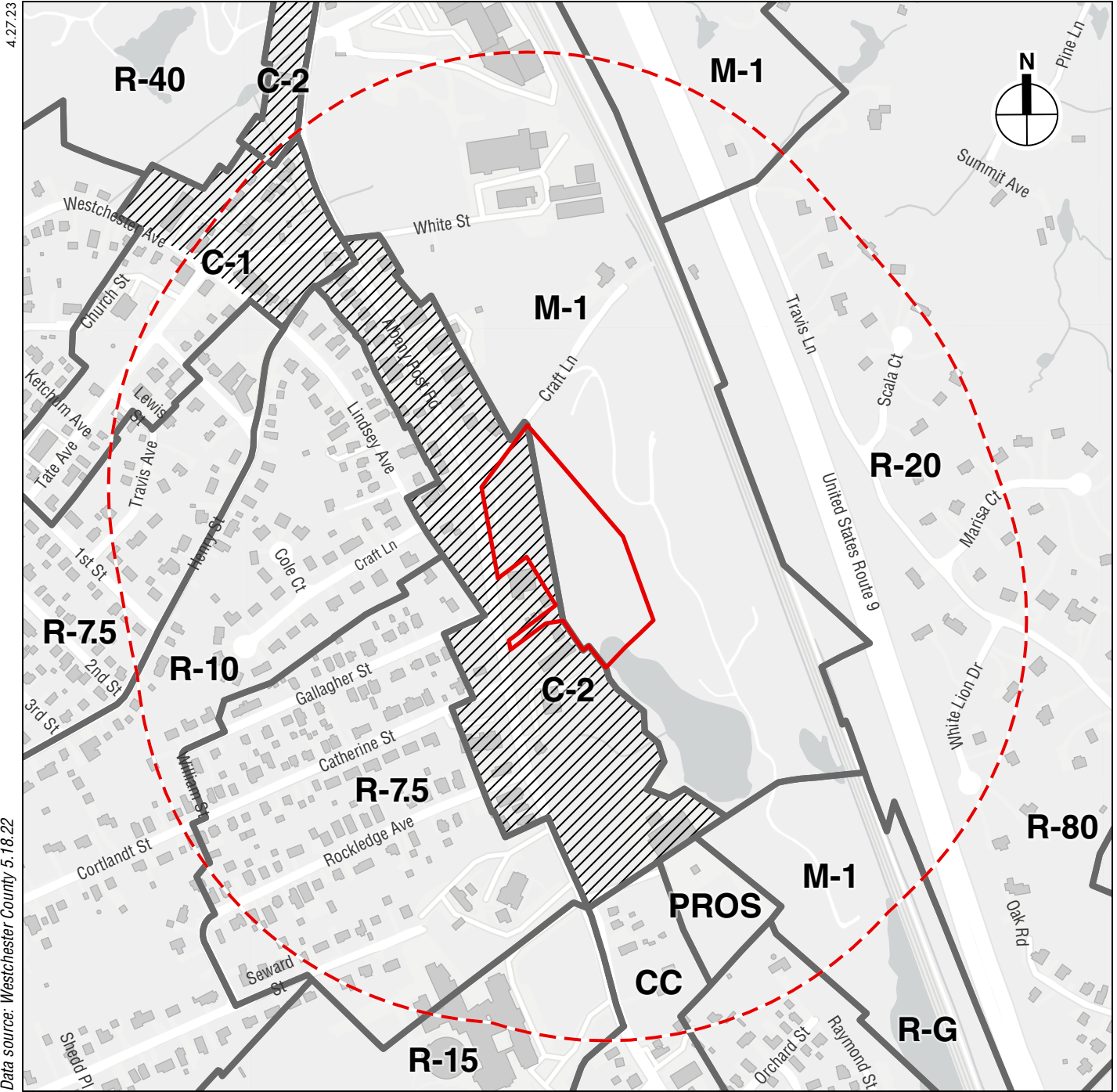
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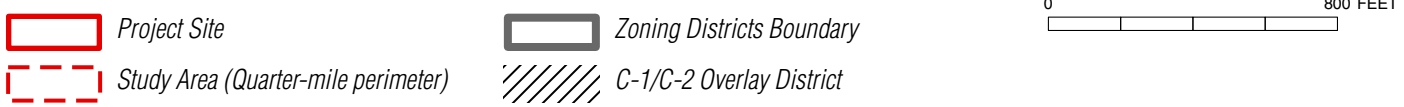
- | | |
|---|--|
|  Project Site |  Institutional and Public Assembly |
|  Study Area (Quarter-mile perimeter) |  Manufacturing, Industrial, Warehouse |
|  High Density Residential |  Mixed Use |
|  Medium High Density Residential |  Office and Research |
|  Medium Low Density Residential |  Transportation, Communication, Utilities |
|  Low Density Residential |  Vacant/Undeveloped |
|  Commercial-Retail |  Public Parks |

0 800 FEET

Land Use
Figure 3



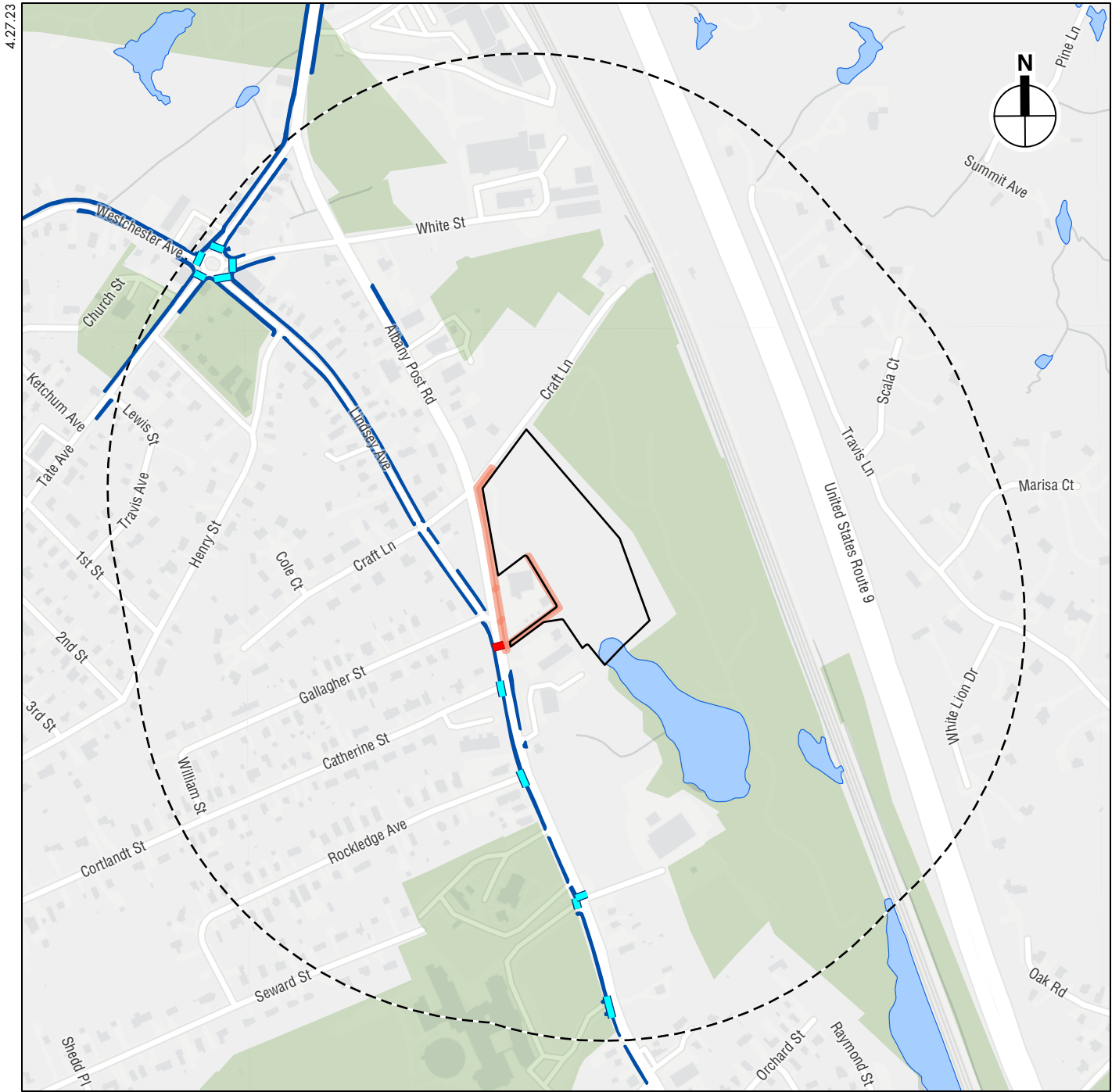
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









Source: Perkins Eastman

 Proposed Site Entrance



-  Project Site
-  Study Area (Quarter-mile perimeter)
-  Existing Sidewalk
-  Proposed Sidewalk
-  Existing Crosswalk
-  Proposed Crosswalk

0 800 FEET

Pedestrian Circulation
Figure 6

Road, the Proposed Project would construct new sidewalks on its Albany Post Road frontage, as well as install a crosswalk across Albany Post Road at Lindsey Avenue, subject to NYSDOT approval (see **Figure 6 and Sheet CSP-7 in Appendix B**). The pedestrian crossing would be located south of the intersection of Lindsey Avenue and Gallagher Street, and would connect the proposed new sidewalk on the east side of Albany Post Road with the existing sidewalk on the west side that leads into the center of the Village (see **Figure 6 and Sheet CSP-7 in Appendix B**).

South of the surface parking lot would be the entrance to the enclosed parking area, located underneath the building. A fire access drive (constructed of grasscrete) would connect to the surface parking lot and wrap around the western and southern edges of the building. The building would be situated on the flattest area (eastern portion) of the Project Site, so as to minimize impacts to Village-regulated steep slopes. The building would be “C-shaped”, opening to the south, with a courtyard in the middle for residents to use.

The unit mix is proposed to consist of 56 one-bedroom units and 92 two-bedroom units (14 of which would include dens). The Proposed Project would also include 227 parking spaces, resulting in a parking ratio of 1.53. Of the 227 parking spaces, 162 would be provided in a parking structure on the first (ground) floor of the building, and 65 are proposed as surface parking. Overall, the Proposed Project would include approximately 169,800 gross square feet (gsf) of residential areas, 64,450 gsf of parking and common areas, and 5,000 gsf of amenities.

In the Applicant’s opinion, the residential building has been designed to be of an architectural style and color palette that aligns with high-quality residential architecture seen throughout the Village and region. The proposed building is “C-shaped” which allows for the provision of a large, private courtyard area for residents. The courtyard area, which faces south, would include an outdoor pool. Inside the building would be other resident amenities, including a fitness room and resident lounge. The Proposed Project would incorporate a number of green building technologies, including indoor bicycle racks, energy efficient appliances and lighting, water efficient plumbing fixtures, and electric vehicle charging stations. The location of the electric vehicle charging stations would be determined during Site Plan review, in coordination with the Building Department, and would meet all applicable building and fire safety codes.

Solid waste and recycling would be collected and stored on the ground floor of the building and would be wheeled outside for scheduled pickup by a private carter. Fire access, as described above, is provided on the north, west, and south sides of the building, including dedicated fire access lands on the south and west of the building. In accordance with the requirements of §211.42(A)(3) of the Village Code, conceptual engineering and architectural plans and sections, including conceptual landscape plans and conceptual turning diagrams, are included in **Appendix B**.

D. CONSISTENCY WITH DESIGN GUIDELINES

This section responds to §211.24.1(D) of the Village’s Zoning Code.

In 2021, the Village Board passed Local Law No. 3-2021, which, among other things, added Section 211-24.1 to the Zoning Code, and created the C-1/C-2 Overlay Zoning District.¹ In conjunction with the passage of that Local Law, the Village established certain Design

¹ <https://ecode360.com/BU0230/laws/LF1386696.pdf>

Guidelines (see Zoning Code Section 211-24.1(D)), to “ensure the Village develops a lively mixed use center.”² Pursuant to Section 211-24.1(D), any use developed in the C-1/C-2 Overlay District must be consistent with the Design Guidelines, to the extent deemed necessary. The Design Guidelines are separated into seven sections: (1) Building Location and Orientation; (2) Building Design; (3) Access, Movement & Streetscape; (4) Signage; (5) Landscaping; (6) Public Spaces; and (7) Lighting.

Each section of the Design Guidelines has a unique set of specific objectives, along with guidelines to achieve those objectives. As discussed below, and visually depicted in **Figure 7**, the Proposed Project carefully considers the Design Guidelines and is consistent with the guidance and requirements therein to the maximum extent practicable.

BUILDING LOCATION AND ORIENTATION

The Design Guidelines call for “buildings [that are] sited close to the street frontage and parking areas positioned away from [the] street.” The Project Site is constrained from achieving full consistency with this objective by the limited street frontage along Albany Post Road relative to the Project Site’s overall length. Specifically, the Project Site is approximately 800 feet long (north to south), but only has approximately 325 feet of contiguous street frontage on Albany Post Road. The balance of the Site’s north-south extent is located “behind” other commercially developed properties that front on Albany Post Road. As such, the proposed residential building would be located behind existing commercial buildings.

At the request of the Village, the Applicant prepared a conceptual site design that includes both a retail building along Albany Post Road and the required 1.5 parking spaces per residential unit (see **Figure 10**). It is important to note that the Applicant is not proposing this plan as an alternative to the Proposed Project. This hypothetical design requires significantly more disturbance to extremely steep slopes on the Project Site (4.3 percent) than the Proposed Project (3.0 percent). In addition, grading of additional steep slopes on the Project Site would require extensive rock removal and could not be done with conventional methods of soil excavation. Such removal, in the Applicant’s opinion, would be extremely expensive as well as disruptive to area residents and businesses. The Applicant is preparing a more detailed financial analysis of the additional rock removal associated with this hypothetical design and will share it with the Village Board upon its completion.

BUILDING DESIGN

The height and massing of the proposed building would, in the Applicant’s opinion, conform to the Design Guidelines. The Design Guidelines call for building designs that “celebrate the history and character of the Village through traditional architecture” and “ensure buildings are designed to complement the built and natural landscape.” The architectural style of the proposed building reflects a transitional historic character, and all sides of the building have a continuous, consistent architectural treatment. The height, coupled with the “C-shape” of the multi-story building, would create a balanced sense of enclosure for the courtyard, and the modulated footprint, offsets, and setbacks would achieve an articulated façade (see **Figure 8**).

In conformance with the Design Guidelines as to roof massing, pitch, features, and materials, the proposed building includes a combination of roof types (sheds, gables, and hips), and the pitch

² https://villageofbuchanan.com/_documents/2021-zoning-overlay/Final-Design-Guidelines.pdf

of the roof is in proportion to the façade, and sloped. The roof also includes dormers and overhangs. Air handling units would be screened by the roof angles. The ground floor of the building would be visually distinct from the upper stories, as required by the Design Guidelines. Finally, the design and color of the building would incorporate stone veneer and façade colors that are non-reflecting, subtle, and earth-toned. Colors and materials integrated into the building form would break up building mass and provide visual relief, consistent with the Design Guidelines.

ACCESS, MOVEMENT & STREETScape

Through the construction of new sidewalks along Albany Post Road and Craft Lane, the Proposed Project would achieve the Design Guideline's objective that "pedestrian connectivity should be increased throughout the district." As noted in the Design Guidelines, many sidewalks throughout the Village dead-end, resulting in separate and isolated segments that are unsafe and unusable for pedestrians. A six-foot wide concrete sidewalk is proposed along the Project Site's frontage on Albany Post Road, as well as along Craft Lane from its intersection with Albany Post Road to the driveway for the Project Site. The proposed sidewalk improvements along Albany Post Road, including continuation of the sidewalk in front of the parcel owned and occupied by the Buchanan Home Center (S/B/L: 43.16-3-17), will include pedestrian crossings and will connect certain of the dead-end sidewalks, as shown in the detailed site plan (Sheet CSP-7 in **Appendix B**). Specifically, a pedestrian crossing, located to the south of the intersection of the intersection of Lindsey Avenue and Gallagher Street, would connect the proposed new sidewalk on the east side of Albany Post Road with the existing sidewalk on the west side of the road that leads into the center of the Village (see **Figure 6**).

The Design Guidelines encourage the placement of parking areas to the rear of buildings whenever practicable. Given the Village-regulated Steep Slopes on the Project Site, as described above, the Applicant was not able to locate the required surface parking lot on the eastern portion of the Project Site without impacting Steep Slopes. To mitigate this condition, and in accordance with the Design Guidelines, the surface parking lot rows will be separated by ample landscaping. The Applicant's separation of the Proposed Project's parking in two areas (surface lot and garage lot) is consistent with the guideline that "where possible, parking is to be broken up into two or more areas" such that the overall expanse of parking that is visible is reduced.

There will also be a landscaped buffer between the newly developed sidewalk and the proposed surface parking area. As shown in **Figure 9**, the landscaped buffer will be multi-layered. Immediately next to the curb, will be maintained lawn. The sidewalk would be placed between the lawn and the property line. Within the property line, a ten-foot wide layer would gently slope up from the sidewalk. This layer would be landscaped with a mix of trees and shrubs, which would maintain the screening of the parking lot (see the Conceptual Landscaping Section in **Appendix B**). The trees and shrubs selected for this layer would be chosen so as to be protective of the sidewalk, and would be detailed in the Site Plan review documents for the Village Board's consideration. The Applicant would maintain the landscaping between the Project Site and the roadway surface.

SIGNAGE

The Proposed Project would include limited signage, identifying the address of, and access to, the Project Site. As required by the Design Guidelines, signage would be constructed of "naturally looking materials such as wood with stone, masonry, or landscaped bases" and would

“complement architectural building features.” The details of the signs proposed would be reviewed during a potential future Site Plan and Special Permit review.

LANDSCAPING

The landscaping program for the Proposed Project conforms, in the Applicant’s opinion, to the Design Guidelines as it will “include appropriate native plants [and] avoid invasive species,” and will “encourage diverse plantings [while] avoiding monoculture” (see **Appendix B**). The Design Guidelines suggest that development should “generously landscape parking lot edges and dividing islands with trees and low plantings” and incorporate appropriate landscaping along street frontages. As shown in the Conceptual Landscaping Plan, the Proposed Project would incorporate landscaping along the Craft Lane and Albany Post Road frontages, as well as plantings around the Project Site’s surface parking lot. Finally, additional landscaping would be introduced west of the proposed building, to the rear of existing commercial buildings, to supplement the existing landscaping in this area and enhance the visual screening of the proposed building from Albany Post Road.

PUBLIC SPACES

The Proposed Project would not include publicly accessible open space. However, development of the Proposed Project would include improvements along the Project Site’s Albany Post Road frontage, including construction of sidewalks, attractive landscaping, and a new pedestrian crossing. Conforming to the Design Guidelines, the sidewalk, landscaping, and pedestrian crossing improvements would “encourage safety and security” and would “strengthen [the] commercial corridor along Albany Post Road by providing safer conditions for pedestrians.”

LIGHTING

The proposed lighting on the Project Site would include pole-mounted LED lighting fixtures within the surface parking lot. The fixtures would direct light towards the on-site driveways and parking areas. Additional pole mounted lighting fixtures or bollards would be provided for the on-site pedestrian sidewalks, as needed, to provide sufficient lighting. Lighting would be included in the podium courtyard and it is anticipated there would be architectural accent lighting on the building, which would be reviewed during the Site Plan and Special Permit processes. All lighting would conform to the Design Guidelines, as it would be designed to “provide safety and security” on the Project Site and would “prevent light pollution” through the use of LED lighting and directing lighting towards the ground.

While some street-lighting is provided on the utility poles, during the site plan review and NYSDOT-permitting processes, the need for additional light within the NYSDOT right-of-way for the sidewalks will be evaluated. If additional light is required, the Applicant would work with the Village and NYSDOT to design and install the proper lighting in conformance with the Design Guidelines.

Building Design



- 1 - Architectural Style and Building Form
- 2 - Building Height and Massing
- 3 - Roof Massing
- 4 - Roof Pitch
- 5 - Roof Features & Materials
- 6 - Building Façade
- 7 - Building Design and color

Source: Perkins Eastman

Building Design



1 - Architectural Style and Building Form

- Style reflects a transitional historic character
- Building façade has depth that cast light and shadow
- Continuous architectural treatment of all sides



Source: Perkins Eastman

Building Design

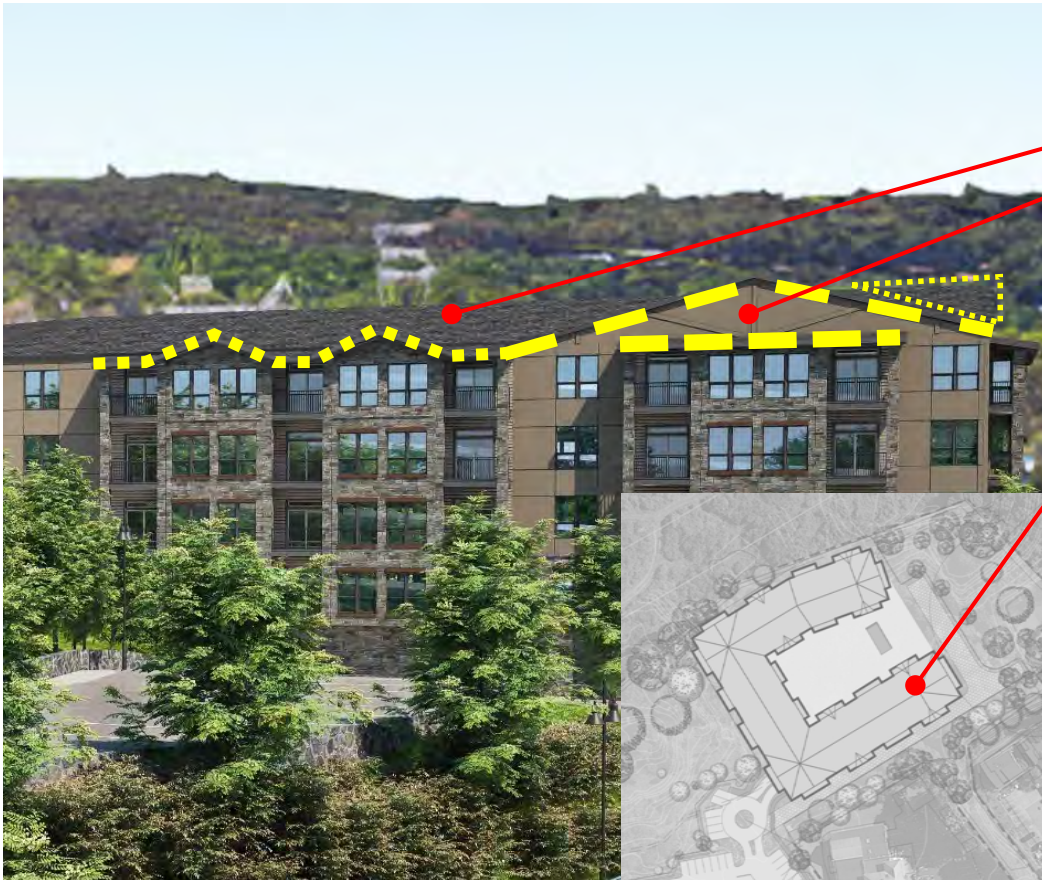


2 - Building Height and Massing

- Multi story
- Balanced sense of enclosure
- Offsets and setbacks articulate the façade
- Modulated footprint

Source: Perkins Eastman

Building Design



3 - Roof Massing

Combination of roof types
Complex Combinations - sheds, gables, hips

4 - Roof Pitch

In proportion to the façade and sloped

Source: Perkins Eastman

Building Design



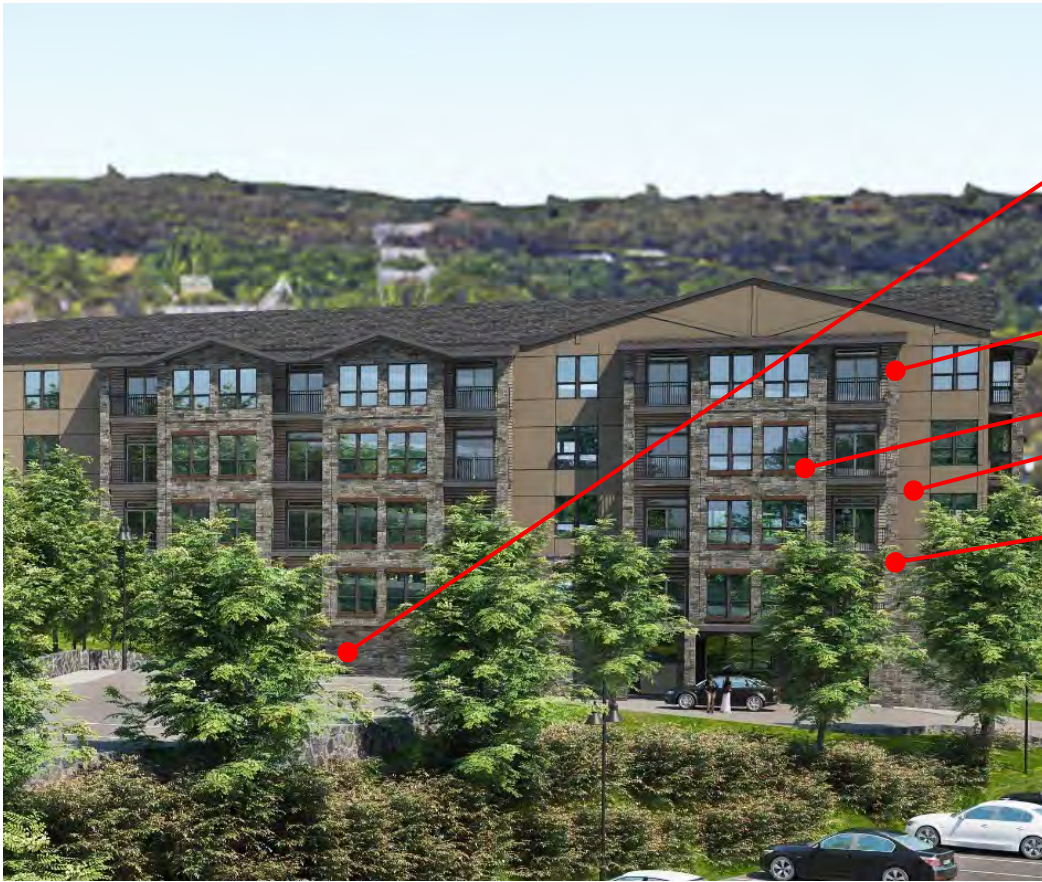
5 - Roof Features & Materials

- Dormers
- Use of overhangs
- Air handling units are screened by roof angles
- Roof is asphalt profile



Source: Perkins Eastman

Building Design



6 – Building Façade

Ground floor will be distinct from upper stories

7 – Building Design and color

Colors & materials integrated into building form to break up mass

Stone veneer is used

Façade colors are non reflecting, subtle, and earth toned

Wood look cement clapboard and panels and stone veneer

Source: Perkins Eastman



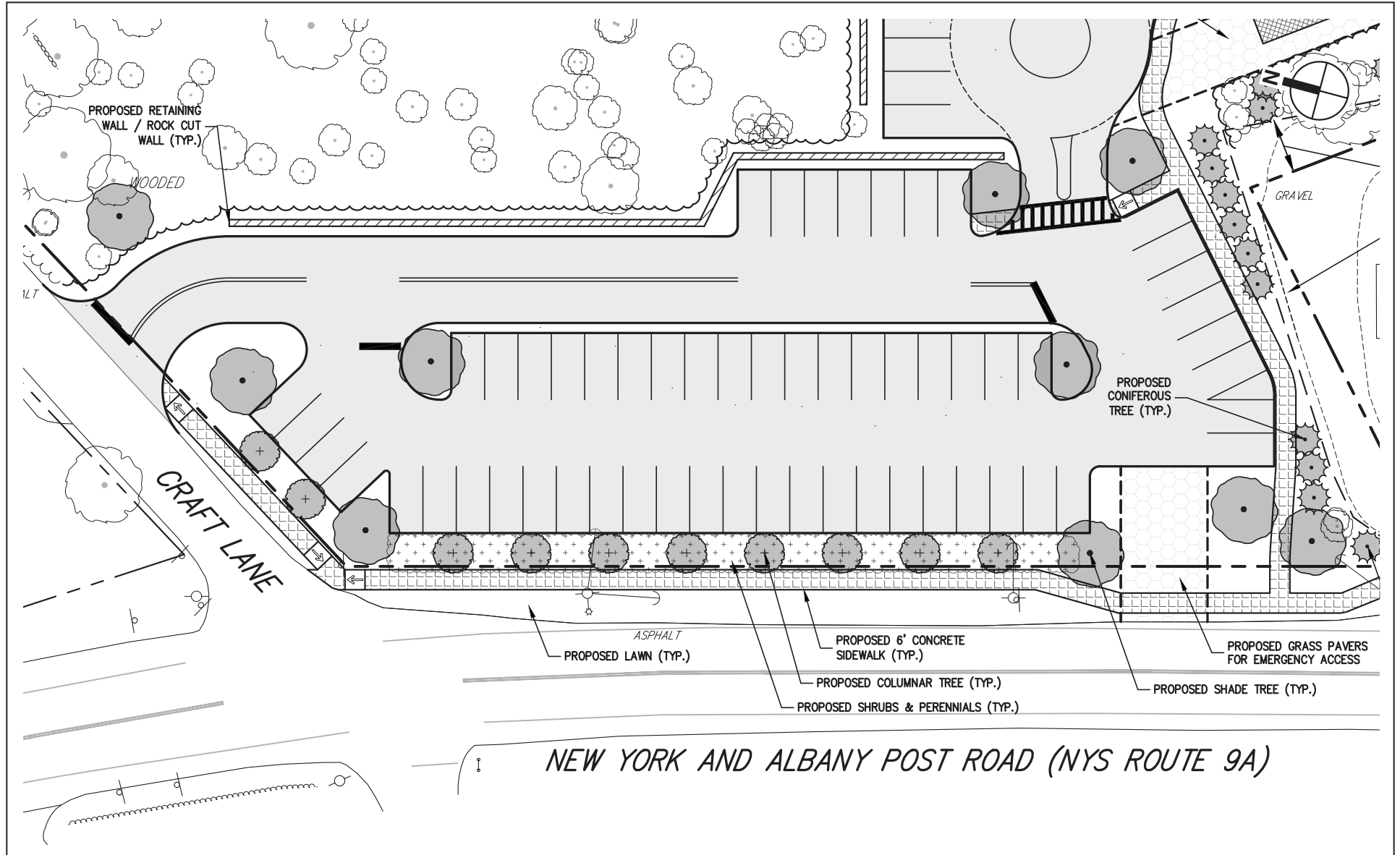
Source: Perkins Eastman

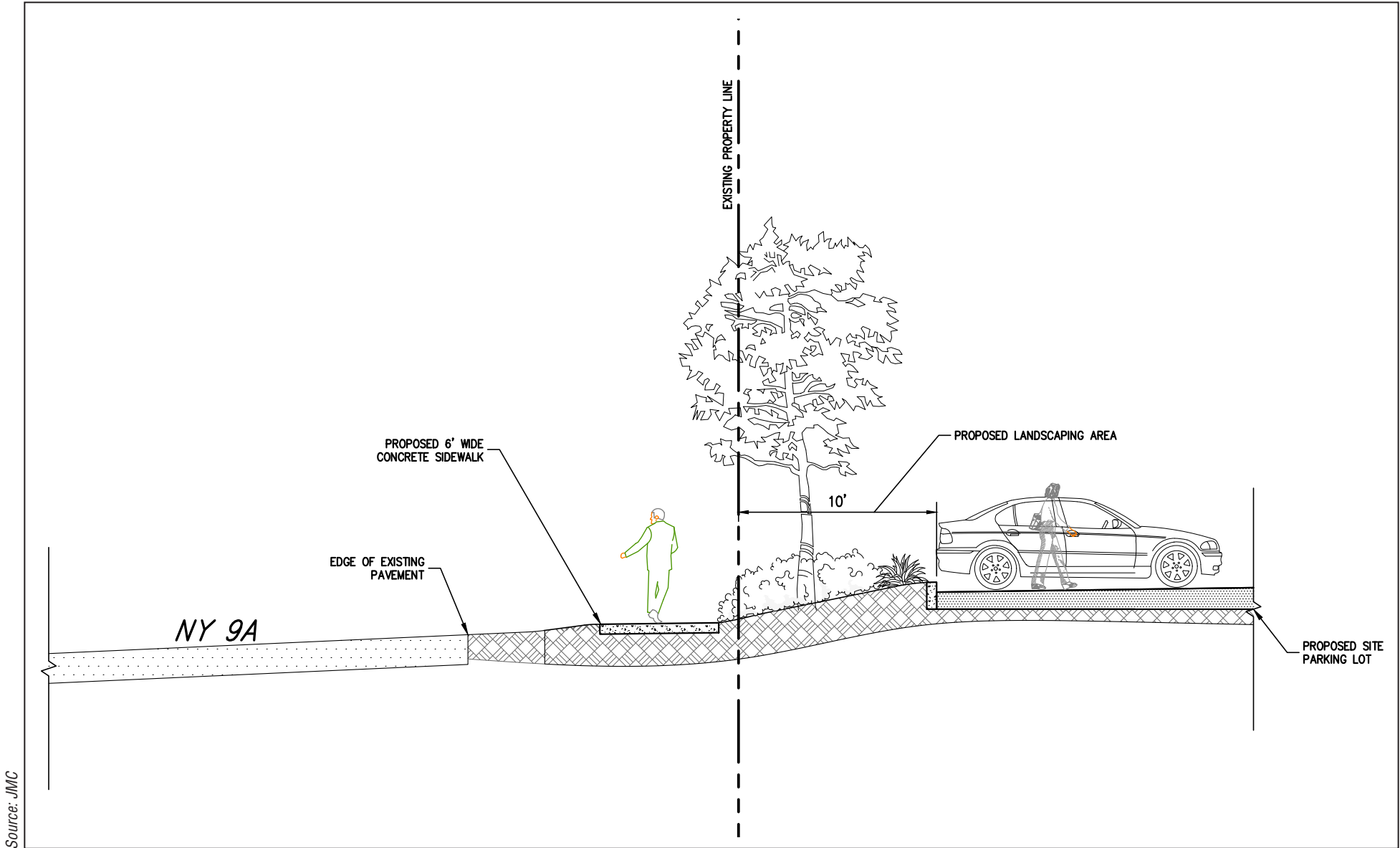
Source: Perkins Eastman





Source: Perkins Eastman





Source: JMC



EXISTING SITE SLOPES TABLE				
NUMBER	MINIMUM SLOPE	MAXIMUM SLOPE	AREA (SF)	COLOR
1	15%	30%	39,693	Yellow
2	30%	Vertical	45,983	Orange

PROPOSED DISTURBED SLOPES TABLE				
NUMBER	MINIMUM SLOPE	MAXIMUM SLOPE	AREA (SF)	COLOR
1	15%	30%	19,757	Yellow
2	30%	Vertical	11,161	Orange



Source: JMC

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT WITHOUT THE SIGNATURE OF SAID LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT IS A VIOLATION OF ARTICLE 176 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 176.1 SUBSECTION 2.

E. PLANNING AND ZONING

This section corresponds to the Special Permit review criteria in §211.42(A)(5) of the Village's Zoning Code.

PROPOSED ZONING AND POTENTIAL IMPACTS

In order to facilitate development of the Proposed Project, the Applicant has petitioned the Board of Trustees for amendments to the Village's Zoning Code and Zoning Map, as follows:

- (1) Reclassify and redesignate the portion of the Project Site in the M-1 District (approximately 3.82 acres), from the M-1 District to the C-2 District and Overlay District – thereby designating the entire Project Site C-2 District and Overlay District and permitting multifamily apartment dwellings throughout the entirety of the Project Site.
- (2) Revise the Schedule of Use Regulations (Zoning Code §211-10) to include a new Column 3A entitled “Uses by Special Permit by the Board of Trustees” within the Overlay District only, to allow for multifamily apartment buildings of greater density on parcels of land greater than five acres.
- (3) Change the off-street parking requirement for multifamily apartment buildings on parcels of land greater than five acres in the Overlay District.
- (4) Make the Village of Buchanan Board of Trustees the approving agency for special permits and site development plans for multifamily apartments on parcels of land greater than five acres within the Overlay District.

There are no parcels, other than the Project Site, that are greater than five acres within the Overlay District. As such, the Proposed Zoning would only apply to the Project Site. To the south of the Project Site, within the Overlay District, 3095 Albany Post Road (S/B/L 43.20-2-6) is an undeveloped 4.499-acre parcel, which is the only parcel greater than four acres in the Overlay District, and the adjacent 3109 Albany Post Road (S/B/L 43.20-2-7) is a partially developed 0.589-acre parcel. If these two lots were merged, the Proposed Zoning would apply to that parcel.

CONSISTENCY WITH COMPREHENSIVE MASTER PLAN

The Village of Buchanan Comprehensive Master Plan (“Comprehensive Plan”) was adopted March 7, 2005 by resolution of the Village Board.³ Section 211.42(A)(5) of the Village Zoning Code requires that prior to the granting of a special permit, the Applicant must provide “evidence that the proposed use is consistent with and compatible to the goals” of the Comprehensive Plan. The Proposed Project, which would require a Special Permit from the Board of Trustees, and the proposed amendments to the Zoning Code, are consistent with, and will advance, many of the goals set out in the Comprehensive Plan, as described more fully below.

COMMUNITY CHARACTER AND RESOURCES

Section II-A-1 of the Comprehensive Plan relates to the Village's desired Community Character. The Comprehensive Plan observes that “people traveling through the Village may likely form an

³ https://villageofbuchanan.com/_documents/Comp-Plan.pdf

impression of the Village based on the appearance of the Route 9A corridor.” The Comprehensive Plan suggests that “improvements to the Route 9A ‘streetscape’ could help improve the appearance and function of this corridor. Such improvements could involve attractive lighting fixtures, planting of street trees, sidewalk improvement/expansion, [and] curbing improvements.”

The Proposed Project would result in both physical and aesthetic improvements to the Route 9A corridor through the development of streetscape improvements along the Project Site’s Route 9A frontage. The improvements include constructing a sidewalk (including along the Buchanan Home Center’s frontage), constructing a pedestrian crossing, and planting trees and other vegetation (see **Figures 6 and 9**).

The Comprehensive Plan also observes that “the need for an appropriately balanced tax base (i.e., between residential, commercial, industrial and utility land uses) is certainly an important planning consideration.” The Proposed Project, while residential in use, has similar fiscal characteristics to a commercial use. Specifically, the residential use would be assessed as an income-producing property. In addition, the increased revenue to the Village, through real property taxes generated by the development, would not only be an increase from the taxes generated on a site that is currently assessed as vacant land, but, as demonstrated below, the taxes generated by the Proposed Project would more than offset the anticipated increased municipal costs.

Regarding preservation of open space, the Comprehensive Plan observes that “while largely developed, the Village still retains a considerable amount of largely undeveloped lands and important environmental features that warrant acknowledgement [and] protection...including large areas of relatively contiguous forest...including steep slopes and wetlands.” The Proposed Project is designed to minimize impacts to steep slopes and avoids impacts to the waterbody on the Project Site. The Proposed Project is also designed to retain existing tree cover outside of the areas being developed.

The Applicant contends that the Proposed Project is also consistent with the Comprehensive Plan’s objective that the Village “ensure that additional development occurs at a scale and in a manner that is appropriate to the area and that serves to preserve and enhance the character and diversity of Buchanan’s neighborhoods and commercial areas.” The Proposed Project would add necessary housing supply to the Village, diversify the types of housing available to Village residents, and would enhance the area around the Project Site, by improving the streetscape and pedestrian experience, and making beneficial use of an undeveloped parcel in the Village. As described above, the scale and manner of the Proposed Project is also consistent, in the Applicant’s opinion, with the Village’s Design Guidelines.

BUCHANAN’S NEIGHBORHOODS/HOUSING

Two primary objectives related to housing and neighborhood character were identified in the Comprehensive Plan: “Promote a range of rental and home ownership opportunities in varied housing types and prices for Village residents...;” and, “Preserve the quality, character and stability of the Village’s neighborhoods by preventing the intrusion of incompatible uses in residential areas and distributing land uses in such a manner that potential conflicts between uses are minimized.”

The Proposed Project would, in the Applicant’s opinion, help the Village achieve both of these objectives. The development of a multi-family residential building comprised of 148 for-rent

units would not only add additional housing stock to the Village, but would also increase the diversity of the Village's housing stock and provide additional rental opportunities within the Village. Currently, 84 percent of the Village's housing stock is comprised of 1-family houses and 83 percent of the Village's housing stock is owner-occupied housing.⁴

The proposed multi-family residential use is, in the Applicant's opinion, compatible with the surrounding area, as it is near other residential neighborhoods. It also serves as a transitional use between the R-7.5 Residential District and the R-10 Residential District, located to the west of the Project Site, and the M-1 District to the east of the Project Site, maintaining the expected development patterns and potential of both areas.

TRAFFIC AND TRANSPORTATION

The Comprehensive Plan identifies several recommendations related to traffic and transportation. Relevant to the Proposed Project are the recommendations to "improve pedestrian and bicycle access and safety within the Village" provide "new sidewalks and repair/replacement of existing sidewalks" and to expand and connect sidewalks. As described above, the Proposed Project would include improvements to the streetscape along NYS Route 9A, including new sidewalks, a pedestrian crossing, plantings, and landscaping. See also Section H, "Traffic," of this EEAF, which summarizes the Traffic Impact Study performed for the Proposed Project, which is included in **Appendix D**.

ENVIRONMENTAL RESOURCES

The Comprehensive Plan recognizes the importance of good stewardship of the Village's environmental resources. One objective of the Plan is to "Protect scenic resources and sensitive environmental features (such as water bodies, wetlands, floodplains, steep slopes, and stream corridors) to the maximum degree possible." The Proposed Project has been designed to limit disturbance to steep slopes on the Project Site and to preserve natural features, including the waterbody on the southern portion of the Project Site, to the maximum extent practicable.

The Comprehensive Plan also recommends that the Village "protect and encourage wildlife and habitat diversity" and suggests that "large contiguous areas of forest and relatively undeveloped areas should be kept intact to the extent possible." The Proposed Project's area of disturbance would be approximately 3.1 acres, leaving approximately 2.86 acres (or 48 percent) of the Project Site undisturbed. Additionally, the Project Site is adjacent to the Con Edison-owned high-voltage electric transmission line corridor, which provides open space and habitat for wildlife surrounding the Project Site.

⁴ U.S. Census. American Community Survey, 2021 5-Year Estimates.

F. ECONOMIC AND FISCAL ANALYSIS

This section corresponds to the Special Permit review criteria in §211.42(A)(4) of the Village’s Zoning Code.

ECONOMIC AND FISCAL BENEFITS

PROPERTY TAX REVENUE

Based upon a review of comparable multifamily developments in the region, the Applicant’s third-party tax consultant, Ryan Tax, estimates that the full market value of the Proposed Project, upon stabilization, would be approximately \$30.5 million and that the estimated taxable assessed property value would be approximately \$408,000 (The taxable assessed value of property within the Town of Cortlandt as of 2022 is 1.34 percent of the total market value).

As shown in **Table 3**, upon stabilization, the Proposed Project is estimated to generate approximately \$828,855 in property tax revenue annually to various taxing jurisdictions. This includes approximately \$471,803 for the Hendrick Hudson Central School District, approximately \$250,806 for the Village of Buchanan, and approximately \$78,581 for Westchester County (the “County”).

**Table 3
Proposed Project Tax Revenues**

Taxing Jurisdictions	Taxable Assessed Value	Tax Rate per \$1000 of Assessed Value (Mill Rate)	Approximate Amount Raised by Taxation
Westchester County	\$408,000	192.60	\$78,581
Village Tax	\$408,000	614.72	\$250,806
Cortlandt EMS	\$408,000	12.68	\$5,173
Hendrick Hudson School District	\$408,000	1156.38	\$471,803
Hendrick Hudson Library	\$408,000	27.81	\$11,346
General Fund Townwide	\$408,000	27.06	\$11,040
Highway Bridges	\$408,000	0.26	\$106
TOTAL			\$828,855
Notes: Village Police and Fire Departments are funded through the Village Budget.			
Sources: 2022/2023 Village Tax Rates for Westchester County; 2022 Special District Tax Rates for Westchester County; 2022 Municipal County Tax Rates; 2022/2023 School District Tax Rates for Westchester County; 2023 Town of Cortlandt Adopted Budget; 2022-2023 Village of Buchanan Adopted Budget.			

ECONOMIC BENEFITS

The Proposed Project would generate economic benefits for the Village, the Town, and the County through resident spending at local businesses. Based on market rents, the residents in the Proposed Project would have an estimated average annual household income of approximately \$104,000. Using the 2021 U.S. Bureau of Labor Statistics Consumer Expenditure Survey, households at this income level spend approximately 32 percent of their income on consumer goods and services such as groceries, restaurant meals, alcohol, home furnishings, medical care, gasoline, and other miscellaneous goods and services. As such, the 148 households in the Proposed Project have an estimated total consumer expenditure potential of \$4.9 million annually. Based on the businesses located in the Village and the Town, and location-based services spending and travel pattern data⁵, the Village of Buchanan could capture 8 percent of

⁵ Replica, <https://www.replicahq.com/>

new residents' consumer expenditure potential, which is equal to approximately \$645,000 annually and the Town could capture approximately 48 percent of new residents' consumer expenditure potential, which is equal to \$2.4 million annually. Westchester County would capture approximately 72 percent of the new residents' consumer expenditure potential, totaling \$3.5 million a year.

AKRF used the residents' household spending in the Village, the Town, and the County as inputs to the IMPLAN model to estimate the Proposed Project's anticipated economic benefits from annual resident spending. The residents' direct local spending would have ripple effects in the economy through increased business-to-business spending (indirect impacts) and increased household income (induced effects).

The annual economic benefits of resident spending to the Village, the Town, and Westchester County are shown in **Table 4**. Resident spending would support 2 jobs, \$103,950 in labor income, and \$238,020 in economic output in the Village; 9 jobs, \$467,720 in labor income, and \$1.1 million in economic output in the Town; and 17 jobs, \$1.1 million in labor income, and \$2.7 million in economic output in the County. Not all residents in the Proposed Project would be new to Westchester County; therefore, the estimates of local spending in **Table 4** are gross economic benefits.

Table 4
Annual Economic Benefits of Resident Spending

	Village of Buchanan	Town of Cortlandt	Westchester County
Employment (Full- and Part-Time Jobs)			
Direct	2	9	13
Total³	2	9	17
Labor Income¹ (2023 dollars)			
Direct	\$103,900	\$466,860	\$704,010
Total	\$103,950	\$467,720	\$1,074,560
Output² (2023 dollars)			
Direct	\$237,850	\$1,060,630	\$1,784,980
Total	\$238,020	\$1,063,110	\$2,756,040
Notes:			
¹ Labor income includes employee compensation and proprietor income.			
² Output is the total value of industry production and is inclusive of all taxes. For service sector industries, output is total sales; for retail industries, output is gross margin.			
³ Total includes direct, indirect, and induced economic benefits.			
Sources: The 2021 IMPLAN model and AKRF, March 2023			

PARKS AND OPEN SPACE

Pursuant to §211-27.1 of the Village Code, and in conformance with NYS law, the Village is permitted to require the provision of a park or parks on site plans containing residential units, or, if it is not feasible to locate such a park on the site, require a fee in lieu of providing the same. Given the environmental constraints on the Project Site, locating additional recreational uses, over and above the proposed indoor and outdoor recreational amenities proposed for the Project's residents, is not practicable. As such, it is anticipated that the Proposed Project would be required to pay a fee-in-lieu of providing such additional on-site park space. The amount would be based on the fee schedule in effect at the time of a Site Plan approval.

COMMUNITY SERVICES

PUBLIC SCHOOLS

Existing Conditions

The Project Site is located within the Hendrick Hudson Central School District (“HHCS D” or “District”). Geographically, the District comprises Buchanan, Verplanck, Crugers, Montrose, and portions of Cortlandt Manor, Croton-on-Hudson, and Peekskill. The District serves more than 2,000 students across five schools: Buchanan-Verplanck, Frank G. Lindsey, and Furnace Woods Elementary Schools; Blue Mountain Middle School; and Hendrick Hudson High School.

As shown in **Table 5**, since 2007, enrollment has generally declined, from a high of 2,715 students enrolled during the 2007-2008 school year, to a low of 2,209 students enrolled during the 2021-2022 school year, which is a decline of 18.6 percent over 15 years.

Table 5
Hendrick Hudson Central School District Enrollment

Year	Enrollment (K-12)	Percent of Change in Enrollment from Previous Year
2007/08	2,715	--
2008/09	2,690	-1.0%
2009/10	2,701	+0.4%
2010/11	2,621	-3.0%
2011/12	2,576	-1.7%
2012/13	2,485	-3.5%
2013/14	2,402	-3.3%
2014/15	2,344	-2.4%
2015/16	2,366	+0.9%
2016/17	2,324	-1.8%
2017/18	2,309	-0.6%
2018/19	2,320	+0.5%
2019/20	2,268	-2.2%
2020/21	2,216	-2.3%
2021/22	2,209	-0.3%

Sources: Cornell Program on Applied Demographics – Total Enrollment.

The total HHCS D 2022–2023 budget is \$86,634,308.⁶ For the 2022–2023 school year, the District expects to receive approximately \$8,095,560 in state aid, which is approximately 9.3 percent of the 2022–2023 estimated revenue. A total of \$50,005,677, or approximately 57.7 percent of the 2022–2023 estimated revenue is raised from the Tax Levy, and \$28,533,071, or approximately 33.0 percent is raised from revenues other than taxes and state aid, such as Payment in Lieu of Taxes (PILOT) payments, and the NYS Electric Generation Cessation Fund (see **Table 6**).

⁶ Hendrick Hudson Central School District 2022–2023 Proposed Budget: <https://www.henhudschools.org/cms/lib/NY01813707/Centricity/Domain/1689/Summary.pdf>

Table 6
2022–2023 Hendrick Hudson Central School District Budget Detail

	Source/Use	Budget	Percentage of Total
Expenses	Administrative	\$5,303,863	6.1%
	Instructional	\$71,378,017	82.4%
	Capital	\$9,952,428	11.5%
	Total Expense	\$86,634,308	--
Revenue	Tax Levy	\$50,005,677	57.8%
	State Aid	\$8,095,560	9.3%
	Payment in Lieu of Taxes (PILOT)	\$6,373,192	7.4%
	Electric Generation Cessation Fund	\$15,430,667	17.8%
	Other (Sales Tax, BOCES Aid, etc.)	\$6,729,212	7.8%
	Total Revenue	\$86,634,308	--
Note: Percentages may not add due to rounding			
Source: HHCS D 2022–2023 Budget Statement			

The District groups their expenditures into three parts: administrative, instructional, and capital. For the 2022–2023 budget, the District allocated \$71,378,017, or 82.4 percent, for its instructional budget. Based on the 2021-2022 school year enrollment of 2,209 students,⁷ this equates to a per student instructional cost of approximately \$32,312, of which \$21,067 (or 65.2 percent) would be funded by property tax or PILOT payments.

Potential Impacts to the Public Schools

Generally, estimates of the number of public school-age children (“PSAC”) anticipated to live within a new residential development is calculated using a “multiplier” based on U.S. Census data and is specific to housing unit type (e.g., single-family/multi-family), size (e.g., bedroom count) and median value/rent.

A standard multiplier used to estimate PSAC in new developments comes from the Rutgers University’s Center for Urban Policy Research (CUPR) 2018 multipliers (the “Rutgers Study”⁸), which in turn is based on data from the 2012-2016 5-year American Community Survey⁹ (“ACS”) data. CUPR queried the Public Use Microdata Sample (PUMS) from the 2012-2016 ACS to determine the population characteristics of various types of recently constructed housing (built between 2000 and 2016) in New Jersey.¹⁰ The population characteristics queried included average household size, number of PSAC, and number of PSAC by grade range. The housing characteristics queried included housing tenure (e.g., owner or renter), housing size (e.g.,

⁷ <https://pad.human.cornell.edu/schools/index.cfm>

⁸ Alexandru Voicu and David Listokin. “Who Lives in New Jersey Housing: The Profile of Occupants of Residential Development in New Jersey.” Published November 2018. Accessible at: <https://bloustein.rutgers.edu/wp-content/uploads/2015/03/NJDM-updated-2018.pdf>.

⁹ ACS is an on-going demographics survey program conducted by the U.S. Census Bureau that provides information on a yearly basis. ACS data are collected each month, via a survey sent to a sample (approximately 3.5 million) of addresses in fifty states, Washington D.C., and Puerto Rico.

¹⁰ While specific to New Jersey, these multipliers are the most recent, large-scale data set widely available and are consistently utilized by industry professionals. CUPR last published statewide multipliers for New York for housing built prior to 2000.

number of bedrooms), housing type (e.g., single- or multi-family, detached or attached), and housing price.

Based on these queries, CUPR published a series of tables that include various population characteristics, including the number of PSAC for various types and sizes of housing. These are known as the “Rutgers” multipliers. These multipliers are commonly used by communities throughout the region and, as such, this analysis provides an estimate of the number of PSAC that may live at the Proposed Project based on these multipliers.

PSAC multipliers vary based on the type, size, ownership characteristics, and the value of the housing unit. Housing values in the Rutgers Study are divided into two categories: “below median” or “above median.” In buildings with 50 or more units, the median value for 0-1BR rental units is \$178,000; for 2-BR rental units the median value is \$281,000; for 3-BR rental units the median value is \$316,000. The units in the proposed multi-family building would be within the “above median” range of values.

Newly constructed multifamily buildings with 50 or more units and unit values “above median” had an average of 0.004 public school age children per unit for 0-1 bedroom units, an average of 0.065 public school age children per unit for 2 bedroom units, and an average of 0.245 public school age children per unit for 3 bedroom units.¹¹ As shown below in **Table 7**, using the Rutgers multipliers, nine (9) PSAC would be anticipated to live within the Proposed Project. Given the declining student enrollment within the District, it is not anticipated that an additional nine students, which is less than one student per grade, would result in capacity issues at any District school.

Table 7
Anticipated Number of PSAC in Development: Rutgers Study

Type of Unit	Number of Units	Multiplier	Number PSAC
50+ Units (Rent), 0-1BR (above median)	56	0.004	0.224
50+ Units (Rent), 2BR (above median)	78	0.065	5.07
50+ Units (Rent), 3BR (above median)	14	0.245	3.43
TOTAL PSAC			8.724
Note: BR = Bedroom; The Proposed Project’s 2BR+ units were considered 3BR units for purposes of this analysis in order to provide the most conservative estimate.			
Sources: Rutgers University Center for Urban Policy Research: 2018 New Jersey (Table II.A-6)			

To augment the use of the Rutgers multipliers, and to validate the CUPR data with recent, local experience, an estimate of the number of PSAC that may live at the Proposed Project was generated using a case study of multi-family developments similar to the Proposed Project. The Applicant identified 14 multi-family developments in Westchester County and requested enrollment information from the school district in which the development was located. **Table 8** presents the PSAC multipliers derived from this sample of multifamily developments in Westchester County. Based on the ratios of PSAC to units in these developments, 14 PSAC could be anticipated to live within the Proposed Project. Given the declining student enrollment within the District, it is not anticipated that an additional 14 students would result in capacity issues at any District school.

¹¹ Rutgers Study, Table II-A-6.

Table 8					
Case Study of Westchester Multi-Family Developments					
Development	School District	Number of Units	Number of PSAC*	PSAC Multiplier	Notes
Rivertowns Square (The Danforth Apartments)	Ardsley	200	44.3	0.22	
Vista at Town Green	Elmsford	617	113.7	0.18	Includes various housing types, including townhouses
The Elm	Elmsford	94	6.3	0.07	
Avalon Willow	Mamaroneck	229	34**	0.15	
The Mason	Mamaroneck	96	2**	0.02	
Harbor Square	Ossining	188	9.3	0.05	
Avalon	Somers	152	16.3	0.11	Stacked Flats
Tower Club	Tuckahoe	200	39.3	0.20	
Quarry Place	Tuckahoe	108	5.3	0.05	
Avalon	White Plains	393	24	0.06	
One City Place	White Plains	212	14	0.07	
Tower at City Place	White Plains	212	1.7	0.02	
Bank Street Apartments	White Plains	500	8.3	0.02	
La Gianna	White Plains	56	5	0.09	
Total		3,257	323.67	.094	
Notes: * Based on average enrollment of 2020-2021 through 2022-2023 school years, except for those developments indicated by ** which are based on an average enrollment of the 2021-2022 and 2022-2023 school years.					
Sources: School District Correspondence (see Appendix E)					

Applying the per pupil programmatic cost attributable to the property tax levy and PILOT payments of \$21,986 to the number of new students estimated to live within the Proposed Project (e.g., nine new students as estimated using the Rutgers multiplier method, and 14 new students as estimated using the case study method) results in a conservative potential annual cost to the District of \$189,607 (for nine students) to \$307,804 (for 14 students).¹² These potential costs would be wholly covered by the estimated \$471,803 in annual tax revenue that the HHCS D would receive from the Proposed Project resulting in an annual surplus of tax revenue to the District.

POLICE SERVICES

The Project Site is served by the Village of Buchanan Police (the “Police Department”). The Police Department operates out of Buchanan Village Hall, located at 236 Tate Avenue,¹³ and is comprised of one Police Chief, one Sergeant, and four Officers (a total of six members). As shown in **Table 9** below, the total number of calls the Police Department responded to over the past five years ranged from a low of 1,108 calls in 2018, to a high of 1,686 calls in 2022. Information on the breakdown of calls, as provided by the Police Department, is included in

¹² It is noted that this “average” cost is likely more than the incremental, or, “marginal” cost of additional students.

¹³ <https://www.villageofbuchanan.com/police.html>

Appendix E. The Applicant could not discern a reason or pattern for the increase of calls from 2018 to 2022.

**Table 9
Police Calls (2018-2022)**

Year	Calls
2018	1,108
2019	1,494
2020	1,646
2021	1,656
2022	1,686

Source: Village of Buchanan Police, Monthly Call Statistics. Provided by Village Administrator on March 6, 2023.

As shown in **Table 10** below, the Proposed Project is conservatively estimated to have a population of approximately 317 residents, which is equal to approximately 13.8 percent of the Village’s 2020 population of 2,302.¹⁴

**Table 10
Anticipated Resident Population**

Type of Unit	Number of Units	Multiplier	Projected Population
50+ units (rent), 0-1 Bedroom, above median	56	1.551	86.86
50+ units (rent), 2 Bedroom, above median	78	2.355	183.69
50+ units (rent), 3 Bedroom, above median	14	3.289	46.05
TOTAL			316.6

Note: The Proposed Project’s 2BR+ units were considered 3BR units for purposes of this analysis.
Sources: Rutgers University Center for Urban Policy Research: 2018 New Jersey (Table II.A-6)

In the Applicant’s opinion, the Proposed Project is anticipated to generate a minimal increase in demand for police services, which is anticipated to be accommodated by current staffing. Additionally, the Applicant will review the need for additional site security measures with the Village, including cameras, during Site Plan approval. The Applicant is also working to obtain information regarding emergency service response to other area multifamily buildings and will present this information to the Village when received.

FIRE SERVICES

The Project Site is served by the Buchanan Engine Company (the “Fire Department”). The Fire Department is located at 3159 Albany Post Road and is comprised entirely of volunteers.¹⁵ The Fire Department covers a service area of approximately 1.5 square miles within the Village. It has 40 active members who operate the Department’s four front line vehicles and three command vehicles. In 2022, the Fire Department responded to a total of 169 alarms. The alarms were comprised of 76 EMS assists, 5 structure fires, 46 other emergencies, and 42 calls for

¹⁴ U.S. Census Bureau, Decennial Census 2020.

¹⁵ <https://www.buchananfire.com/content/about/>

mutual aid.¹⁶ As shown in **Table 11**, the total number of calls that the Fire Department responded to over the past 5 years ranged from a low of 141 calls in 2019, to a high of 172 calls in 2021.

Table 11
Fire Calls (2018-2022)

Year	Calls
2018	160
2019	141
2020	148
2021	172
2022	169

Source: Buchanan Engine Company, Yearly Call Statistics (Report from NYS Division of Homeland Security and Emergency Services, Office of Fire Prevention and Control). Provided by Village Administrator on March 9, 2023.

The Verplanck Fire Department serves the nearby hamlet of Verplanck, to the west of the Village, which is part of the Town of Cortlandt. The Verplanck Fire Department also serves several commercial sites within the Village of Buchanan, including the Indian Point Energy Center and the Continental Gypsum Plant.¹⁷ The Verplanck Fire Department has a ladder truck with a 70-foot ladder. In the event of an emergency at the Proposed Project requiring a ladder truck, it is anticipated that the Verplanck Fire Department's ladder truck would be dispatched in accordance with existing mutual aid agreements. In addition, the Village of Croton, City of Peekskill, and Montrose Fire Departments have ladder trucks should one be necessary. The neighboring fire departments would, under existing protocols, also provide additional personnel for the purposes of firefighting.

It is also noted that the design and construction of the Proposed Project would meet the most modern building and fire codes, including the use of automatic sprinklers and fire-separated staircases. The design of the Project Site allows for sufficient fire truck maneuverability around the proposed building (see **Appendix B**, Figures TA-1 and TA-2).

G. ENVIRONMENT

This section corresponds to Special Permit review criteria in §211.42(A)(7) of the Village's Zoning Code.

STEEP SLOPES

The area of disturbance for the Proposed Project would be approximately 3.1 acres. Based on preliminary calculations, it is anticipated that construction of the Project would result in a net cut and removal of approximately 7,000 cubic yards of earthen material.

¹⁶ The source of this data is a letter dated January 1, 2023, from the Buchanan Engine Company Chief to the Village Board of the Village of Buchanan. This was provided to AKRF, Inc. on March 6, 2023, by the Village Administrator.

¹⁷ <https://www.verplanckfire.org/content/about/>

As described above, and shown in **Figure 2**, approximately 33 percent of the Project Site is comprised of Village-regulated Steep Slopes, concentrated in the northeast and southeast. The Applicant has designed the Proposed Project to minimize impacts to Village-regulated Steep Slopes to the maximum extent practicable. The proposed building is sited in the center of the Project Site, on an expanse of relatively flat ground. Similarly, the proposed surface parking is located in the northwest of the Project Site, which is similarly relatively flat. As such, the areas of the Project Site with the most steeply sloping land have been preserved. The proposed disturbances to Steep Slopes are shown in **Table 12**. As shown therein, the Proposed Project would disturb Steep Slopes on 7.9 percent of the Project Site (i.e., disturbance of 23.7 percent of the Project Site’s Steep Slopes). As described in Section D, “Consistency with Design Guidelines,” above, other programs considered for the Project Site, some of which considered the inclusion of a retail component, would have resulted in greater impacts to Village-regulated Steep Slopes.

Table 12
Proposed Disturbance to Village-Regulated Steep Slopes

Slope Category	Area of Site	Percentage of Site
15% to 30%	12,573 sf	4.9%
30%+	7,599 sf	3.0%
Notes: sf = square feet; See Village Code Chapter 165-3.		
Source: JMC Engineering.		

WETLANDS

The Project Site is an unimproved, 5.96-acre property with forested uplands, pond, and associated wetlands. The pond is mapped by the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) as a palustrine wetland with an aquatic bed that is permanently flooded and has been diked/impounded (PABHh) (see Figure 1 of the EEAF). This pond is not mapped as a New York State Department of Environmental Conservation (NYSDEC)-regulated freshwater wetland but is assumed to be regulated under Chapter 203, “Wetlands Law of the Village of Buchanan” of the Code of the Village of Buchanan. A wetland field investigation conducted on November 30, 2021, by an EcolSciences Professional Wetland Scientist confirmed the wetland boundaries as consistent with the NWI-mapped wetland (see **Appendix C**). In addition, the pond is designated by NYSDEC as a Class B waterbody. Class B waters are best used for primary and secondary contact recreation and fishing, and are suitable for fish, shellfish, and wildlife propagation and survival.¹⁸

Construction of the Proposed Project would not occur within mapped wetland boundaries. Erosion and sediment control measures (e.g., silt fencing and hay bales) would be implemented during construction to prevent indirect impacts to wetlands and waterbodies. Construction of the Proposed Project would result in an additional 1.99 acres of impervious surface within the Project Site. Stormwater within the Project Site would be managed to prevent impacts to the pond located within and extending beyond the Project Site. A comprehensive Stormwater pollution Prevention Plan (SWPPP) would be prepared in accordance with State and local regulations and would be reviewed during the Site Plan and Special Permit review. Therefore, with these protections in place, the Proposed Project would not adversely affect wetlands and surface waters.

¹⁸ Regulated and defined by Title 6 of the New York Codes, Rules and Regulations (NYCRR), Part 701.

While the Proposed Project does not require direct wetland disturbance, the proposed fire access drive would be located within the 100-foot wetland buffer regulated by the Village of Buchanan and may require a permit from the Planning Board. A more detailed plan to mitigate the approximately 0.13-acre disturbance, such as additional plantings within the wetland buffer, would be provided during site plan review. The disturbance would be necessary to facilitate the construction of a fire access lane, which would be comprised of grasscrete.

ECOLOGICAL COMMUNITIES AND VEGETATION

Ecological communities within the Project Site would be generally classified as forested uplands¹⁹ according to Edinger et al. (2014).²⁰ Habitat in the Project Site is varied and includes forested areas with a dense understory of shrubs and herbaceous species, forested areas with virtually no shrub and herbaceous layers, forested areas dominated by invasive vegetation, and the freshwater pond.

Construction of the Proposed Project would result in the permanent loss of 2.41 acres of forested land through clearing and grading activities within the Project Site. Construction would result in the conversion of 0.28 acres of forested land to meadow, grassland, and brushland and 1.99 acres of forested land to impervious surfaces within the Project Site.

The forested upland community found within the Project Site is similar to the surrounding forested landscape, and the clearing of the Project Site would not result in the loss of rare or critical ecological communities. All work would be performed in compliance with local laws pertaining to tree removal. A landscaping plan prioritizing diverse, native plantings would be prepared for the Proposed Project. The clearing of this small, forested landscape would not result in the loss of rare or critical ecological communities. Therefore, the Proposed Project would not result in significant adverse impacts on ecological communities and vegetation in the Project Site.

VILLAGE-REGULATED TREES

The Village regulates the removal of “any tree with a diameter greater than four inches when measured from 1.5 feet from ground level, on any steep slope,” (see Village Code Section 165-4). There are 533 trees on the entire Project Site that have a diameter greater than four inches when measured from 1.5 feet from ground level. The Applicant proposes to remove 275 of the trees identified in the tree survey, including 50 of which are on Village regulated steep slopes.

Pursuant to Section 165-5(C) of the Village Code, “the Village Board shall be the approval authority with respect to any application [for tree removal on Village-regulated Steep Slopes] which requires the issuance of any other permit or approval by it pursuant to the local laws and ordinances of the Village of Buchanan.” As the Village Board will have approval authority over granting the Special Permit required for the Proposed Project, the Village Board would also have approval authority over the granting of a permit for tree removal.

¹⁹ Edinger et al. (2014) defines the forest uplands subsystem of ecological communities as “upland communities with more than 60 percent cover of trees (greater than 5 meters tall); these communities occur on substrates with less than 50 percent rock outcrop or shallow soil over bedrock.”

²⁰ Edinger, G. J., D. J. Evans, S. Gebauer, T. G. Howard, D. M. Hunt, and A. M. Olivero (editors). 2014. Ecological Communities of New York State. Second Edition. A revised and expanded edition of Carol Reschke’s Ecological Communities of New York State. New York Natural Heritage Program, New York State Department of Environmental Conservation, Albany, NY.

The standards for approval of a tree removal permit are set out in Section 165-6 of the Village Code. Among other things, granting of a permit is conditioned on a showing that the proposed activity “will not adversely affect any wetlands, water bodies, or watercourses” (§165-6(B)), “will not result in creep, sudden slope failure, or additional erosion” (§165-6(C)), “will not adversely affect any endangered or threatened specials of flora or fauna” (§165-6(E)), and “constitutes the minimum disturbance necessary to allow the property owner a reasonable use of the property” (§165-6(G)).

In areas where trees are removed from Village-regulated Steep Slopes, mitigation measures would include the installation of retaining walls, and the planting of native trees, shrubs, and ground cover. Numbers and species of vegetation to be installed would be determined during site plan review. A detailed stormwater management plan, including an erosion and sedimentation plan, would be reviewed during special permit and site plan review to ensure compliance with the balance of the tree removal regulations.

WILDLIFE

Based on desktop analyses, the Project Site is likely to have habitat that supports various species of reptiles, amphibians, birds, and mammals (see **Appendix C** for a detailed description of these analyses). A natural resources reconnaissance investigation will be conducted during the growing season (e.g., May or June) to confirm the habitat on the Site. The results of this investigation will be included in a revised version of the EEF appendix and will be utilized to confirm the potential impacts of the Project on species and identify specific mitigation that may be required.

WATER AND SEWER INFRASTRUCTURE

The anticipated water and sewer demands of the Proposed Project were analyzed. The projected water demand for the site is estimated to be 32,760 gallons per day (gpd).²¹ In correspondence to the Applicant’s Engineer, the Village Engineer confirmed that “[w]ith regard to water system capacity, being able to provide the average flow of 32,760 gallons per day is not an issue.” As required by the Village Engineer in the same correspondence, “[i]f there needs to be a pipe upgrade in the street that would be determined during the site plan process.”

Regarding the projected sewer demand for the Proposed Project, in an email dated March 31, 2023, the Village Engineer confirmed that “[s]imilar to water, there is capacity at the Sewer Treatment Plant for the proposed average flow of 32,760 gallons per day.” As the design of the Proposed Project advances, the Applicant’s engineer would analyze the sewer lines serving the Project Site to ensure adequate capacity, and to determine if any upgrades are needed.

STORMWATER MANAGEMENT

Stormwater runoff from the Proposed Project is anticipated to be directed to similar locations as is experienced under existing conditions. A detailed Stormwater Pollution Prevention Plan (SWPPP) will be prepared in accordance with NYSDEC and Village of Buchanan regulations during the Site Plan approval process. A Preliminary Utilities Study has been prepared to indicate the preliminary layout of the proposed stormwater infrastructure for the proposed development (see **Appendix B**). The surface parking lot for the Proposed Project is anticipated

²¹ NYSDEC. “NYS Design Standards for Intermediate Sized Wastewater Treatment Systems,” March 5, 2014

to be curbed, and surface water will be directed to drainage structures where it can be conveyed to a stormwater management area. Additionally, the roof drain leaders from the proposed building will be collected and conveyed into a stormwater management area. A subsurface stormwater treatment system is anticipated to be located beneath the parking lot in the northwest corner of the Project Site, with a connection to the NYSDOT stormwater system within Albany Post Road. An additional subsurface stormwater treatment system is anticipated to be located on the south side of the building, and would discharge into the existing pond.

H. TRAFFIC

This section corresponds to Special Permit review criteria in §211.42(A)(6) of the Village's Zoning Code.

INTRODUCTION AND SUMMARY OF FINDINGS

A Traffic Impact Study (TIS) was prepared to assess the potential traffic and transportation impacts of the Proposed Project (see **Appendix D**). Potential impacts were analyzed using industry-standard data and methodology to calculate existing and future traffic operating conditions in the Study Area. As described in more detail in **Appendix D**, the Proposed Project is not anticipated to result in a significant adverse impact to traffic on the adjacent roadway network. Specifically, the Level of Service (LOS) at each study area intersection would remain the same in the future with the Proposed Project.

Further, as described in **Appendix D**, while the intersection of Albany Post Road and Craft Lane meet the minimum warrant volume required to consider implementation of a left turn lane, such lanes are not recommended as the intersection operates at a LOS C, or better, which indicates acceptable delays of fewer than 20 seconds per vehicle.

LEVEL OF SERVICE

SIGNALIZED INTERSECTIONS

The operation of signalized intersections in the Study Area was analyzed by applying the Percentile Delay Methodology included in the Synchro 11 traffic signal software. The Percentile Delay Methodology differs from the *Highway Capacity Manual (HCM)* Methodology as the former calculates vehicle delays for five different percentile scenarios (10th, 30th, 50th, 70th and 90th) and taking the volume weighted average of the scenarios, whereas the HCM methodology calculates delay for a single average scenario. In addition, the Percentile Delay Methodology includes an additional queue delay component to account for the effects of queues and blocking on short links and turning bays. The HCM methodology evaluates signalized intersections for average delay per vehicle and for Level of Service (LOS).

LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Delay alone is used to characterize LOS for the entire intersection or an approach. Total delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

The delay criteria for the range of service levels for signalized intersections are shown in **Table 13**.

Table 13

LOS Criteria for Signalized Intersections

Total Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 20.0 seconds	B	F
>20.0 and ≤ 35.0 seconds	C	F
>35.0 and ≤ 55.0 seconds	D	F
>55.0 and ≤ 80.0 seconds	E	F
>80.0 seconds	F	F

Note: (1) For approach-based and intersection-wide assessments, LOS is defined solely by delay.
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition.*

UNSIGNALIZED INTERSECTIONS

LOS for two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is determined by the computed or measured control delay using HCM Methodology for each minor-street movement (or shared movement) as well as major-street left-turns at TWSC intersections and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC intersections.

The LOS criteria for both TWSC and AWSC unsignalized intersections are summarized in **Table 14**.

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow in order to execute crossing or turning maneuvers. In the presence of a queue, each driver on the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

Table 14

LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition.*

STUDY AREA INTERSECTIONS & DATA COLLECTION

To assess the traffic impacts associated with the Proposed Project, a Study Area was identified in consultation with the Village’s Traffic Engineering Consultant, considering key intersections

that had the potential to be affected by project-generated trips. Three locations were identified for analysis:

1. Albany Post Road & Tate Avenue
2. Albany Post Road & Craft Lane
3. Albany Post Road & Lindsey Avenue/Gallagher Street

To establish the baseline traffic conditions, traffic counts and observations were collected at the Study Area intersections. Automatic Traffic Recorder (ATR) counts were also collected for a nine-day period in February 2023. Turning Movement Counts (TMC), field observations, and pedestrian counts were collected during the weekday AM and PM peak periods concurrently with the ATR data collection on Tuesday, February 7, 2023 on a fair-weather day when school was in session. The traffic counts are provided in **Appendix D**.

Field inventories of roadway geometry were also conducted and signal timing plans were requested from New York State Department of Transportation (NYSDOT) to provide appropriate inputs to the operational analyses.

Based on a review of the traffic count data, the peak hours for the Study Area were determined to be as follows:

- Weekday AM Peak Hour - 7:00 AM to 8:00 AM
- Weekday PM Peak Hour - 4:00 PM to 5:00 PM

2023 EXISTING CONDITIONS

During peak hours, LOS D operations are generally considered to be acceptable operating conditions for signalized and unsignalized intersections. As shown in **Table 15**, all lane groups operate at an overall LOS D or better under the No Build conditions during the weekday AM and PM peak.

Table 15

2023 Existing Conditions Level of Service Analysis

Intersection	Lane Group	AM Peak Hour			PM Peak Hour			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.24	7.8	A	0.43	9.1	A
	Southbound	T	0.40	9.2	A	0.29	7.8	A
		R	0.06	2.0	A	0.17	2.3	A
Tate Avenue	Eastbound	LR	0.50	19.7	B	0.43	17.0	B
Shell Driveway	Southeastbound	LR	0.21	5.1	A	0.22	6.0	A
			Intersection	9.7	A	Intersection	8.3	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.00	0.0	A
Craft Lane	Westbound	LTR	0.00	0.0	A	0.00	16.4	C
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.03	8.8	A	0.07	8.4	A
	Southbound	LTR	0.00	0.0	A	0.01	8.4	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.18	13.6	B	0.12	12.3	B
Commercial Driveway	Westbound	LTR	0.01	13.9	B	0.06	21.5	C

2026 NO BUILD TRAFFIC CONDITIONS

The Future without the Proposed Project, or “No Build Condition,” is an interim scenario that establishes a future baseline condition that is likely to occur without the Proposed Project. The No Build year is the same year as the Build year of the Proposed Project (2026). No Build traffic conditions were developed based on the following procedure:

- Increase the 2023 Existing Conditions traffic volumes by 1.0 percent per year from 2023 (Existing year) to 2026 (Build year) for background growth, which was agreed upon by the Village’s consulting traffic engineer.
- Manually add trips from pending and approved developments (“No Build projects”) located in the vicinity of the study area. This included a mixed commercial and residential development proposed at 3095 Albany Post Road. According to the Village of Buchanan, the 3095 development is proposed to comprise 51 residential units and 2,275 SF of commercial land use. Total trips generated by the proposed development, estimated in accordance with the *ITE Trip Generation Manual 11th Edition*, were added along Albany Post Road based on the existing traffic patterns.

As shown in **Table 16**, all lane groups continue to operate at an overall LOS D or better under the No Build conditions during the weekday AM and PM peak hours.

Table 16
2026 No Build Conditions Level of Service Analysis

Intersection	Lane Group	AM Peak Hour			PM Peak Hour			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.27	8.0	A	0.48	9.7	A
	Southbound	T	0.41	9.3	A	0.30	7.9	A
		R	0.06	2.0	A	0.17	2.3	A
Tate Avenue	Eastbound	LR	0.50	19.8	B	0.43	17.1	B
Shell Driveway	Southeastbound	LR	0.21	5.1	A	0.22	6.0	A
			Intersection	9.7	A	Intersection	8.6	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.00	0.0	A
Craft Lane	Westbound	LTR	0.00	0.0	A	0.00	17.5	C
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.03	8.9	A	0.07	8.5	A
	Southbound	LTR	0.00	0.0	A	0.01	8.5	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.19	14.3	B	0.13	12.6	B
Commercial Driveway	Westbound	LTR	0.01	14.9	B	0.07	23.6	C

POTENTIAL IMPACTS OF THE PROPOSED PROJECT

TRIP GENERATION

The estimated number of trips generated by the Proposed Project were developed using the *ITE Trip Generation Manual 11th Edition*. As shown in **Table 17**, the Proposed Project is estimated to generate 53 vehicle trips during the weekday AM peak hour (14 in and 39 out) and 63 vehicle trips during the weekday PM peak hour (38 in and 25 out).

**Table 17
Trip Generation Summary**

Building Component	Size	Peak Hour	Trips		
			In	Out	Total
Multifamily Housing (Mid-Rise)	148 units	AM	14	39	53
		PM	38	25	63
Note: ITE Land Use Code 221 – Multifamily Housing (Mid-Rise) AM peak hour of generator equation: $T = 0.32(X) + 5.84$, 26% entering, 74% exiting PM peak hour of generator equation: $T = 0.32(X) + 15.57$, 60% entering, 40% exiting					

2026 BUILD TRAFFIC CONDITIONS

For this analysis, and pursuant to standard industry practice, significant adverse traffic impacts are defined as: (1) a change in LOS D or better to LOS E or F; (2) a change from LOS E to LOS F; or (3) an increase of 10 percent or more in traffic volumes for LOS F. The impact criteria are applied to the approach/lane group LOS for signalized intersections and approach/movement group LOS for unsignalized intersections.

Table 18 and **Table 19** present a comparison of the 2026 No Build and 2026 Build Conditions for the Study Area intersections for the AM and PM peak hours respectively. As shown therein, the addition of Project-generated traffic would not result in any significant adverse traffic impact to LOS at the Study Area intersections. Accordingly, no traffic mitigation is required.

**Table 18
2026 No Build and Build Conditions Level of Service Analysis – AM Peak Hour**

Intersection	Lane Group	No Build			Build			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.27	8.0	A	0.29	8.2	A
	Southbound	T	0.41	9.3	A	0.42	9.4	A
		R	0.06	2.0	A	0.06	2.0	A
Tate Avenue	Eastbound	LR	0.50	19.8	B	0.50	19.8	B
Shell Driveway	Southeastbound	LR	0.21	5.1	A	0.21	5.1	A
			Intersection	9.7	A	Intersection	9.8	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.01	7.9	A
Craft Lane	Westbound	LTR	0.00	0.0	A	0.08	12.8	B
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.03	8.9	A	0.03	8.9	A
	Southbound	LTR	0.00	0.0	A	0.00	0.0	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.19	14.3	B	0.19	14.3	B
Commercial Driveway	Westbound	LTR	0.01	14.9	B	0.01	14.8	B
4: Site Driveway & Craft Lane (Unsignalized)								
Site Driveway	Northbound	LR				0.04	8.7	A
Craft Lane	Eastbound	TR				0.00	0.0	A
	Westbound	LT				0.00	0.0	A

Table 19
2026 No Build and Build Conditions Level of Service Analysis – PM Peak Hour

Intersection		Lane Group	No Build			Build		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.48	9.7	A	0.50	9.9	A
	Southbound	T	0.30	7.9	A	0.32	8.1	A
		R	0.17	2.3	A	0.17	2.3	A
Tate Avenue	Eastbound	LR	0.43	17.1	B	0.43	17.1	B
Shell Driveway	Southeastbound	LR	0.22	6.0	A	0.22	6.0	A
			Intersection	8.6	A	Intersection	8.8	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.03	8.6	A
Craft Lane	Westbound	LTR	0.00	17.5	C	0.09	15.8	C
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.07	8.5	A	0.07	8.5	A
	Southbound	LTR	0.01	8.5	A	0.01	8.6	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.13	12.6	B	0.13	12.8	B
Commercial Driveway	Westbound	LTR	0.07	23.6	C	0.08	24.5	C
4: Site Driveway & Craft Lane (Unsignalized)								
Site Driveway	Northbound	LR				0.03	8.7	A
Craft Lane	Eastbound	TR				0.00	0.0	A
	Westbound	LT				0.00	0.0	A

LEFT TURN WARRANT ANALYSIS

In addition to the standard LOS analyses, the following intersections were evaluated to determine the need for a left turn lane using the criteria set forth in Table 9-24 of the American Association of State Highway and Transportation Officials’ (“AASHTO”) *A Policy on Geometric Design of Highways and Streets 7th Edition* (i.e., the “Green Book”):

- Albany Post Road at Craft Lane
- Albany Post Road at Lindsey Avenue

As shown in **Table 20**, the following movements meet the minimum warrant volume required to consider implementation of a left turn lane in the 2026 Build Condition (i.e., with the Proposed Project):

- Albany Post Road & Craft Lane – Westbound left (i.e., from Craft Lane onto Albany Post Road)
- Albany Post Road & Craft Lane – Southbound left (i.e., from Albany Post Road to Craft Lane)
- Albany Post Road & Lindsey Avenue – Eastbound left
- Albany Post Road & Lindsey Avenue – Westbound left
- Albany Post Road & Lindsey Avenue – Northbound left

Despite meeting the minimum volumes necessary, left turn lanes are not recommended at these locations because these intersections operate at an acceptable LOS C or better, which indicates acceptable delays of fewer than 20 seconds per vehicle according to HCM.

Table 20
Left Turn Warrant Volume Summary

Intersection	Movement	AM Peak Hour		PM Peak Hour	
		Left Turn Volume	Major Road Volume (per lane)	Left Turn Volume	Major Road Volume (per lane)
Albany Post Road & Craft Lane	Westbound Left	16	367	11	404
	Northbound Left	0	367	0	404
	Southbound Left	8	367	23	404
Albany Post Road & Lindsey Avenue	Eastbound Left	7	379	3	408
	Westbound Left	1	379	7	408
	Northbound Left	28	379	69	408
	Southbound Left	0	379	4	408

CONCLUSION

As described above, the Proposed Project is not expected to adversely impact traffic operations on the adjacent roadway network and no modifications to the roadway network are proposed. In addition, the Proposed Project will contribute to improving the pedestrian environment by providing sidewalks along the Site and Hardware Store frontage and adding a crosswalk across Albany Post Road. *