

### A. INTRODUCTION

This document is a Draft Environmental Impact Statement (DEIS) for the Proposed Action (the “AMS Yonkers Downtown Development”). The DEIS has been prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations and includes all required elements pursuant to 6 NYCRR 617.9(b).

AMS Acquisitions, LLC, and its affiliates (the “Applicant”) propose to develop a transit-oriented, mixed-use development (the “Proposed Project”) at three sites (each a “Site,” and collectively, the “Project Sites”) within the downtown of the City of Yonkers (the “City”), New York. The Project Sites are the Teutonia Site (41 Buena Vista Avenue), the parcels identified in this DEIS as the “Chicken Island Site,” and an assemblage of parcels collectively identified in this DEIS as the “North Broadway Site.” In several phases over approximately 10 years, the Applicant proposes to develop the Project Sites with approximately 3,556 residential rental units, including affordable units as required by Article XV of the City of Yonkers Zoning Ordinance (the “Zoning Ordinance”), approximately 95,000 square feet (sf) of active street-level commercial uses (e.g., retail, restaurant, personal services), approximately 30,000 sf of commercial office and/or medical office space, and approximately 3,909 parking spaces.

To facilitate the Proposed Project, the Applicant has petitioned the City of Yonkers City Council (“City Council”) for amendments to the City’s Zoning Map and Zoning Ordinance (the “Proposed Zoning”), and proposes amendments (the “City Plan Amendments”) to the City’s Getty Square Urban Renewal Plan, Riverview Urban Renewal Plan, and Downtown Master Plan. Together, the Proposed Project and related site plan approval by the Planning Board of the City of Yonkers (the “Planning Board”) and City Council approval of the Proposed Zoning and the City Plan Amendments are referred to as the “Proposed Action.”

The Proposed Action includes the following:

1. Amendments to the City of Yonkers Zoning Code within the D-MX Zoning District (see **Appendix A-4**):
  - a. Allow the use of attended or valet parking to satisfy the minimum off-street parking requirements, which has heretofore been considered permissible.
  - b. Amend the definition of a “Designated Development Site” in Section 43-8 of the Zoning Ordinance and the supplementary regulations for Designated Development Sites in Section 43-46 of the Zoning Ordinance. The Proposed Amendments would allow the City Council to designate sites in the D-MX District that are in the maximum permitted height subdistrict (i.e., mapped as “purple” on Map B: Height District Map, of the Zoning Ordinance) comprised of one or more lots having 1.75 or more acres of area in the aggregate as a Designated Development Site. Such designation would occur only after the Planning Board has approved a site plan for the site.

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- c. Amend Map B: Height District Map (43 Attachment 14) of the Yonkers Zoning Ordinance to:
    - i. Increase maximum permitted building heights from 66 and 250 feet to 435 feet at the Teutonia Site.
    - ii. Increase the maximum permitted building heights from 100 feet and 250 feet to 400 feet at the Chicken Island Site.
    - iii. Increase maximum permitted Maximum permitted height would increase from 66 feet and 100 feet to 300 feet at the North Broadway Site.
  - d. Amend Section 43-221(B) of the Yonkers Zoning Ordinance to:
    - i. Increase the maximum residential tower footprint from 12,000 sf per lot to 24,000 sf in two towers at the Teutonia Site.
    - ii. Increase the maximum residential tower footprint from 12,000 sf to 38,000 sf at the Chicken Island Site.
    - iii. Increase the maximum residential tower footprint from 12,000 sf to 13,000 sf at the North Broadway Site.
  - e. Amend Table 43-10 “Downtown Parking and Loading Ratios” of the Zoning Ordinance, to reduce off-street parking requirements to 1 space per unit (currently required 1 space plus 0.33 spaces per bedroom) at the Chicken Island Site.
  - f. Amend Section 43-221(B) of the Yonkers Zoning Ordinance to establish a maximum aggregate residential tower footprint of:
    - i. 80,000 sf for buildings up to 250 feet and 28,000 sf for buildings between 250 and 400 feet tall at the Chicken Island Site.
    - ii. 26,000 sf at the North Broadway Site.
  - g. Rezone lots 8, 25 and 79 on the North Broadway Site from the A District to the D-MX District.
2. Modifications to the Riverview and Getty Square Urban Renewal Area Plans to:
    - a. Allow higher density development in the Riverview Plan Area (see **Appendix A-6**).
    - b. Amend required off-street parking in the Getty Square Urban Renewal Plan Area to eliminate requirements that were intended to facilitate River Park Center (see **Appendix A-7**).
  3. Amendment of the City of Yonkers Downtown Master Plan (2010) to:
    - a. Eliminate reference to the River Park Center project on the Chicken Island Site, which was proposed but not constructed, and replace it with the Applicant’s proposal to create a mixed-use residential and commercial project.
    - b. Include allowance for additional height on the Teutonia Site and Chicken Island Site.
    - c. Include the entirety of the North Broadway Site within the Downtown Master Plan area, consistent with the Applicant’s proposal for that Site (see **Appendix A-5**).

On September 17, 2020, the City Council circulated a Lead Agency Notice for the Proposed Action in connection with the Applicant’s Petition to amend the Zoning Ordinance, pursuant to the SEQRA. On October 14, 2020, the Planning Board adopted a resolution in response to the City Council’s notice requesting the City Council cede SEQRA Lead Agency status to the Planning Board. By resolution 116-2020, adopted by the City Council on October 27, 2020, the City Council ceded SEQRA Lead Agency status to the Planning Board. On November 18, 2020, the

Planning Board declared its intent to serve as SEQRA Lead Agency for the Proposed Action, issued a Positive Declaration of environmental significance requiring the preparation of this DEIS for the Proposed Action, and set a public DEIS Scoping Session for November 30, 2020. Written comments on the proposed DEIS Scoping Document were accepted through December 21, 2020. On February 10, 2021, the Planning Board adopted the Final Scoping Document for the Proposed Action (see **Appendix A-1**).

This chapter of the DEIS summarizes the main elements of the Proposed Action, the potential impacts of the Proposed Action, measures incorporated to mitigate the potential impacts of the Proposed Action, and a description of the alternatives to the Proposed Action that were studied in this DEIS. The remaining chapters of the DEIS explore these topics in greater detail.

## B. DESCRIPTION OF PROPOSED ACTION

### B.1. LOCATION OF THE PROJECT SITES.

The Applicant owns, controls, or has permission to apply to the City for the Proposed Zoning, proposed City Plan Amendments, and other land use approvals affecting all or a portion of 17 tax lots within the City that have been assembled into three sites proposed for redevelopment: the Teutonia Site; the Chicken Island Site and the North Broadway Site. Each Site is within the downtown area of the City of Yonkers and is within one-half mile walk of the Metro-North Railroad (“MNR”) Yonkers Train Station. **Table S-1** and **Figure 1-1, Figure 1-2, and Figure 1-3** presents the lots comprising the Project Sites by address and tax lot ID.

**Table S-1  
Project Sites**

Address	Section, Block, Lot	Ownership Status
<i>Teutonia Site</i>		
41 Buena Vista Avenue	Section 1, Block: 512; Lot: 11	Owned by Applicant
<i>Chicken Island Site</i>		
20 Palisade Avenue	Section 1; Block 485; Lot 1	Owned by Applicant
32 John Street	Section 1; Block 475; Lot 51	Owned by Applicant
<i>North Broadway Site</i>		
18 North Broadway	Section 1; Block 2018; Lot 51	Owned by Applicant
28 North Broadway	Section 1, Block 2018, Lot 56	Owned by Applicant
30-32 North Broadway	Section 1, Block 2018, Lot 57	Owned by Applicant
50 North Broadway	Section 1, Block 2018, Lot 67	3rd Party Ownership
10 Baldwin Place	Section 1, Block 2018, Lot 75	Owned by Applicant
23 Overlook Terrace	Section 1, Block 2018, Lot 16.18	Owned by Applicant
14 North Broadway ( <i>portion of rear yard</i> )	Section 1, Block 2018, Lot 48	Contract Vendee
2 Baldwin Place	Section 1, Block 2018, Lot 71	Contract Vendee
18 Baldwin Place	Section 1, Block 2018, Lot 79	Contract Vendee
7 Overlook Terrace	Section 1, Block 2018, Lot 8	Contract Vendee
12 Overlook Terrace	Section 1, Block 2018, Lot 25	Contract Vendee
14 Overlook Terrace	Section 1, Block 2018, Lot 20	Contract Vendee
15 Overlook Terrace	Section 1, Block 2018, Lot 12	Contract Vendee
16 North Broadway	Section 1, Block 2018, Lot 50	3rd Party Ownership
<b>Note:</b> Letters consenting to the Applicant’s petition for rezoning with respect to the parcels for which the Applicant is a contract vendee and for the parcels that are not owned by the Applicant are included in <b>Appendix A-2</b> .		

*A.1.a. The Teutonia Site*

The Teutonia Site (known as 41 Buena Vista Avenue, and designated as Section 1, Block 512, Lot 11) is an approximately 1.14-acre rectangular parcel located on the west side of Buena Vista Avenue just south of its intersection with Hudson Street, generally north of Prospect Street (see **Figure 1-4** and **Appendix B-1**). The MNR right-of-way and tracks are immediately west adjacent to the Teutonia Site. The Teutonia Site is currently undeveloped and enclosed by a chain link fence. The Teutonia Site is located ¼-miles south of from the Yonkers Train Station and approximately 500 feet from the Hudson River. The Teutonia Site is also located within the Riverview Urban Renewal Area, Hudson River Critical Environmental Area, and the New York State Coastal Zone.

The Teutonia Site is the location of the former Teutonia Hall, which was constructed in 1892 as a German-American music, literary and performance venue. In March 2012, the Planning Board, acting as Lead Agency under SEQRA, adopted an Environmental Findings Statement prepared by Teutonia Buena Vista LLC (“TBV”), the predecessor owner of the Teutonia Site, in connection with its proposed development of a 26-story, approximately 412-unit, multi-family residence. On September 12, 2012, the Planning Board granted site plan approval for the construction on the Teutonia Site of a 25-story, 361-unit multi-family residence. Teutonia Hall had been vacant for more than 25 years before it was demolished by TBV in 2014. In 2016, the City extended TBV’s site plan approval. The property was the subject of remedial work under the NYS Brownfield Cleanup Program (“BCP”), which was completed, and for which a certificate of completion was issued by New York State Department of Environmental Conservation (“NYSDEC”) in September 2017. In September 2017, following expiration of the prior approval, TBV re-applied for site plan approval for a nearly identical project comprising 361 units and 365 parking spaces. The Planning Board granted TBV site plan approval on January 10, 2018. The Applicant acquired the property in October 2018.

Land uses surrounding the Teutonia Site include a mix of residential, commercial-retail, and transportation uses, and parking facilities. The Teutonia Site is located within the City’s D-MX Mixed Use District (the “D-MX District”), adopted by the City in December 2011 to facilitate the redevelopment of the downtown under “Form Based” zoning regulations. The D-MX District allows a mix of uses and densities provided certain dimensional and design requirements are met. The majority of the Teutonia Site is located in the “purple” 250-foot maximum building height sub-area of the D-MX District as shown on *Map B: Height District Map* (43-Attachment 14) of the Zoning Ordinance. The remainder of the Site is in the 66-foot maximum building height sub-area (see **Figure 1-5**).

*A.1.b. The Chicken Island Site*

The Chicken Island Site is approximately 5.25 acres, approximately ½ mile from the Yonkers MNR Station and consists of two tax lots: Section 1, Block 485, Lot 1 (the “Palisade Avenue Parcel”); and Section 1, Block 475, Lot 51 (the “New School Street Parcel”), see **Figure 1-6** and **Appendix B-2**. The larger of the two parcels—the Palisade Avenue Parcel—is bordered by Palisade Avenue to the north, New School Street to the east, Nepperhan Avenue to the south, and James

Street and Henry Herz Street to the west. John Street, a privately owned roadway and portion of the Palisade Avenue Parcel, travels through the northern portion of this parcel. An extension of Henry Herz Street, connecting to Nepperhan Avenue, is also privately owned and is part of the Palisade Avenue Parcel. The Palisade Avenue Parcel consists of two surface parking lots owned by the Applicant and leased to the City. The Engine Place Lot provides 77 parking spaces at the northeast corner of James Street and John Street with access on James Street. The Engine Place lot is available for general public parking. The Getty Square Lot provides 287 surface lot parking spaces at the northwest corner of New School Street and Nepperhan Avenue with access on Henry Herz Street. The Getty Square Lot is not available for public parking.

Immediately to the northeast of this parcel is the recently constructed City fire station. The smaller Chicken Island Site parcel—the New School Street Parcel—is bordered by John Street to the north, an adjacent parcel to the east, Nepperhan Avenue to the south, and New School Street to the west. The New School Street Parcel is vacant and is currently vegetated with mature trees and grass. The Saw Mill River flows generally along the Site’s eastern boundary. The entirety of the Chicken Island Site is within the Getty Square Urban Renewal Area.

In November 2008, the City Council, acting as SEQRA Lead Agency, issued a statement of environmental findings for the “SFC Project,” which included the redevelopment of the Chicken Island Site, for, among other uses, approximately 615,000 square feet of retail, restaurant and other commercial space; approximately 100,000 square feet of office space; and approximately 6,500-seat minor league ballpark; and, two approximately 400-foot-tall residential towers containing a total of 950 residences. Except for the redevelopment of waterfront parcels then known as “Palisades Point,” the SFC Project was not developed. The Applicant acquired the Chicken Island Site from the City in June 2019.

The Chicken Island Site is located approximately one block east of the central portion of Getty Square, one of the City’s major commercial and civic centers. Along the north side of Palisade Avenue are one- to three-story mixed-use buildings with ground floor retail and residential and commercial uses on the upper floors. Mid-rise commercial buildings, including an approximately 12-story office building at 20 South Broadway, and government and institutional uses, including the five-story 87 Nepperhan Avenue, the multi-level Government Center Garage, and the Yonkers Police Headquarters and the Cacace Justice Center/Yonkers City Court, are located just west of the Chicken Island Site on the north and south side of Nepperhan Avenue, respectively.

The Chicken Island Site is within the D-MX District and all but the portions of the Site within 80 feet of Palisade Avenue are currently mapped on *Map B: Height District Map* (43 Attachment 14) of the Zoning Ordinance as maximum permitted height (i.e., 250 feet, as shown on the map in purple) (see **Figure 1-5**).

*A.1.c. The North Broadway Site*

The North Broadway Site is approximately 2.13 acres, approximately 1/3-mile from the Yonkers MNR Station and on the northern edge of the City’s downtown business district. The North Broadway Site includes 13 complete tax lots and a portion of a 14th lot; five lots front onto North Broadway, five along Overlook

Terrace, and three on Baldwin Place (see **Table S-1, Figure 1-7, and Appendix B-3**). Eleven of the 14 North Broadway Site parcels are developed with one- to three-story commercial buildings. The three lots along Baldwin Place include a property largely overgrown with mature shrubbery and trees (Lot 71), a vacant two-story residence (Lot 75), and a three-story residential house (Lot 79). The five lots that front on Overlook Terrace include two multifamily residential buildings that are four and five stories tall, and a two-and-a-half story residence along the north side of the street. On the south side of Overlook Terrace is a two-and-a-half story residence with a three-story rear addition. Adjacent to the residence is a vacant lot largely overgrown with mature shrubbery and trees.

The North Broadway Site generally slopes westward from Locust Hill Avenue on the east side of the Site to North Broadway on the west side of the Site. In general, existing elevations on the North Broadway Site are at approximately 115 feet above mean sea level in the northeastern portion of the Site (around Baldwin Place) to 42 feet above mean sea level in the southwestern portion of the property (along North Broadway). The slopes behind the buildings fronting North Broadway are steeper than 10 percent and are on top of a 10-foot-high retaining wall. The elevation of North Broadway is approximately 40 feet above mean sea level.

The North Broadway Site is about 200 feet north of the Chicken Island Site. Land uses in immediate proximity to the North Broadway Site along North Broadway are similar to the land uses located on the Site, with street-level commercial uses with upper floor residential and offices uses. Surrounding land uses on Overlook Terrace and Baldwin Place are primarily single- and multi-family houses, which range in height from two- to four-stories. One block north of the North Broadway Site is a 317-unit, 12-story multifamily structure privately owned and operated as affordable housing, “Cromwell Towers” and Sawyer Place (438 units in two building 17 and 25 stories tall). Other adjacent land uses are generally lower-density two- to four-story houses and more residential to the east of the North Broadway Site; however, there are a number of mid-rise apartment buildings immediately to the east of the Site along Locust Hill Avenue and Palisade Avenue.

With the exception of Lots 8, 25, and 79 which are within the “A” zoning district, the North Broadway Site is located in the D-MX District (see **Figure 1-5**). The A District (apartment houses: high density) allows a variety of residential and institutional uses and, unlike the D-MX District that allows 100 percent building coverage, the A District generally allows 40 percent building coverage. Maximum permitted building heights in the A District are 35 feet (or 2.5 stories) for single- and two-family residences, and one-and-a-half times the width of the street right-of-way for multifamily and nonresidential buildings. For Lots 8 and 25, this would be equal to approximately 60 feet. For Lot 79, this would be equal to a maximum height of 45 feet. Three of the parcels within the North Broadway Site (Lots 51, 56, and 57) are within the Getty Square Urban Renewal Area.

The Bell Place-Locust Hill Avenue Historic District, which is north of the North Broadway Site, is listed on the State and National Registers of Historic Places (“S/NR”). The Bell Place-Locust Hill Avenue Historic District includes most of the properties to the west of Locust Hill Avenue between Cromwell Place and Baldwin Place (see **Figure 1-8**). The five lots within the North Broadway Site

fronting on North Broadway are within the S/NR-eligible Yonkers Downtown Historic District. This district was identified as S/NR-eligible in 2013 by the New York State Office of Parks, Recreation, and Historic Preservation (“OPRHP”). Three of the parcels within this S/NR-eligible district are identified as “non-contributing” to the significance of the district—one is vacant and two are improved with a non-contributing structure. One parcel, 14 North Broadway (Lot 48), is identified as having a contributing structure to the district; however, the North Broadway Site only includes the rear portion of this tax lot and not the building or portion of the lot fronting on North Broadway. 28 North Broadway (Lot 56) contains a building, built circa 1891, that is identified by OPRHP as contributing to the significance of the Yonkers Downtown Historic District.

## **B.2. PROJECT DESCRIPTION**

In several phases (and sub-stages on each Project Site) over approximately 10 years, the Applicant proposes to develop the Project Sites with approximately 3,556 residential rental units, approximately 95,000 square feet (sf) of active street-level commercial uses (e.g., retail, restaurant, personal service), approximately 30,000 sf of commercial office and/or medical office space, and approximately 3,909 parking spaces. In addition to meeting a market need, the Proposed Project is intended to contribute to the continued revitalization of Yonkers’ downtown. Focusing on strategic sites and locations, the Proposed Project would add development of a significant scale that reinforces the centrality of the existing and historical transit-oriented downtown and helps ensure a critical mass of residential uses to support a thriving downtown.

The Proposed Project would incorporate sustainability measures in conjunction with the Yonkers Green Development Standards and NYSEERDA’s Multifamily Performance Program (the “MPP”), which achieve energy savings in heating, cooling, hot water, lighting, appliance efficiencies. Appliances, including but not limited to, washing machines, dishwashers and refrigerators would meet ENERGY STAR requirements that reduce utility costs and greenhouse gas emissions.

The sections below summarize the main elements of the Proposed Project for each of the Project Sites as contemplated at full build-out and then presents the anticipated phasing of the Proposed Project across all three Project Sites. A summary of the anticipated construction phasing is also provided in the sections below. A detailed description of the proposed construction phasing can be found in Chapter 15, “Construction.”

### *B.2.a. Teutonia Project*

The Proposed Project on the Teutonia Site (the “Teutonia Project”) is comprised of two new residential towers with a maximum height of 435 feet, or 41 stories. The buildings would include 906 residential units (including between 45 and 91 affordable units)<sup>1</sup> and approximately 10,000 square feet of active street-level commercial uses (e.g., retail, restaurant, personal service). The lower six stories

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<sup>1</sup> The Applicant will comply with the City’s affordable housing requirements under Article XV of the Zoning Ordinance, which require 10 percent of units in developments containing 100 or more units be affordable. Section 43-194.F of the Zoning Ordinance permits the City to reduce the number of on-site units to an amount equal to 5-percent of the market rate units if a payment-in-lieu contribution is made to the City’s Affordable Housing Trust Fund for the 5-percent of units not provided on-site.

of the building would comprise a podium, which would serve as a parking facility for residents with approximately 956 parking spaces (see **Table S-2**). Vehicular access to the Teutonia Site would be provided from two, two-way driveways along Buena Vista Avenue. The northernmost driveway would be signalized with a new traffic signal and operate as part of the intersection of Buena Vista Avenue and Hudson Street. This driveway would serve the lower levels of the podium garage. The southernmost driveway would serve the ground floor and upper floors of the garage. Loading and other service vehicles (for the residential and retail spaces) would be served by the southern driveway. See **Figure 1-9, Figure 1-10, Figure 1-11, and Figure 1-12**, as well as **Appendix C-1 and Appendix C-2**.

**Table S-2  
Teutonia Project**

	Teutonia Stage 1	Teutonia Stage 2	Teutonia Project Total
<b>Residential Units</b>	<b>510</b>	<b>396</b>	<b>906</b>
Studio	128	99	227
1-BR	153	119	272
2-BR	178	138	316
3-BR	51	40	91
<i>On-Site Affordable Units</i>	26	20	45 to 91
<b>Commercial / Retail</b>	<b>5,000 sf</b>	<b>5,000 sf</b>	<b>10,000 sf</b>
<b>Parking Provided</b>	<b>556</b>	<b>400</b>	<b>956</b>
<i>Required</i>	527	413	940
Residential (1 per unit)	510	396	906
Commercial (varies; assume 1 per 300 sf)	17	17	34
<b>Note:</b> The program for the commercial space has not been finalized. This programmatic analysis conservatively assumes a parking ratio of 1 space per 300 sf of space, which is generally the maximum required for the uses anticipated in these spaces.			

The Teutonia Project would include approximately 10,000 sf of retail space on the ground floor, which is intended to activate the streetfront and support a vibrant downtown area. As part of the Teutonia Project, the Applicant would reconstruct the sidewalk fronting the Teutonia Site and provide new street trees. Each residential tower would also be serviced by a ground floor lobby with pedestrian access from Buena Vista Avenue. The length of the podium along Buena Vista Avenue would be broken up through the application of several different façade designs, creating the appearance at ground level of several different buildings (see **Figure 1-13**). The materials and designs chosen for the façades were drawn from the existing and historical building treatments in the City. In addition, and as described more fully in Chapter 4, “Cultural Resources,” the Applicant intends to incorporate elements of the former Teutonia Hall façade into the design of the Teutonia Project in coordination with the City and based on the current condition of the façade materials. The façade of the residential towers would be constructed in a mix of brick and glass. Several design techniques, including a two-story brick grid (as opposed to a one-story grid) that reduces in scale as the building gets taller, are proposed to break down the massing of the towers (see **Figure 1-13 and Figure 1-14**).



The Teutonia Project is anticipated to be constructed in two stages. The first stage would consist of the northern residential tower and northern portion of the podium. It would include approximately 510 residential units (including between 26 and 51 affordable units), approximately 5,000 sf of ground floor retail, and 556 parking spaces. Teutonia Stage 1 is anticipated to be constructed during Phase 1 of the Proposed Project, as discussed below. Teutonia Stage 2 would include the southern residential tower and portion of the podium. It would include approximately 396 residential units (including between 20 and 40 affordable units), an additional 5,000 sf of ground floor commercial space (e.g., retail, restaurant, personal service), and the remaining 400 parking spaces. Teutonia Stage 2 is anticipated to be constructed during Phase 3 of the Proposed Project, as discussed below.

*B.2.b. Chicken Island Project*

The Proposed Project on the Chicken Island Site (the “Chicken Island Project”) would be a five-building mixed-use development that would include 2,000 residential units (including between 100 and 200 on-site affordable units)<sup>2</sup>, approximately 70,000 square feet of street-level commercial uses (e.g., retail, restaurant, personal service), approximately 17,000 square feet of office space, and approximately 2,200 parking spaces. Maximum residential tower heights would range from about 250 feet to 400 feet (23 to 38 stories). **Table S-3** summarizes the Chicken Island Project program, which is described in more detail below. The Chicken Island Project is anticipated to be constructed in five stages.

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<sup>2</sup> The Applicant will comply with the City’s affordable housing requirements under Article XV of the Zoning Ordinance, which require 10 percent of units in developments containing 100 or more units be affordable. Section 43-194.F of the Zoning Ordinance permits the City to reduce the number of on-site units to an amount equal to 5-percent of the market rate units if a payment-in-lieu contribution is made to the City’s Affordable Housing Trust Fund for the 5-percent of units not provided on-site.

**Table S-3  
Chicken Island Project**

	Chicken Island Stage 1	Chicken Island Stage 2	Chicken Island Stage 3	Chicken Island Stage 4	Chicken Island Stage 5	Chicken Island Project Total
<b>Residential Tower Height</b>	<b>38 stories</b>	<b>23 stories</b>	<b>38 stories</b>	<b>23 stories</b>	<b>26 stories</b>	
<b>Residential Units</b>	<b>650</b>	<b>425</b>	<b>425</b>	<b>250</b>	<b>250</b>	<b>2,000</b>
Studio	162	106	106	63	63	500
1-BR	195	127	127	74	74	597
2-BR	228	149	149	88	88	702
3-BR	65	43	43	25	25	201
<i>On-Site Affordable Units</i>	<i>33 to 65</i>	<i>21 to 43</i>	<i>21 to 43</i>	<i>13 to 25</i>	<i>13 to 25</i>	<i>101 to 201</i>
<b>Commercial / Retail</b>	<b>39,000 sf</b>	<b>10,000 sf</b>	<b>10,000 sf</b> (remove 4,000 sf)	<b>10,000 sf</b>	<b>5,000 sf</b>	<b>70,000 sf</b>
<b>Commercial Office</b>	<b>17,000 sf</b>	-	-	-	-	<b>17,000 sf</b>
<b>Parking Provided</b>	<b>903</b>	<b>403</b>	<b>604</b>	-	<b>270</b>	<b>2,180</b>
Garage: Self Park	-	603	215	-	-	818
Garage: Additional Capacity w/ Attended	703	-	389	-	270^^	1,477
Surface*	200	-200	-	-	-	0
Running Total Provided	903	1,306	1,910	1,910	2,180	2,180
<b>Parking Required</b>						
Running Total Required	814	1,272	1,717	2,000^^	2,267^^	2,267
<b>Required for Stage</b>	<b>814</b>	<b>458</b>	<b>445</b>	<b>283</b>	<b>267</b>	<b>2,267</b>
Residential (1 per unit^)	650	425	425	250	250	2,000
Commercial Retail (assume 1 per 300 sf)	130	33	20	33	17	233
Commercial (1 per 500 sf)	34	0	0	0	0	34
<b>Notes:</b>						
* Excludes "street" parking on new streets.						
** Parking deficit would be made up through either shared parking between uses or through the purchase of permits or the payment of a fee in lieu to utilize parking spaces the Government Center Garage (see Chapter 2, "Land Use, Zoning, and Public Policy," for a discussion of the projected excess capacity at the Government Center Garage and Chapter 11, "Traffic and Transportation," and <b>Appendix L-6</b> for a discussion of shared parking.)						
^ The parking ratios are consistent with the Proposed Zoning, described below.						
^^ Stage 5 features an automated garage.						

The Chicken Island Project would transform what is currently two privately owned surface parking lots providing 364 parking spaces (77 for public/municipal use) into a vibrant extension of the downtown urban fabric of the City of Yonkers. A new street, provisionally called "Centre Street," would be created through the Chicken Island Site to connect Palisade Avenue to Ann Street and New Main Street. The privately owned extension of Henry Herz Street would be closed and

vehicular traffic from Nepperhan Avenue would instead utilize New Main Street. John Street, the existing privately owned street connecting New School Street and James Street, would terminate at the new Centre Street and give way to an approximately 4,130 sf pedestrian plaza stepping down to James Street. A second approximately 13,850 sf pedestrian plaza would be created in the southern portion of the Chicken Island Site, stretching from New School Street to the existing Phase III Daylighted Saw Mill River Park at James and Ann Streets. Another approximately 3,500 sf publicly accessible open space would be created on the east side of New School Street, adjacent to the currently exposed portion of the Saw Mill River on the New School Street Parcel (see **Figure 1-15**, **Figure 1-16**, **Figure 7-8**, and **Appendix C-3**).

Palisade Avenue and Centre Street would be developed with street-level commercial uses (e.g., retail, restaurant, personal service). In addition to these street-level uses, pedestrian activity would be encouraged within the Chicken Island Project through the installation of wide sidewalks with street trees, well-marked pedestrian crosswalks, and active streetfronts and public plazas. Street trees and furniture would be installed along the Project Site street frontage on Palisade Avenue, where the sidewalk would also be widened to approximately 13 feet.

*A.1.c.i Chicken Island Project Stage 1*

The first stage of the Chicken Island Project would include the major street infrastructure work, including the creation of Centre Street, the closing of the privately owned extension of Henry Herz Street, and the termination of John Street at Centre Street. Centre Street would be designed to reinforce the centrality of the pedestrian realm and encourage an active street life. There would be on-street parallel parking on both sides of this two-way street and the sidewalk would feature street trees and decorative pavers along the curb line. The existing streets adjacent to the Stage 1 site—including Palisade Avenue along the Project frontage, James Street, and John Street—would be improved with similar sidewalk treatments, bringing continuity to the pedestrian experience and helping to knit together the new neighborhood with the existing.

During Stages 1 and 2, the Chicken Island Project would include a farmer’s market in the undeveloped portion of the existing surface parking lot, and along new Centre Street beginning in Stage 3 and into the future.

“Building 1,” constructed between John Street and Palisade Avenue, would be a stepped building that, on its James Street frontage (to the west), would have two stories of commercial retail and commercial office uses. Moving east, the building would gradually step up to 10 stories at the new Centre Street, with these upper levels featuring residential and amenity spaces. Finally, a 38-story residential tower would rise from the eastern portion of the building, adjacent to the existing firehouse (see **Figure 1-17**, **1-18**, **Figure 1-19**, **Figure 1-20**, and **Figure 1-21**). As shown in the attached figures, a portion of Building 1 would be constructed above, and cover, a portion of the new Centre Street. Moving

south along James Street, the building would step back down to five stories as the scale of the project transitions down towards the terraced pedestrian plaza south of Building 1 (see **Figure 1-15**).

Building 1 would include 650 residential units, 17,000 sf of commercial office uses on the western portion of the second floor, and approximately 10,000 sf of ground floor retail/restaurant space. Building 1 would feature a 10th floor amenity terrace, including an outdoor pool, in the portion of the building located over Centre Street, and a rooftop terrace on the residential tower.

Building 1a, a one-story, double-height retail pavilion with approximately 8,000 sf of retail/restaurant space, would also be constructed in Stage 1. This pavilion would anchor the western side of the Chicken Island Project and transition the scale of the project from the proposed towers to the east to the lower-rise existing buildings and park to the west. The Applicant also proposes to construct a temporary, approximately 4,000-sf one-story retail building southwest of Building 1a, across Centre Street, as part of Stage 1, to anchor the entry to the Chicken Island Project and announce the Site as a pedestrian and neighborhood destination. The temporary building would be removed in Stage 3.

The Palisade Avenue frontage of the Chicken Island Project would be built out in Stage 1. Set back behind an approximately 13-foot-wide sidewalk would be a three-story podium with active streetfront commercial retail uses. The podium would rise approximately 45 feet above street level at James Street and, due to the changing grade of the Site, would be approximately 35 feet above grade level adjacent to the firehouse. The façade of this podium would be designed to resemble multiple separate storefronts and individual buildings through horizontal and vertical façade articulations (see **Figure 1-22** and **Figure 1-23**). The goal of this architecture is to reinforce the centrality of the streetlife and resemble the organic growth of a street over time (see **Figure 1-24** and **Figure 1-25**).

Parking would be provided in three sub-grade levels, which would span the eastern and western portions of Building 1, including under Centre Street (see **Figure 1-30**). This garage would feature fully attended parking, utilizing stackers and non-stack spaces, and would have a capacity of approximately 703 vehicles. Vehicles being dropped off to the garage would utilize the reserved drop off spaces on Centre Street in front of the western portion of the building. Up to an additional 200 surface parking spaces would be utilized to satisfy Stage 1's parking demand. This surface parking would be located in a portion of the existing parking lot on the Chicken Island Site, south of John Street. Loading for Building 1 would be accommodated off Palisade Avenue, adjacent to the firehouse (see **Figure 1-29**).

It is anticipated that Chicken Island Stage 1 would be constructed during Phase 1 of the Proposed Project, as described below.

*A.1.c.ii Chicken Island Project Stage 2*

Stage 2 of the Chicken Island Project would be the development of “Building 2” in the northern portion of the block formed by New School Street on the east, Centre Street on the west, John Street to the north, and Nepperhan Avenue to the south (see **Figure 1-31** and **Appendix C-5**). Stage 2 would include 425 dwelling units in a multi-height building. Building 2 would sit on a six-story podium, with residential units rising above on the north, east, and west sides (see **Figure 1-32**, **Figure 1-33**, and **Figure 1-34**). The highest portion of Building 2 would be in the northeast corner, at the intersection of New School Street and James Street. From this 23-story, approximately 250-foot height, the building would step down to the south and west to 22, 19, 18, and 12 stories. The top floor of the residential building would contain indoor resident amenities and access to two outdoor amenity terraces; one to the south and one to the west. In the center of the building, on top of the podium, would be another, larger, amenity terrace, including an outdoor pool. Building 2 would contain approximately 10,000 sf of ground floor retail/restaurant space, located on Centre Street and New School Street.

The ground floor of Building 2 along Centre Street would be built out with double height commercial retail space that wraps around onto John Street (see **Figure 1-35**). The John Street frontage would be primarily built out with a double height residential lobby. The northeast corner of the building at ground level would also feature a double height commercial retail space with access on both John Street and New School Street. This space would be approximately nine feet higher than the Centre Street space, owing to the change in the Site’s topography.

Building 2’s podium would encompass the width of the block from Centre Street to New School Street. The interior of this podium would be primarily used for vehicular parking, with the exception of the Centre Street frontage and the western portion of the John Street frontage, which would feature residential liner units (see **Figure 1-36**). Vehicular access to the garage would be from New School Street. The Building 2 garage would have a capacity of 603 self-parked vehicles. Loading for Building 2 would be accessed from New School Street (see **Figure 1-35**). The southern face of Building 2 would be developed so as to allow a floor-to-floor connection to Building 3, described below.

It is anticipated that Chicken Island Stage 2 would be constructed during Phase 4 of the Proposed Project, as described below.

*A.1.c.iii Chicken Island Project Stage 3*

Stage 3 of the Chicken Island Project would be the removal of the temporary building constructed in Stage 1 and the development of “Building 3” in the central portion of the block formed by New School Street on the east, Centre Street on the west, John Street to the north, and Nepperhan Avenue to the south (see **Figure 1-37** and **Appendix C-6**). Building 3’s northern façade would connect to the southern façade of Building 2, such that the garages in the center of the two buildings’

podiums would connect. Building 3 would include 425 residential units and 10,000 sf of ground floor commercial retail space. As with Building 2, Building 3 would include a six-story podium with parking in the middle and residential and retail uses lining the parking on the west and south sides. A 38-story, approximately 400-foot tall residential tower would rise from the southeast portion of the podium. The top floor of the tower would feature an indoor residential amenity space and outdoor amenity terrace. The roof of the podium level would also serve as an amenity terrace, connecting to Building 2's podium-level amenity terrace (see **Figure 1-38, Figure 1-39, Figure 1-40, and Figure 1-41**). Finally, two wide, publicly accessible pedestrian plazas, totaling approximately 13,869 sf, would be created to the south of Building 3.

The ground floor of Building 3 along Centre Street would include a driveway to the interior parking garage, the main pedestrian entrance to the residential building and lobby, and a large, double height commercial retail space fronting on Centre Street and the 13,850 sf publicly accessible pedestrian courtyard to the south (see **Figure 1-42 and Figure 1-43**). This courtyard would serve as the central gathering place in the southern end of Chicken Island and may feature outdoor dining and other programmed amenities. The residential tower would be located in the southeast corner of the building and would "overlap" the southeastern corner of the podium (see **Figure 1-44**). This configuration allows the building to maximize use of the Site, while keeping the foundation outside of the Saw Mill River culvert below.

As with Building 2, the six-story podium of Building 3 would span the width of the block between Centre Street and New School Street (see **Figure 1-45**). Residential liner units would screen the garage from the west and south. The garage would contain parking for 215 self-parked vehicles. Upon completion, the Building 2 and Building 3 garages would be connected providing capacity for 818 self-parked cars. At the same time, partial attended (i.e., valet) service would be introduced. Vehicles being dropped off at Building 3 would utilize the newly constructed drop-off area in the southeast corner of the intersection of Centre, Ann, and James Streets.

It is anticipated that Chicken Island Stage 3 would be constructed during Phase 4 of the Proposed Project, as described below.

*A.1.c.iv Chicken Island Project Stage 4*

Stage 4 of the Chicken Island Project would be the development of "Building 4" in the southern portion of the block, between Nepperhan Avenue, the City's existing Phase III Daylighted Saw Mill River park, and New School Street (see **Figure 1-46 and Appendix C-7**). Building 4 would have a one-story podium with a 23-story residential tower with 250 residential units and 10,000 sf of commercial retail space. The commercial retail space would be located on the ground floor fronting the pedestrian courtyard to the north and west (see **Figure 1-47, Figure 1-48, and Figure 1-49**). The residential tower would be located in the

southwest corner adjacent to both Nepperhan Avenue and the City's existing daylighted Saw Mill River park (see **Figure 1-50**). The tower would include several distinct architectural styles to break down the massing of the building and provide visual interest (see **Figure 1-51**).

Parking for Building 4 would be accommodated in the Building 2/3 garage, which would be switched to fully attended service so as to provide capacity for an additional 389 vehicles. Loading for Building 4 would be accommodated off of New School Street.

Building 4 would be constructed over the existing Saw Mill River culvert. The existing river culvert is approximately 90 years old, and a thorough structural evaluation would need to be completed and any needed modifications or repairs would be made as part of Stage 4. Appropriate shoring and bracing would need to be provided at this building location to protect the existing Saw Mill River culvert. Alternatively, if it is determined that the culvert (as modified or repaired) is not capable of supporting the building, the existing culvert structure would need to be removed and replaced entirely with a new "ConSpan" culvert, potentially required coordination and permits from the US Army Corps of Engineers (USACE).

It is anticipated that Chicken Island Stage 4 would be constructed during Phase 5 of the Proposed Project, as described below.

*A.1.c.v* *Chicken Island Project Stage 5*

Chicken Island Stage 5 would be the development of "Building 5" on the "New School Street Parcel," which is located south of John Street and east of New School Street. The Saw Mill River traverses the eastern edge of this parcel. Building 5 would be constructed in the northwest portion of the parcel and consist of a seven-story, 58-foot-tall podium and a residential tower that extends to 26 stories in height (see **Figure 1-52**, **Figure 1-53**, **Figure 1-54**, and **Appendix C-8**). The L-shaped tower would have façades parallel to John Street and New School Street and would contain 250 residential units. In addition to the indoor residential amenity space on the top floor of the tower, the eastern roof of the podium would feature an outdoor rooftop terrace, looking out over the Saw Mill River. Wrapping around the New School Street and southern building frontages, the southwest corner of Building 5 would have 5,000 sf of ground floor commercial retail space fronting along the sidewalk planted with street trees. (see **Figure 1-55**). South of Building 5 would be an approximately 3,500 sf publicly accessible open space adjacent to the currently daylighted Saw Mill River. The commercial space would be programmed with cultural events, including art exhibits and small-scale music performances to integrate with this publicly accessible open space, creating a dynamic attraction (see **Figure 1-56**).

The main pedestrian entrance to the residential lobby would be from the west side of the building, along New School Street (see **Figure 1-56**). Parking would be provided within the seven-story podium and two partial

sub-grade levels. An automated parking system, with a capacity of 270 vehicles, would be accessed from John Street. Drivers would enter the garage and pull into an elevator space, which would raise or lower the car to the appropriate level, where it would then be moved into the appropriate space. Drivers would retrieve their cars at the same location as pick up. Loading for Building 5 would also be accommodated at the ground level off John Street.

It is anticipated that Chicken Island Stage 5 would be constructed during Phase 5 of the Proposed Project, as described below.

*B.2.c. North Broadway Project*

The Applicant proposes to develop a mixed-use residential, commercial office, and commercial retail development on the North Broadway Site (the “North Broadway Project”). The North Broadway Project would include approximately 650 residential units (including between 33 and 65 affordable units)<sup>3</sup> in two, 25-story residential towers, approximately 15,000 sf of street-level commercial uses (e.g., retail, restaurant, personal service), approximately 13,000 sf of office space and approximately 768 parking spaces (see **Table S-4**). The residential towers and parking structure would be set back from North Broadway, constructed on the higher portion of the Site. Fronting North Broadway would be new retail and office spaces, a direct connection to the southern tower’s residential lobby, and a grand public-staircase connecting North Broadway to the Locust Hill neighborhood (see **Figure 1-58, Figure 1-59, Figure 1-60, Figure 1-61, Figure 1-62, Figure 1-63, Figure 1-64, Figure 1-67, and Appendix C-9, Appendix C-10, and Appendix C-11**).

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<sup>3</sup> The Applicant will comply with the City’s affordable housing requirements under Article XV of the Zoning Ordinance, which require 10 percent of units in developments containing 100 or more units be affordable. Section 43-194.F of the Zoning Ordinance permits the City to reduce the number of on-site units to an amount equal to 5-percent of the market rate units if a payment-in-lieu contribution is made to the City’s Affordable Housing Trust Fund for the 5-percent of units not provided on-site.



**Table S-4  
North Broadway Project**

	<b>North Broadway Stage 1</b>	<b>North Broadway Stage 2</b>	<b>North Broadway Project Total</b>
<b>Residential Units</b>	<b>300</b>	<b>350</b>	<b>650</b>
Studio	75	87	162
1-BR	90	105	195
2-BR	105	123	228
3-BR	30	35	65
<i>On-Site Affordable Units</i>	<i>15 to 30</i>	<i>18 to 35</i>	<i>33 to 65</i>
<b>Commercial / Retail</b>	<b>15,000 sf</b>	<b>0</b>	<b>15,000 sf</b>
<b>Commercial Office</b>	<b>13,000 sf</b>	<b>0</b>	<b>13,000 sf</b>
<b>Parking Provided</b>	<b>575</b>	<b>193</b>	<b>768</b>
<i>Required</i>	<i>394</i>	<i>350</i>	<i>726</i>
Residential (1 per unit)	300	350	650
Commercial Retail (varies; assume 1 per 300 sf)	50	0	50
Commercial Office (1 per 500 sf)	26	0	26
<b>Note:</b> The program for the commercial space has not been finalized. This programmatic analysis conservatively assumes a parking ratio of 1 space per 300 sf of space, which is generally the maximum required for the uses anticipated in these spaces.			

Within the southernmost two lots of the Project Site fronting North Broadway, the Applicant proposes to build a three-story, multi-use building. The ground-floor of this building would have a residential lobby, which would connect to the southern residential tower, street-front commercial retail space, and an entrance to the office space that would occupy the second and third floors of the building (see **Figure 1-65** and **Figure 1-59**). The center two parcels fronting North Broadway would be improved with a one-story ground-floor commercial retail building, that would step up to three stories as it steps back from North Broadway. Just north of this building, would be a grand public-staircase that would link the downtown and Getty Square to the Locust Hill neighborhood. This staircase would be privately owned and maintained, but open to the public. The Applicant will work with the City to determine appropriate measures for safety and security. Its entrance would be across the street from the Mill Street portion of the daylighted Saw Mill River. The roofs of the stepped retail building would be publicly accessible terraces that would connect to the public staircase and provide unique and interesting new public gathering places (see **Figure 1-66**). The northernmost parcel fronting North Broadway would be improved with a three-story building that would connect to the northern residential tower. Within this structure would be a residential lobby and residential amenity spaces fronting North Broadway.

The two residential towers would be constructed on the higher portion of the Site, approximately 40 to 60 feet above street level of North Broadway. Vehicular access to the towers would be from Overlook Terrace (see **Figure 1-67**). An entry court would be constructed at the western terminus of Overlook Terrace, giving access to the existing residential structure at 23 Overlook Terrace, which would remain, as well as the public stair. The southern residential tower would have its main pedestrian entrance off the entry court, while its loading would be

accommodated from Overlook Terrace. The northern residential tower would similarly have its main pedestrian entrance off the entry court, and its loading would be accommodated on Baldwin Place. Both residential towers would feature a residential amenity floor on the top level, connected to an outdoor, rooftop amenity space as well as a mid-level outdoor amenity space on top of a two- or three-story podium.

East of the northern tower and across the street to the north of the southern tower, a parking garage would be constructed, with six-stories above ground and three-stories below ground. The garage, with approximately 575 spaces, would be accessed from the east off Overlook Terrace and from the west off the entry court. Upon completion of the second residential tower, this garage would switch from self-parking to a fully attended facility, providing capacity for 768 vehicles. To promote the residential character of the project, the garage façade would be screened with three levels of residential townhouses along Overlook Terrace.

As with the other projects, the architecture of the North Broadway Project draws from the existing styles in the City and uses various techniques to break down the massing of the buildings, such as stepped tower designs and a two-story grid element and that relate the buildings to their street-level connections (see **Figure 1-66**, **Figure 1-68**, **Figure 1-69**, **Figure 1-70**, **Figure 1-71**, and **Figure 1-72**). The townhouses along Overlook Terrace would be constructed with different façade styles, heights, and window placements to avoid a monolithic appearance and create visual interest. While the parking garage would be open, large screens and decorative façade elements would evoke the architecture of the surrounding towers.

It is anticipated that the North Broadway Project would be built during Phase 2 of the Proposed Project, with the exception of the northern residential tower and its residential lobby on North Broadway, which is anticipated to be constructed during Phase 3.

*B.2.d. Phasing of the Proposed Project*

The Proposed Project is anticipated to be constructed in five phases over approximately 10 years (see **Table S-5**, **Table S-6**, and **Figure 1-73**). Construction activities would occur simultaneously at all three Project Sites starting in the second half of Phase 2 and continuing through the first half of Phase 4. It is important to note that the anticipated construction phases and subphases may change based on market demand, financing, or other factors.

**Table S-5  
Project Components by Phase**

Phase	Site	Project Component
1	Teutonia	North Tower – Residential
	Chicken Island	Building 1 – Residential
	Chicken Island	Building 1a – Retail
	Chicken Island	Building 1b – Temporary Retail
2	North Broadway	South Tower – Residential
	North Broadway	Parking Garage
	North Broadway	Retail and Public Stair (28 and 30-32 N Broadway)
3	North Broadway	North Tower
	Teutonia	South Tower
4	Chicken Island	Building 2
	Chicken Island	Building 3
5	Chicken Island	Building 4
	Chicken Island	Building 5

**Table S-6  
Project Program by Phase**

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Total
<b>Teutonia Project</b>						
Residential Units	510		396			<b>906</b>
On-Site Affordable Units	26 to 51		20 to 40			<b>46 to 91</b>
Commercial / Retail (sf)	5,000		5,000			<b>10,000</b>
<b>Chicken Island Project</b>						
Residential Units	650			850	500	<b>2,000</b>
On-Site Affordable Units	33 to 65			43 to 85	25 to 50	<b>101 to 200</b>
Commercial / Retail (sf)	39,000			16,000	15,000	<b>70,000</b>
Commercial Office (sf)	17,000					<b>17,000</b>
<b>North Broadway Project</b>						
Residential Units		300	350			<b>650</b>
On-Site Affordable Units		15 to 30	18 to 35			<b>33 to 65</b>
Commercial / Retail (sf)		15,000				<b>15,000</b>
Commercial Office (sf)		13,000				<b>13,000</b>
	<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Phase 4</b>	<b>Phase 5</b>	<b>Total</b>
<b>Proposed Project Totals</b>						
Residential Units	1,160	300	746	850	500	<b>3,556</b>
On-Site Affordable Units	58 to 116	15 to 30	38 to 75	43 to 85	25 to 50	<b>178 to 356</b>
Commercial / Retail (sf)	44,000	15,000	5,000	16,000	15,000	<b>95,000</b>
Commercial Office (sf)	17,000	13,000	0	0	0	<b>30,000</b>

**B.3. PROPOSED ZONING AMENDMENTS**

The Proposed Action includes the proposed amendments to the City of Yonkers Zoning Ordinance (Chapter 43), which primarily affect permitted building heights and building footprints in the D-MX District, parking requirements, a map amendment to rezone three tax lots from the A District to the D-MX District, and the regulations for “Designated Development Sites,” Collectively known as the “Proposed Amendments.” The Proposed Amendments are summarized below, and the complete text is in **Appendix A-4**.

In the Applicant’s opinion, the Proposed Amendments are necessary to achieve not only the objectives of the Proposed Project, but also the City’s objective of continued revitalization of the downtown. With respect to the Teutonia Project and North Broadway Project, the proposed increase in building height and corresponding increased residential density is necessary to offset high costs of development of these transformational and catalytic projects, including costs to construct the complex and expensive foundations for both the Teutonia Project and the North Broadway Project and to provide the public amenities as part of the North Broadway Project. With respect to the Chicken Island Project, the requested increase in height is not primarily driven by the need to increase density, but rather to allow for greater design flexibility to achieve the Applicant’s and City’s goals for this large site. Absent the Proposed Zoning, much wider, but shorter, residential towers could be constructed at the Chicken Island Site, which would not allow for the creation of an interior street grid or the more aesthetically appealing “skyline” of buildings with varied heights. A key design component—and a goal for the City— as stated in the Downtown Master Plan (2010) requires integrating all aspects of the transportation system to “enable Downtown Yonkers to become an accessible, connected and thriving destination.” Creating publicly accessible through streets that connect to the surrounding neighborhood advances that goal. The Proposed Zoning permits the Applicant to construct a more thoughtfully designed Chicken Island Project that creates public spaces and serves as a continuation of the City’s urban core, rather than an island of towers.

*A.1.d. Proposed Amendments to Building Heights*

The Proposed Zoning would amend *Map B: Height District Map* of the Zoning Ordinance and the regulations of the D-MX District to permit a new maximum building height. If the Proposed Zoning Amendments are adopted, the entirety of the Project Sites would be within the maximum height subdistrict (mapped as “purple” on *Map B: Height District Map*, of the Zoning Ordinance, (see **Appendix A-4**). Further, based on the Project Sites’ proximity to the Yonkers Train Station, and their centrality to the City’s continuing revitalization efforts, the Proposed Zoning would permit an increase in height on certain parcels within the “purple” maximum height sub-district of the D-MX District, as follows:

- Maximum building height of 435 feet on a lot 1 acre or greater located within 1/8-mile walking distance of the Yonkers Train Station.
- Maximum building height of 300 feet on a lot 1.5 acres or greater located within 1/8-mile and 1/3-mile walking distance of the Yonkers Train Station.
- Maximum building height of 400 feet on a lot 4 acres or greater located between 1/3-mile and 1/2-mile walking distance of the Yonkers Train Station.

The proposed amendments to permitted building height would be applicable to parcels with the D-MX District provided those parcels meet the additional requirements as would affect each of the Project Sites as follows:

- Teutonia Site: Maximum permitted height would increase from 66 and 250 feet to 435 feet.
- Chicken Island Site: Maximum permitted height would increase from 100 feet and 250 feet to 400 feet.

- North Broadway Site: Maximum permitted height would increase from 66 feet and 100 feet to 300 feet. The Proposed Zoning would also rezone the three lots currently in the A District to the D-MX District (see **Appendix A-4**). Currently these lots have maximum permitted heights of one-and-a-half times the width of the street right-of-way the building fronts.

While the Proposed Zoning Amendments would allow taller buildings than permitted under current zoning, it is the Applicant's opinion that the buildings would be compatible with the overall character of the City and its context as a major urban center and at the same time foster the creation of vibrant public places. In addition, the Proposed Project includes several architectural and site planning design features to avoid and mitigate potential adverse visual and community character impacts from the increased building height, as described in Chapter 3, "Visual and Community Character."

*A.1.e. Proposed Amendments to Parking Requirements*

The Proposed Zoning Amendments would amend *Table 43-10 "Downtown Parking and Loading Ratios"* of the Zoning Ordinance, to reduce the required off-street parking in the Downtown Districts for "apartment" uses between ¼-mile and ½-mile of the Yonkers MNR Station. The Zoning Ordinance currently requires one space per dwelling unit for apartments within ¼-mile of the train station and one space per dwelling unit plus 0.33 spaces per bedroom for apartments more than ¼-mile of the train station. The Proposed Zoning would amend these ratios to require one space per dwelling unit within ½-mile of the train station, plus 0.33 spaces per bedroom for apartments more than ½-mile from the train station. As discussed more completely in Chapter 11, "Traffic and Transportation," the proposed parking rates are similar to those applied in other urban environments in Westchester County, including New Rochelle and White Plains. Further, a study of the parking demand in existing downtown residential buildings found that the actual parking demand experienced was less than 1 space per unit. With respect to the Proposed Project, the revised parking requirements would only affect the Chicken Island Project, as the Teutonia Project and North Broadway Project are within ¼-mile of the train station. Finally, the Proposed Zoning would expressly allow the use of attended, or valet, parking to satisfy the minimum off-street parking requirements, which is already considered permissible.

*A.1.f. Proposed Amendments to Tower Footprint Size*

The Proposed Zoning includes the following residential tower footprint size regulations:

- 12,000 square feet maximum tower footprint, except maximum tower footprint on a lot which is located in the maximum height sub-district shown on *Map B: Height District Map*, is as follows:
  - Maximum aggregate tower footprint is 24,000 square feet in two towers on a lot 1 acre or greater which is located within ⅛-mile walking distance to the Yonkers Train Station over public street sidewalks.
  - Maximum tower footprint is 13,000 square feet and maximum aggregate tower footprint is 26,000 square feet in two towers on a lot 1.5 acres or

greater which is located between 1/8-mile and 1/3-mile walking distance to the Yonkers Train Station over public street sidewalks.

- Maximum tower footprint is 38,000 square feet and maximum aggregate tower footprint (A) is 80,000 square feet up to 250 feet in height, and (B) 28,000 square feet from 250 feet in height to 400 feet in height, in up to six towers, on a lot 4 acres or greater which is located between 1/3-mile and 1/2-mile walking distance to the Yonkers Train Station over public street sidewalks.

These regulations would permit the following tower footprints on the Project Sites:

- Teutonia Site: Maximum tower footprint would be increased from 12,000 sf per lot to 24,000 sf in two towers.
- Chicken Island Site: Maximum tower footprint would increase from 12,000 sf to 38,000 sf. In addition, a maximum aggregate tower footprint, in up to six towers, would be established based on tower height. A maximum aggregate of an 80,000-sf tower footprint would be permitted in buildings up to 250 feet and a maximum aggregate of an 28,000-sf tower footprint in buildings between 250 and 400 feet tall.
- North Broadway Site: Maximum tower footprint would increase from 12,000 sf to 13,000 sf and a maximum aggregate tower footprint of 26,000 sf would be established.

With respect to the Teutonia Site, the increase in residential tower footprint is proposed in recognition that under current regulations, if the Site were comprised of two parcels instead of one, it could be developed with two towers with the same aggregate 24,000 sf footprint. On the North Broadway Site, a slight increase in the maximum tower footprint would allow, in the Applicant's opinion, the creation of architecturally distinct and contextually appropriate towers. Specifically, as proposed, the two North Broadway Project towers would include "steps" in height, such that the building gets taller as it moves east, away from North Broadway. The increase in tower footprint permits a similar density of interior uses in a tower that can include more architectural style and building articulation than would be the case if a smaller building footprint is required. The proposed increase in maximum tower footprint at the Chicken Island Site recognizes the uniquely sized and shaped blocks of the site. The Chicken Island Project buildings would not feature one or two monolithic residential towers. Instead, the Chicken Island Project towers would be of various heights. Within the two larger "interior" lots of the developed Site, the towers would be designed to look like multiple different buildings, each with different height and building design. Given the Chicken Island Site, it's the Applicant's opinion that increasing the maximum tower footprint allows for a more creative and varied building design.

*A.1.g. Proposed Amendments to Designated Development Site Regulations*

The Proposed Zoning would revise the definition of a "Designated Development Site" in Section 43-8 of the Zoning Ordinance as well as the supplementary regulations for Designated Development Sites in Section 43-46 of the Zoning

Ordinance. Under the current regulations, only sites in the former “CB” and “GC” districts that are 10 or more acres in the aggregate can be designated. The CB and GC districts no longer exist. The primary purpose of the proposed revisions would be to permit the City Council to designate sites in the D-MX District that are in the maximum permitted height subdistrict (i.e., mapped as “purple” on *Map B: Height District Map*, of the Zoning Ordinance) comprised of one or more lots having 1.75 or more acres of area in the aggregate as a Designated Development Site. As provided under current regulations, all lot and dimensional regulations will apply to the entire tract designated as a Designated Development Site and not to the individual lots comprising the Designated Development Site. The Proposed Zoning would permit the City Council to designate a Designated Development Site only after the Planning Board has approved a site plan for the site. These proposed revisions would facilitate financing and transfers of separate buildings/parcels within a Designated Development Site (subject to site plan approvals), thereby in turn facilitating build-out of large-scale downtown redevelopment projects over the long-term. In the Applicant’s opinion, the changes would support the City’s revitalization initiatives in the downtown and would not result in any adverse impacts with respect to zoning. It is also noted as part of the “SFC” project, the entirety of the Chicken Island Site was previously designated by the City Council as a Designated Development Site, under the more permissive current regulations. As part of the Proposed Project, the Applicant proposes to designate the Chicken Island Site and the North Broadway Site as Designated Development Sites.

*A.1.h. Potential Off-Site Impacts*

While the proposed changes to building height and tower footprint size would apply to any development on a site that meets the lot area and distance from the Yonkers Train Station parameters described in Section B.3.c above, the Project Sites would be the only sites in the DM-X District that meet the requirements for additional height and tower footprint (see **Figure 1-74**).

Reducing the amount of off-street parking required for certain residential buildings would have the effect of reducing development costs and therefore may facilitate redevelopment in general. However, it is the Applicant’s opinion that given the density controls (lot and dimensional/bulk requirements) of the D-MX District, the proposed reduction in required off-street parking for downtown apartments located between ¼-mile and ½-mile of the train station would not materially impact the development potential of other sites within the downtown. There is no firm correlation between reduction in required off-street parking (and corresponding reduction in floor area devoted to parking) and increased residential density. For example, it is reasonable to assume that if a new residential building includes sub-grade parking, it is this parking that would be the first to be eliminated if the parking ratio is reduced, as sub-grade parking is the most expensive to construct. However, these sub-grade levels would not be suitable for conversion from parking to residential use. In addition, changes to the technology of parking, including “stackers” and fully automated parking garages, would likely have more significant impacts on the actual floor area of a building devoted to parking uses than changes to the parking ratio. Finally, there is no evidence that current residential off-street parking requirements were intended by

the City Council to act as a *de facto* density control in the downtown zoning districts, rather than serve ordinary parking objectives.

**B.4. PROPOSED CITY PLAN AMENDMENTS**

The Teutonia Site is within the Riverview Urban Renewal Area, and the Chicken Island Site and three of the North Broadway Site lots are within the Getty Square Urban Renewal Area. In order to facilitate the Proposed Project, the two Urban Renewal Plans require certain modifications. Specifically, the Applicant proposes a revision to the *Riverview Urban Renewal Plan* that would allow higher-density development in the plan area, which includes the Teutonia Site (see **Appendix A-6**). The Applicant also proposes revisions to the *Getty Square Urban Renewal Plan* to reflect the proposed parking ratios, to eliminate requirements that were specifically intended to facilitate the previously proposed, but not constructed “River Park Center” project, and to better accommodate the Proposed Project (see **Appendix A-7**). Finally, the Applicant proposes an amendment to the *Downtown Master Plan*, drafted in 2010, that served as the basis for the current downtown zoning districts. The amendment would substitute the proposed Chicken Island Project for the “River Park Center” project, which was not constructed. The amendment would also include allowances for additional height on the Teutonia Site and Chicken Island Site and would put the entirety of the North Broadway Site within the plan area (see **Appendix A-5**).

**C. PURPOSE AND NEED**

The Applicant has petitioned the City Council for the Proposed Zoning Amendments and requested the City Plan and Urban Renewal Plan Amendments to develop the Proposed Project on the Project Sites. The Proposed Project will introduce a critical mass of residential, commercial, office, retail, and recreational uses all within walking distance of the Yonkers Train Station and within the historic heart of the City’s downtown. In addition to meeting a market need, the Proposed Project would contribute to the continued revitalization of Yonkers’ downtown. This revitalization is evidenced not only private investment in new development, but also public investment in community infrastructure, including the \$48.5 million Saw Mill River Daylighting projects.

The Teutonia Project would transform a long-vacant lot into an active mixed-use development, supporting the City’s revitalization of its downtown. With the Yonkers Train Station located two blocks from the Teutonia Site, the Teutonia Project would also complement the transit-oriented development goals of the City as stated in the Transportation Network Recommendations of the City’s Downtown Master Plan (2010).

The Chicken Island Site has been the subject of several prior development applications, none of which have been successfully realized. The Chicken Island Project would revitalize a long-vacant site and convert a large surface parking area into residential, commercial, retail, and office uses. Transforming these large, underutilized parcels into an active mixed-use development has been a long-standing goal of the City; a goal that was prioritized in the Getty Square Urban Renewal Plan (adopted in 1978 and updated in 2009) and as a Development Initiative in the City’s 2010 Downtown Master Plan. The Chicken Island Project would accomplish this objective by extending the existing urban fabric to the Chicken Island Site.

Redevelopment of the North Broadway Site would advance the City’s 2010 Downtown Master Plan goal of revitalizing downtown through increased development density. The North Broadway Project would provide vital connections between the neighborhoods to the north and east of the



North Broadway Site to the commercial retail uses along North Broadway. The proximity of the North Broadway residential uses to the Yonkers Train Station further supports the City’s transit-oriented development goals.

The Applicant will comply with the City’s affordable housing requirements under Article XV of the Zoning Ordinance, which require 10 percent of units in developments containing 100 or more units to be affordable. Specifically, Article XV requires affordable units to be provided in the same proportion of bedroom sizes as the market rate units and that they be made available as follows:

- Forty percent to households earning between 40 percent and 65 percent of Westchester County Area Median Income (“AMI”);
- Twenty percent to households earning between 66 percent and 80 percent of AMI; and
- Forty percent to households earning between 81 percent and 100 percent of AMI.

Section 43-194.F of the Zoning Ordinance permits the City to reduce the number of on-site units to an amount equal to 5-percent of the market rate units if a payment-in-lieu contribution is made to the City’s Affordable Housing Trust Fund for the other 5-percent not provided on-site. The Applicant will therefore provide between 178 and 356 units of affordable housing on the Project Sites, and if fewer than 356 are provided, pay the corresponding in-lieu fee.

The long-term impacts of the COVID-19 pandemic on residential and commercial land-use patterns cannot be known at this time. However, in addition to responding to pre-existing land use needs and trends, the Proposed Project is consistent with many of the short-term trends attributable to the pandemic. At its most basic, the Proposed Project fills the long-term goal of the City of Yonkers (and many other cities) to reinvest in its downtown and induce primarily residential redevelopment sufficient in scale to support existing local businesses, and that makes use of existing transportation infrastructure while also reinforcing a walkable downtown with a mix of uses. The pandemic has accelerated this trend. During the pandemic, people gravitated toward housing that put them in proximity to services and recreational opportunities, as in downtown Yonkers. Similarly, areas that provided both easy commutes to central business districts and attractive work from home opportunities have flourished. The Proposed Project is both consistent with the long-term trends and policy goals of the City as well as responsive to the shorter-term disruptions caused by the pandemic.

#### **D. LIST OF APPROVALS AND INTERESTED/INVOLVED AGENCIES**

**Table S-7** identifies Involved and Interested Agencies and the approvals/reviews required for the Proposed Action.

Table S-7

**Involved and Interested Agencies**

<b>Involved Agencies</b>	<b>Approval/Review</b>
Yonkers City Council	Zoning Amendments; URP Amendments; Downtown Master Plan Amendments; [Other plan changes TBD]
Yonkers Planning Board	Site Plan Approval; URP Amendments
Yonkers City Departments: Engineering, Water, Traffic Engineering, Housing and Building, Department of Public Works (DPW)	Street opening permit; Stormwater and Sanitary Sewer Design Water Main Extension; Sprinkler Connection; Access and Parking; Demolition, Building, Plumbing and Electrical permits Sanitation
Westchester County Departments of Planning and Transportation	Referral per General Municipal Law §239-m/ County Administrative Review
Yonkers Industrial Development Agency	Project financial assistance
Westchester County Department of Health	Water/Sewer Connections Air Emission Registration
New York State Department of State (DOS)	Coastal Zone Consistency Review Potential State Code Variances (Uniform Code Regional Board of Review)
NYS Department of Transportation (NYSDOT)	Highway Work Permit
NYS Office of Parks, Recreation and Historic Preservation	Section 14.09 Review
NYS Department of Environmental Conservation	SPDES General Permit
Yonkers Economic Development Corporation	Potential financial assistance
Westchester County Board of Legislators	Potential financial assistance
Metropolitan Transportation Authority/MNR	Entry permits
NYS HCR/HFA	Potential financial assistance
<b>Interested Agencies</b>	
City of Yonkers School District	
Yonkers Community Development Agency	URP Amendments
City of Yonkers Emergency Service providers	
US Army Corps of Engineers (USACE)	TBD (Saw Mill River)
Palisades Interstate Park Agency	

**E. SUMMARY OF IMPACTS AND MITIGATION**

**E.1. INTRODUCTION**

This section of the DEIS presents a summary of potential significant adverse environmental impacts identified in each subject area as well as the mitigation measures proposed for those potential significant adverse environmental impacts.

**E.2. LAND USE, ZONING, AND PUBLIC POLICY**

*E.2.a. Land Use*

The three Project Sites are in the urban core of downtown Yonkers. The urban core is generally the area between Chicken Island, Getty Square, City Hall (Nepperhan Avenue at South Broadway) and the Hudson River waterfront. This area is a densely developed urban environment, with a mix of residential, commercial, institutional, industrial, and recreational land uses, as discussed

above and shown on Figure 2-1. Existing land uses are largely characterized by mid- and high-rise residential and office buildings, and mixed-use corridors of street level retail with residences and offices on upper floors. City, County, and State government offices are concentrated around City Hall, as well as Larkin Plaza. Buildings are generally three to five stories, with buildings upward of 12 stories interspersed throughout this portion of the Land Use Study Area. Notably, the Sawyer Place apartment buildings at Warburton Avenue and Main Street rise to 17 and 25 stories. Large-scale industrial uses are most prominent on the northern and southern periphery of the downtown. Smaller multi-family residences and apartment buildings, as well as single-family residences, are interspersed throughout the Land Use Study Area and are more prominent along the periphery of the Land Use Study Area.

Getty Square, located at the intersection of North Broadway, South Broadway, Palisade Avenue, and Main Street, has historically been recognized as the City's "town center," with shops and a plaza.

Downtown Yonkers has undergone substantial redevelopment with a mix of uses over the last 15 to 20 years. The Hudson River waterfront in particular has been redeveloped with a number of mid-rise (generally six to 12 stories, with one building at 22 stories) residential buildings, restaurants, an esplanade, and a restored pier. The waterfront is anchored by the Yonkers Train Station, which is served by MNR (Hudson Line) and Amtrak. Just east of the Yonkers Train Station is van der Donck Park with the daylighted Saw Mill River. The Philipse Manor Hall Historic Site is located near the western edge of the van der Donck Park at Warburton Avenue and two new high-rise (17- and 25-story) apartment buildings are also located at the park's western edge.

The three Project Sites form a triangle around the urban core of the downtown, each less than ½-mile from the Yonkers Train Station, providing an opportunity for redevelopment that supports the urban enhancement activities of the City. The Proposed Project would transform underused and vacant properties into active developments that would enhance downtown Yonkers. The proposed uses on the Project Sites would be consistent with uses permitted in the DM-X District, in which the Project Sites are currently, or in the case of a portion of the North Broadway Site proposed to be, located. While the development density would be higher on the Project Sites than allowed under existing zoning, the Proposed Project would further the City's goal of concentrating development around an existing transit node and in an area with established and growing commercial and mixed-use corridors. The Proposed Project would be consistent with existing land use trends of higher-density high- and mid-rise mixed-use development in the downtown, where people can walk to amenities and services and use existing, robust public transit services.

*E.2.a.i Teutonia Site*

Land uses surrounding the Teutonia Site include a mix of residential, commercial-retail, and transportation uses and parking facilities (see Figure 2-1). Immediately to the north of and adjacent to the Teutonia Site is a mix of residential and commercial uses in the Trolley Lofts building. Northeast of (and across the street from) the Teutonia Site is a six-story

office building and the Buena Vista Public Garage at the corner of Buena Vista Avenue and Hudson Street. Across the street to the east of the Teutonia Site is a parking lot, a vacant lot, and a row of three-story single- and multi-family houses, some of which are vacant. Immediately south of, and adjacent to, the Teutonia Site is the Queens Daughters Day Nursery. The western side of the Teutonia Site is bounded by the MNR right-of-way and tracks, with mixed-use development along the Hudson River waterfront on the opposite side of the tracks.

The Teutonia Project would transform a long-vacant parcel into an active mixed-use development, supporting the City's efforts to revitalize its downtown. With the Yonkers Train Station located two blocks from the Teutonia Site, the Teutonia Project would also complement the transit-oriented development goals of the City. While the new 41-story towers would be taller than the immediately surrounding buildings, which are primarily two to three stories in height, the Teutonia Site is located within the urban core of the downtown and in the D-MX District, in which high-density development is permitted. Larger apartment buildings are located west of the Teutonia Site across the MNR tracks (upward of 10 stories) as well as northeast of the site (17 and 25 stories). Several design techniques are proposed to break down the massing of the towers. First, the brick "grid" elements frame every two stories, rather than one story, which minimizes the overall bulk of the building. Second, the grid element is reduced in scale as the building gets taller, eventually disappearing from the façade completely for the upper floors. This helps create the illusion of the tower tapering. Finally, the southern tower is proposed in an "L" shape, with a recessed middle component, which further breaks down the perceived horizontal mass.

*E.2.a.ii Chicken Island Site*

The Chicken Island Site is located approximately one block east of the center of Getty Square. Higher density mixed-use development typical of the downtown core is located in the western portion of the Land Use Study Area. Mid- and high-rise apartment buildings (generally ranging between five and ten stories, with several just over ten stories and most notably the 17- and 25-story Sawyer Place apartment buildings at Warburton Avenue near Main Street) are interspersed throughout this portion of the Land Use Study Area, as well as government and commercial office buildings, and commercial corridors with mixed-use commercial, office, and residential uses. Palisade Avenue, on the northern side of the Chicken Island Site, is lined with contiguous low-rise buildings comprising ground floor retail and upper floor residential or office uses. This portion of the street serves as an extension of the Getty Square commercial area. At Palisade Avenue/Elm Street and New School Street, across from the northeastern section of the Chicken Island Site, land uses include automobile service shops, a gas station, a coffee shop, and a vacant building. Land uses along the eastern and southeastern section of the Chicken Island Site include a vehicle service business and associated surface parking lot, and a church. Nepperhan Avenue, to the

south of the Chicken Island Site, is a wide boulevard with three travel lanes in each direction. In the immediate vicinity of the Chicken Island Site, Nepperhan Avenue is characterized by low-density commercial development with several restaurants and an automobile service shop. To the west of the Chicken Island Site, in between Ann Street, New Main Street, and Nepperhan Avenue is a City park, referred to as Phase III of the Daylighting of the Saw Mill River (opened in 2018), a public open space that provides landscaped paths and lawn areas along the Saw Mill River. North of the park are commercial uses with some upper floor residences that front on New Main Street, with surface parking located in the rear of the buildings adjacent to the Chicken Island Site.

The Chicken Island Project would convert a large surface parking lot that has served the eastern portion of the City's urban core for decades with off-street parking and as a multi-use urban space for programs such as carnivals and community fairs into an active mixed-use development. Transforming this parcel into a high-density development, appropriate for a downtown urban environment, has been a long-standing goal of the City. The new buildings would be taller than the immediately surrounding buildings and other buildings in the City; however, the proposed uses (i.e., residential and commercial) are compatible with surrounding uses.

*E.2.a.iii North Broadway Site*

Land uses in immediate proximity to the North Broadway Site along North Broadway are similar to the land uses located on the Site, with street-level commercial uses and upper floor residential and offices uses. Surrounding land uses on Overlook Terrace and Baldwin Place are primarily single- and multi-family houses. Much of this area, including the parcels of the North Broadway Site that front on North Broadway, are also within the Yonkers Downtown Historic District, which is characterized as a representative and largely intact urban downtown core containing a variety of commercial, religious, civic, and residential building types and architectural styles built between the mid-1800s and mid-1900s. North of the North Broadway Site is the Bell Place-Locust Hill Avenue Historic District and west of the Site, across North Broadway on Warburton Avenue, is the Philipse Manor Historic District.

The existing buildings on the North Broadway Site fronting North Broadway would be replaced with two new, low-rise retail/office buildings, consistent with the existing character of North Broadway. A new, grand pedestrian staircase would be constructed connecting North Broadway to Overlook Terrace, integrating the Locust Hill and downtown neighborhoods. A publicly accessible elevator would also be provided to connect North Broadway with the public terrace on top of the retail building and the Overlook Terrace and Locust Hill Avenue neighborhoods.

The proposed North Broadway residential towers would be taller than the immediately surrounding buildings, which largely consist of houses on

Baldwin Place and Overlook Terrace, and two- to four-story mixed-use buildings along North Broadway. However, in the Applicant's opinion, these buildings would be in keeping with the character of the surrounding downtown area, where mid- and high-rise buildings are interspersed. In addition, other large-scale residential uses currently exist within one block of the North Broadway Site, including Cromwell Towers (317 units in a large-footprint 12-story building on Locust Hill Avenue) and the Sawyer Place apartment buildings (438 units in two buildings 17 and 25 stories tall). In the Applicant's opinion, the density of the North Broadway Project would be consistent with the existing land use trends of the area.

Redevelopment of the North Broadway Site would advance the City's goal of revitalizing downtown. Further, the Yonkers Train Station is less than ¼-mile from the North Broadway Site; therefore, the North Broadway Project would support the City's transit-oriented redevelopment goals.

*E.2.b. Zoning*

The Proposed Zoning Amendments, described above, would allow full buildout of the Proposed Project in furtherance of the Applicant's goals. While the Proposed Zoning Amendments would increase maximum permitted building height and tower footprint on the Project Sites, they would not change permitted uses or architectural guidelines. In the Applicant's opinion, the Proposed Zoning Amendments support the City's efforts to continue revitalization of downtown Yonkers by permitting the catalytic development proposed. Therefore, development of the Proposed Project would, in the Applicant's opinion, be consistent with the evolving character of downtown Yonkers and would not result in significant adverse effects with respect to zoning.

*E.2.c. Public Policy*

*E.2.c.i The Yonkers Comprehensive Plan (2000)*

*Connections: The Yonkers Comprehensive Plan ("Connections")*, last updated in September 2000, provides goals and strategies for the City related to a number of issues, including land use, transportation, the economy, and parks and recreation. *Connections* explicitly recognizes the primacy of focusing development on the downtown and waterfront areas of the City. The Proposed Project would re-develop long vacant and underutilized sites in downtown, helping to catalyze adjacent, off-site, development that would further strengthen the City's downtown. The Project Sites, in the central core of the downtown, have been a central focus of the City's downtown development goals for decades. Consistent with *Connections*, the development associated with the Proposed Project at each Project Site would introduce additional residents to the downtown that would enhance activity in these local shopping areas, including Getty Square and the "key streets" identified in the Zoning Ordinance. This additional population would further enliven the City's waterfront and Larkin Plaza, which includes the daylighted Saw Mill River at van der Donck Park. Finally, the architecture of the Proposed Project, including

the siting and articulation of the proposed residential towers, is consistent with *Connections*' recommendation to reinforce the importance of views of the waterfront. For instance, the towers at the Teutonia Site, which is closest to the waterfront, would be spaced in accordance with existing regulations of the Zoning Ordinance to maintain views of the Hudson River and Palisades between buildings.

*E.2.c.ii Downtown Master Plan (2010)*

In 2010, the City prepared a vision plan for the downtown. The *Downtown Master Plan* included a number of development initiatives, such as the redevelopment of the Chicken Island Site as "River Park Center," with regional retail and entertainment destinations, as well as public space and transportation improvements. The Proposed Project is, in the Applicant's opinion, consistent with the overall goals of the *Downtown Master Plan* with respect to redeveloping underutilized properties with retail, office, and residential spaces that would "increase downtown residential supply with new development...around the perimeter of the downtown core, adjacent to the surrounding neighborhoods." While the density of development would be greater than envisioned in the *Downtown Master Plan*, it is the Applicant's opinion that the Proposed Project would provide a benefit to the City by increasing development in the urban core to further activate the streetscape and promote economic activity through the realization of development, including on parcels which have been the subject of redevelopment attempts for decades.

The Applicant proposes, as a component of the Proposed Action, that the City adopt an amendment to the *Downtown Master Plan* that would eliminate references to the River Park Center project on the Chicken Island Site, which was proposed but not constructed, and replace it with the Applicant's proposal to create a mixed-use residential and commercial project. The amendment would also include allowances for additional height on the Teutonia Site and Chicken Island Site and would include the entirety of the North Broadway Site within the *Downtown Master Plan* area, consistent with the Applicant's proposal for that Site (see **Appendix A-5**).

*E.2.c.iii Riverview Urban Renewal Plan*

The Teutonia Site is within the boundaries of the *Modified Urban Renewal Plan for Neighborhood Development Program Areas Nos. 1 and 2* (the "Riverview Urban Renewal Plan"), which was adopted in 1998 and last amended in 2009. The objectives of the *Riverview Urban Renewal Plan* are to eliminate substandard or deteriorated housing and "environmental deficiencies" through the development of residential projects. The Teutonia Project would be consistent with the overall objectives of the *Riverview Urban Renewal Plan* to develop new residences and, within the downtown area, induce commercial activity to support the neighborhood.

The Teutonia Project would not be consistent with three of the *Riverview Urban Renewal Plan's* goals. The *Riverview Urban Renewal Plan* intends not less than 50 percent of all residential units to be constructed within the plan area to be for low- and moderate-income level families. The Teutonia Project would comply with the Yonkers Zoning Ordinance, which require between five- and ten percent of the total number of units on-Site be designated as affordable. In addition, the Teutonia Project would not include active and passive recreation areas, which are encouraged by the plan. However, in lieu of providing on-site “park” space, the Applicant would either pay a fee at the rate established by the City for multifamily dwellings or provide off-site recreation land or improvements.

The Teutonia Project would also be inconsistent with the *Riverview Urban Renewal Plan* with respect to development density. The *Riverview Urban Renewal Plan* states that, “In most instances, new residential uses are planned for 60-100 dwelling units/acre and no new residential uses will exceed medium-high density.” The Teutonia Project would be a higher density development, with approximately 795 dwelling units per acre (i.e., 906 dwelling units on 1.14 acres). To address this, the Applicant proposes a revision to the *Riverview Urban Renewal Plan* that would allow higher-density development in the plan area (see **Appendix A-6**).

*E.2.c.iv Getty Square Urban Renewal Plan*

The Chicken Island Site and the lots fronting North Broadway within the North Broadway Site (Section 2, Block 2018, Lots 50, 51, 56, and 57) are within the boundaries of the *Urban Renewal Plan for the Getty Square Urban Renewal Area* (the “*Getty Square Urban Renewal Plan*” or “GSURP”), which was adopted in 1978 and last updated in 2009. The objectives of the *Getty Square Urban Renewal Plan* are to eliminate substandard or deteriorated residential and commercial structures, as well as “environmental deficiencies” through the development of commercial and public use projects. As most recently revised in 2009, the *Getty Square Urban Renewal Plan* endorses the former River Park Center project at the Chicken Island Site. The Chicken Island Project proposed by the Applicant has a smaller retail component than River Park Center, which was designed in response to market conditions that no longer exist. To address these inconsistencies, the Applicant proposes revisions to the *Getty Square Urban Renewal Plan* to reflect the Applicant’s proposed parking ratios, and to eliminate requirements that were intended to facilitate River Park Center (see **Appendix A-7**). The portion of the North Broadway Site subject to the GSURP are within the area designated for “Predominantly Commercial” future land use and are therefore consistent with the plan.

*E.2.c.v Westchester 2025 – Context for County and Municipal Planning and Policies to Guide County Planning*

*Westchester 2025* is a county-wide planning effort that emphasizes the importance of regional planning and makes planning resources accessible



to communities and their residents. The Proposed Project is consistent with Westchester 2025's goal of channeling future development to population, commercial, and transit "centers." As discussed above, the Teutonia, North Broadway, and Chicken Island Sites are located in the downtown. The Teutonia Site is within 1/8-mile of the Yonkers Train Station, while the North Broadway and Chicken Island Sites are within 1/4- and 1/2-mile of the station, respectively. By channeling growth to the downtown, the Proposed Project would preserve natural resources by reducing the pressure for high-density greenfield development elsewhere, which is another goal of *Westchester 2025*. The Proposed Project would include between five and ten percent of the total number of units as affordable units, in accordance with Article XV of the Zoning Code. As such, the Proposed Action is consistent with the County's goal of promoting fair and affordable housing.

*E.2.c.vi Hudson River Valley Greenway/ Hudson River Valley National Heritage Area Strategic Plan (2014)*

In the fall of 2014, the *Hudson River Valley Greenway Strategic Plan* (the "Greenway Plan") was established to "preserve the Hudson River Valley's heritage, revitalize its economies, ensure a sustainable future for its communities, and enhance its quality of life." In the Applicant's opinion, the Proposed Project would enhance the quality of life in the City by stimulating economic activity and an enlivened streetscape through the creation of new residences concentrated in the urban core of the City and by creating ground floor retail and commercial office space that would assist in the redevelopment of the downtown. The Proposed Project would also support smart growth goals by providing transit-oriented redevelopment centered around the Yonkers Train Station.

*E.2.c.vii The Greenprint for a Sustainable Future (2005)*

In response to the Hudson River Valley Greenway Act of 1991, Westchester County prepared the Westchester County Hudson River Valley Compact Plan, *The Greenprint for a Sustainable Future* ("The Greenprint"), to provide a basis for participating municipalities to qualify for financial and planning benefits as part of the legislation. Yonkers has adopted *The Greenprint* (see Section 49-1 of the City Code), which provides the City the opportunity to pursue grant funding through the HRVG and ensures that SEQRA reviews consider Greenway principles in project evaluation. The Proposed Project is consistent with *The Greenprint's* goals of protecting natural and cultural resources and of the "regional planning" goal of *The Greenprint*. As discussed in more detail in Chapter 16, "Sustainability," the Proposed Project would meet the City of Yonkers' Green Development Standards through various site and building design and operational measures, such as energy and water conservation, among other methods. The Proposed Project would also be consistent with *The Greenprint's* goal of encouraging economic development.

*E.2.c.viii Hudson River Critical Environmental Area*

In 1989, the Westchester County Board of Legislators adopted a local law (16-1989) pursuant to SEQRA that established the Hudson River and its “immediate shoreline” as a Critical Environmental Area (CEA). For purposes of the CEA, the “immediate shoreline” in the vicinity of the Project Sites is defined as the areas to the west of Broadway and Riverdale Avenue. Therefore, the Teutonia Site is within the Hudson River CEA, though it is separated from the shoreline by the MNR railroad tracks and intervening development. The potential for the Teutonia Project to indirectly impact the Hudson River through shadows, sewer effluent, and stormwater is evaluated in Chapter 3, “Visual and Community Character,” Chapter 8, “Infrastructure and Utilities,” and Chapter 9, “Stormwater Management.” As demonstrated therein, the Teutonia Project would not adversely impact the Hudson River’s natural resources.

*E.2.c.ix New York State Coastal Management Program*

The Teutonia Site is within New York State’s designated Coastal Zone. New York State has adopted a Coastal Management Program (CMP) pursuant to the Federal Coastal Zone Management Act (CZMA). The CMP “constitutes a framework for government decision-making which affects New York’s coastal Area. It provides statements of policy to which federal and State agencies must adhere...” The core of the CMP are 44 policies against which State and federal agency actions are reviewed for consistency. As stated in the CMP, “each of the 44 policy statements either promotes the beneficial use of coastal resources, prevents their impairment, or deals with major activities that substantially affect numerous resources.” As described in detail in Chapter 2, “Land Use, Zoning, and Public Policy,” the Teutonia Project is consistent with the applicable policies of the CMP.

**E.3. VISUAL AND COMMUNITY CHARACTER**

As set forth in Chapter 3, “Visual and Community Character,” detailed analyses were conducted to determine the potential for the Proposed Action to have a significant adverse visual, shadow, and/or pedestrian-level wind impact. The analyses also include a discussion of the potential effects on community character from those various impacts. Potential impacts on identified aesthetic resources and vantage points were analyzed in accordance with the adopted DEIS Scoping Outline (**Appendix A-1**), and the New York State Department of Environmental Conservation (NYSDEC)’s *Assessing and Mitigating Visual Impacts* policy memorandum (DEP-00-2, last revised December 13, 2019) on assessing and mitigating effects on aesthetic resources (the “NYSDEC Guidance”).

Based on the analysis, it is the Applicant’s opinion that the Proposed Action would not result in significant adverse visual impacts to identified aesthetic resources or sensitive vantage points, though it would result in changes to existing views of the Project Sites. The Proposed Project buildings would create shadows and would have the potential to change the view of the Hudson River, Palisades, Yonkers, and/or New York City skyline from certain locations. However, as discussed below, with one exception, these potential

impacts would not be considered a significant adverse impact under the NYSDEC Guidance or relevant New York City Environmental Quality Review (CEQR) guidance.

As described below, as well as in the other analyses within this DEIS, the Proposed Project would be consistent with the pedestrian-oriented, higher-density urban fabric of downtown Yonkers. The Proposed Project buildings feature active, ground floor uses fronting on well-designed sidewalks and public spaces. The façades of the Proposed Project buildings have been designed to add visual variety to the pedestrian landscape as well as break down the massing of the residential towers. Together with the addition of new pedestrian streets, plazas, and connections at Chicken Island and North Broadway, these architectural design features are consistent with the character of development that is expected given the Project Sites' prominence within downtown.

*E.3.a. Community Character and Visual Resources*

The Proposed Project would redevelop, reuse, and revitalize the Project Sites and would physically and visually connect the sites to downtown Yonkers and would include buildings with a variety of types and sizes, including residential towers ranging between 23 and 41 stories (see views of the Proposed Project in Figures 3-9a to 3-9r). The following section summarizes the potential visual impacts of the Proposed Project on sensitive vantage points identified by the City. (Analysis of the potential impacts to the state and federally designated aesthetic resources is included in Chapter 3, "Visual and Community Character.") To perform the analysis, photosimulations were prepared from the locations specified in the adopted Scoping Document that show not only the existing and proposed conditions, but that also illustrate the potential "maximum build-out" of the Project Sites that theoretically could be realized if the Proposed Zoning is adopted. The theoretical maximum build-out represents a worst-case scenario as it does not incorporate architectural and design features included in the Proposed Project. As shown on these photosimulations, the Proposed Project's architectural and design features that lessen the potential visual impacts from what could theoretically be developed under the Proposed Zoning.

Residential streets in the downtown will have views of the Proposed Project. Locations along Buena Vista Avenue would have direct views of the Teutonia Project from immediately adjacent to the Teutonia Site, as well as from areas farther south, including those south of Prospect Street. As shown in Figure 3-9a, the Teutonia Project would be visible from Buena Vista and Prospect Streets. Hudson Street, a mixed-use corridor with some residential uses, would also have views of the Teutonia Project, including the northern residential tower and the upper stories of the southern tower (Figure 3-9b). The Teutonia Project would be approximately 20 stories taller than nearby buildings along the Yonkers waterfront, and 38 stories taller than buildings along Buena Vista Avenue. However, in the Applicant's opinion, the Teutonia Project would be consistent with other dense residential development in the area, including the tower apartments along nearby Hawthorne Avenue and Riverdale Avenue. Similarly, the Teutonia Project would provide active ground floor commercial uses along Buena Vista Avenue that would activate the street and enhance the pedestrian experience. The façade of the Teutonia Project's podium would feature varied architectural treatments that would enhance the visual interest of the podium. The

podium of the Teutonia Project would obscure a small portion of the Palisades that would otherwise be visible when looking down Hudson Street (Figure 3-9b). However, the Palisades remain visible over the existing Trolley Barn building.

Van der Donck Park and Larkin Plaza would have views of the North Broadway Project to the east, the Chicken Island Project to the southeast, and the Teutonia Project to the south. As shown in Figure 3-9c, the North Broadway Project residential towers and a small portion of the Chicken Island Project would be visible to the east. The views of the Proposed Project would be in the context of the existing development within the downtown. Given the distance from the park, the towers would be perceived to be similar, or smaller, in scale than the buildings of “Sawyer Place” at the east end of the park. In addition, as shown in the simulations, the proposed residential towers on the North Broadway Site would feature various step backs and façade articulations that would add visual interest to the buildings and serve to reduce their visual impacts. Farther inland, the middle and upper floors of the North Broadway and Chicken Island Projects will be visible behind the existing buildings that front on Warburton Avenue.

As shown in Figure 3-9d, the west end of van der Donck Park would have views of the proposed towers of the Teutonia Project to the south. The proposed towers, at 41 stories, would be significantly taller than the existing three to five-story buildings along Buena Vista Avenue. Van der Donck Park is an urban park surrounded by buildings ranging in height from one to 25 stories. The eastern edge of the park, which is at a higher elevation than the western edge, has partially obstructed western views of the Hudson River and Palisades beyond. On the western edge of the park, views of the Hudson River and Palisades are fully obstructed by existing buildings and the MNR right-of-way. The views of the Proposed Project, including views of the North Broadway and Teutonia towers would in the Applicant’s opinion be compatible with views of similarly sized buildings in the vicinity of van der Donck Park, such as the existing approximately 9 to 12 story buildings along the Hudson River and the 25-story building at the eastern edge of the park, and would not obstruct existing views of the Hudson River or Palisades.

Washington Park / City Hall has partially obstructed western views of the Hudson River and Palisades. As shown in the visual simulation in Figure 3-9e, the proposed towers of the Teutonia Project would be visible behind existing buildings and would partially obstruct portions of the view of the Palisades. The proposed towers would be relatively narrow, in comparison to other buildings in the area, and have been situated to maintain existing view corridors to the sides of, and between, the towers. As such, the Palisades would continue to be visible from Washington Park and City Hall through gaps between intervening buildings, including the towers of the Teutonia Project.

Palisades Interstate Park, located on the west side of the Hudson River, has views of the Yonkers waterfront and upland development, including the Project Sites. Prominent in the existing view from this location are the American Sugar Refining plant, the new residential buildings along the waterfront, the apartments on Hawthorne and Riverdale Avenues, the new development at Larkin Plaza, Cromwell Towers, and other urban development throughout the City. Palisades

Interstate Park also has views of the City of New York to the south and, given its significant elevation, of buildings in New Rochelle as well. As shown in Figure 3-9f, the Proposed Project would be visible from Palisades Interstate Park, approximately one mile away. The new buildings would be viewed in the context of the existing urban development pattern of the waterfront and downtown of the City and would not fundamentally change the viewers perception of the urban center of the City. There are several buildings and structures in Yonkers, and New Rochelle in the distance, that pierce the horizon line. The Proposed Project buildings include varied architectural styles that would add visual interest to the view, but in the Applicant's opinion, it would not fundamentally change the urban character of the view. The buildings would be perceived as an evolution of the existing built environment, rather than a change in the character of the waterfront and downtown.

The primary views from Habirshaw Park are of the waterfront to the west. The Proposed Project would have no effect on waterfront views from Habirshaw Park. Habirshaw Park offers inland views of the downtown including views toward the Chicken Island and North Broadway Sites. The upper stories of the North Broadway Project and Chicken Island Project would be visible from Habirshaw Park (see Figure 3-9g). To the south, the upper stories of the Teutonia Site may also be visible from Harbirshaw Park above the intervening multifamily buildings, but are not shown in this eastern view. The North Broadway Project's residential buildings would appear slightly larger than the 25-story Sawyer Place building, visible to the right. The Chicken Island Project buildings, while taller than the North Broadway Project buildings, would appear to be the same scale, or lower, owing to their distance from this vantage point and the lower elevation of the Chicken Island Site. Taken together, the views east from this vantage point of the Proposed Project would be consistent with existing development in the area, which includes 25-story residential towers and other development in the foreground, and would not substantially affect user's enjoyment and use of the park and would therefore not have a significant adverse impact on this resource.

Residential neighborhoods south of Nepperhan Avenue would have views of the Proposed Project depending on location. East of the Chicken Island Site, the Chicken Island Project would be visible from Nepperhan Avenue (see Figure 3-9h). The Chicken Island Project would be visible over the one- to four-story buildings fronting Nepperhan Avenue. While the Sawyer Place building is currently visible looking west, the view of this building would be replaced with a view of Building 5 of the Chicken Island Project. Distant views of the Palisades, down the Elm Street corridor, would not be affected by the Chicken Island Project. As shown in Figure 3-9h, the Chicken Island Project uses varied architectural techniques, including stepped building designs, to lessen the visual impact of the Project. In the Applicant's opinion, visibility of the Chicken Island Project from this area would be consistent with current views of the densely developed downtown. From points to the east of this area, visibility of the Chicken Island Project would be obscured by existing development owing to the change in topography and the orientation of the street grid.

From further west, the Chicken Island Project would be visible from areas along Prospect Street. From the intersection of Buena Vista Avenue and Prospect Street,

the Chicken Island Project would be slightly visible above the parking structure at the crest of the hill (see Figure 3-9i). These distant views would be minimal, and the buildings would appear to be similar in height to City Hall. From the crest of that hill, near the intersection of Riverdale Avenue and Prospect Street, the top floors of the North Broadway Project buildings would be visible, as would the two tallest residential buildings of the Chicken Island Project (see Figure 3-9j). While taller than surrounding structures, the scale, tower design, and façade design are consistent with the densely developed downtown. Given the distance from this area to the buildings, they appear as similar in height to closer buildings of significantly shorter elevation.

As shown in Figure 3-9k, the Teutonia Project would be clearly visible at the intersection of Riverdale Avenue and Prospect Street. The buildings would be clearly taller than surrounding structures, including the multifamily building west of the Teutonia Site along the waterfront. The design of the Teutonia Project's towers, however, would preserve views of the Palisades from this vantage point, both through and to the sides of the proposed towers. The materials chosen for the façade would be consistent with the types of materials found in the downtown and the architecture would, as described above, help break down the massing and visual impact of the towers. Views of the Teutonia Project from these residential neighborhoods would therefore not be a significant adverse visual impact. The Teutonia Site would continue to be viewed in the context of a dense downtown area, which is characterized by its views of large buildings and urban development to which the Teutonia Project would contribute.

The North Broadway Project and the Chicken Island Project would be visible from residential streets located northeast of the Project Sites. As shown in Figure 3-9l, the north Broadway Project towers and Chicken Island Project Building 1 would be plainly visible from Locust Hill Avenue, near its intersection with Cromwell Place. The North Broadway Project towers would be taller than the surrounding residential buildings. However, they would be located one block south of the 12-story, 314-unit Cromwell Towers building. While taller, the North Broadway Project is consistent with urban character of the buildings in the foreground. As described above, the Applicant has designed the Project with materials and architectural features complimentary to the surrounding area, and in particular the prevailing character of the new construction buildings in downtown Yonkers. In the left of the view, Chicken Island Project Building 1 would be visible. The building, set at a lower elevation, but rising 41 stories, would be clearly visible. However, the view down Locust Hill Avenue, including the view of City Hall, would be unaffected by the Chicken Island Project.

Grant Park is located north of the Visual Impact Study Area. The park has primarily recreation uses, with bench seating oriented towards the distant views of the downtown, the top of the Palisades, and portions of the New York City skyline. As shown in Figure 3-9m, the Proposed Project would be visible from Grant Park. The new buildings would be distant and low on the horizon. The trees that border the southern side of the property would also continue to mostly obscure views from the park when in foliage. Views of the Palisades, New York City skyline, and other downtown development would remain. The visual change introduced by the Proposed Project would not substantially affect user's

enjoyment and use of the park and would therefore not have a significant adverse impact on the park.

Dunwoodie Golf Course is located east of the Visual Impact Study Area. The golf course has forested areas and a varied topography that is more than 200 feet higher than the Chicken Island Site, with distant west views of the City. As shown in Figure 3-9n, buildings at each Project Site would be marginally visible from Dunwoodie Golf Course during leaf off conditions. The distant view of the Project's buildings would be similar in character to the view of existing multifamily residential buildings. The trees within the golf course would also partially obscure views from the course when trees are in foliage.

Fleming Park is located approximately 1/3-mile east of the Visual Impact Study Area. The 29-acre City park has passive and active recreation uses, including bench seating, baseball diamonds, playgrounds and a soccer field. As described above, the Proposed Project would not be visible from the park or the immediately surrounding streets (see Figure 3-9o).

Sutherland Park is located approximately 1/2-mile south of the Visual Impact Study Area in the Park Hill neighborhood. The 8.5-acre City park is located on a hillside and offers scenic western views of the Hudson River and Palisades as well as views of the New York City skyline and Hudson River to the south. As shown in Figure 3-9p, the Teutonia Project would be visible in northwest views from Park Hill. The towers of the Teutonia Project would be taller than other buildings in view, though this would not change the current context of the view. To the far right of the view, the Chicken Island Project would be slightly visible through existing vegetation. The views northwest of the Palisades, Hudson River, and other downtown buildings would remain. While the Proposed Project would change the view from this location, the view would not substantially affect user's enjoyment and use of the park and would therefore not have a significant adverse impact on the park.

As shown in Figure 3-9q, the Teutonia Project would be visible to the south from JFK Marina. Given the significant intervening distance, the tower would appear much smaller than the smokestacks at the Glenwood Power Plant or the multifamily building at the corner of Glenwood and Ravine Avenues. The buildings of the North Broadway Project and Chicken Island Project would be obscured by intervening topography and vegetation. These buildings are shown in a red dashed outline on the "Maximum Envelope" image and superimposed in front of the vegetation in order to illustrate the scale of potential views. The views of the Proposed Project would not substantially affect user's enjoyment and use of this resource and would therefore not have a significant adverse impact on this resource.

As shown in Figure 3-9r, views of the Proposed Project north from O'Boyle Park would be extremely limited. The top floors of the Chicken Island Project would just be visible above the intervening buildings. Given the minimal visibility of the Proposed Project, the views would not substantially affect user's enjoyment and use of the park and would therefore not have a significant adverse impact on the park.

*E.3.b. Shadows*

The Proposed Project would cast new incremental shadows<sup>4</sup> on a number of parks, plazas, sunlight-sensitive historic sites, portions of the daylighted Saw Mill River, and the Hudson River. Generally, these new shadows would be of limited extent and/or duration, and/or would occur at times when usage would typically be light, such as early in the morning, and would not substantially affect the use, character, vegetation, or habitats of the open space and natural resources or, in the case of the historic resources, the ability of the public to appreciate their historic or architectural significance. The detailed text and graphic that describe and illustrate the results of these analyses are in Chapter 3, “Visual and Community Character.”

The impact of shadows on the Mt. Carmel Baptist Church, a S/NR-eligible complex at 175 Nepperhan Avenue, could potentially be significant, depending on use patterns. Incremental shadow from the Chicken Island Site would fall onto the church complex in the late afternoons of the spring, summer, and fall, eliminating any remaining sunlight on the stained glass windows in the rear of the building for approximately an hour to an hour and a quarter depending on the season. Total durations of incremental shadow (where either some or all the two stained-glass windows in the rear are affected) would range from an hour 40 minutes up to two hours 46 minutes depending on the month. The incremental shadow would occur beginning at approximately 4:00 PM EDT or later and would last until the end of the analysis day. If church services are typically held in the morning, these new shadows would not impact the stained-glass windows during that time. However, for any events open to the public occurring from 4:00 PM EDT and after in the spring, summer, or fall, the adverse impact of the incremental shadows on the stained-glass windows would be significant due to their duration and coverage.

As noted in Chapter 17, “Alternatives,” this resource would also receive shadows if the Chicken Island Site were developed under the existing zoning as “Building 5,” the building closest to the Church, could be developed in the same location and to the same height as in the Proposed Project. The main difference is that in this alternative, the incremental shadow generated by 38-story buildings in the Chicken Island Project (Buildings 1 and 3) would not occur. This change would not materially change the incremental shadow falling on the church in the mid-spring and mid-fall (i.e., the May 6 and Aug 6 analysis day). In the early spring and early fall (i.e., the March 21 and September 21 analysis days), the incremental shadow on the church would begin approximately 45 minutes later than with the Proposed Project. On the summer solstice (i.e., June 21 analysis day), the incremental shadow would begin to move off of the windows around 5:30 PM and be completely off the windows by approximately 6:45 PM. As with the Proposed Project, the Chicken Island Site Existing Zoning Alternative would not

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<sup>4</sup> An incremental shadow is the new shadow that a building or structure resulting from a proposed project would cast on a sunlight-sensitive resource during the year and, therefore, takes into account shadows cast by existing buildings.



have an impact on this resource during the winter or during the mornings and early afternoons in the spring, summer, and fall.

Other resources that experience incremental shadows of moderate, but not significant, effect include the Saw Mill River daylighting plaza at Mill Street and the Saw Mill River Daylighting Phase III park, Esplanade Park, and the Central Methodist Church and 5 Manor House Square buildings. Other open space and historic resources would receive brief, small, or otherwise insignificant incremental shadows including van der Donck Park, the Philipse Manor Hall State Historic Site grounds, the St. John's Episcopal Church and Yonkers Train Station buildings, and the Yonkers Train Station plaza.

*E.3.c. Pedestrian Wind Impacts*

The Proposed Project would lead to generally higher pedestrian-level wind speeds around the Project Sites. During the summer, wind speeds along the sidewalks around the Project Sites would generally remain acceptable. During the winter, uncomfortable conditions at several locations on the sidewalks around the Project Sites would be experienced for limited duration. Measures to mitigate potentially uncomfortable wind conditions, such as landscaping, wind screens, or canopies will be explored during final site plan design. Wind gust speeds that have the potential to adversely affect pedestrians are currently experienced at the street level in the downtown proximate to taller structures, such as the residential buildings on Pier Pointe Street, west of the Teutonia Site. The buildings of the Proposed Project would be anticipated to result in similar conditions during the most extreme conditions. Given the expected infrequency of these conditions and the context of a densely constructed downtown, the impacts are not considered significant.

**E.4. CULTURAL RESOURCES**

*E.4.a. Archaeological Resources*

Because the Project Sites are listed in the New York State Office of Parks, Recreation, and Historic Preservation's ("OPRHP") online Cultural Resources Information System (CRIS) as within areas potentially sensitive for archaeological resources, and because prior literature reviews had indicated a potential for archaeological sensitivity, the Project Sites were reviewed by OPRHP under Section 14.09 for potential archaeological concerns (see **Appendix F-1**). In letters dated December 28, 2020 and March 24, 2021, OPRHP advised that the Proposed Project does not present any archaeological concerns (see **Appendix F-2 and Appendix F-4**). As there are no archaeological resources on the Project Sites, the Proposed Project would have no adverse impact on such resources.

*E.4.b. Historic Resources*

*E.4.b.i Teutonia Site*

The Teutonia Site is a vacant parcel that was previously developed with several buildings including the former Teutonia Hall, which was constructed in 1892 as a German-American music and literary venue. This building, which was S/NR-eligible, and other buildings on this Site

were demolished in 2014–2015 by the previous owner. In 2011, OPRHP reviewed an unrelated, previously proposed multi-family residential project at this Site that was subsequently approved by the City Planning Board but did not go forward. In its letter of October 11, 2011, OPRHP identified the demolition of Teutonia Hall as an “adverse impact/effect” of that project. The City Planning Board’s 2012 SEQRA Findings Statement for the project required the applicant of that project to dismantle, store, and incorporate the Teutonia Hall façade into the two-story parking garage to be built as part of the project.

Teutonia Hall was subsequently demolished to facilitate the remedial work under the NYS Brownfield Cleanup Program (“BCP”) and the Buena Vista Avenue façade was dismantled and stored at the south end of the Site. The façade components were palletized, inventoried and moved off site to a storage facility and their condition has not yet been fully assessed. As there are no historic resources on the Teutonia Site, the Proposed Project would have no adverse impacts on such resources. However, the Applicant intends to incorporate elements of the former Teutonia Hall façade into the design of the Teutonia Project, in coordination with OPRHP and the City and based on the current condition of the façade.

*E.4.b.ii Chicken Island Site*

The Chicken Island Site is vacant, except for surface parking lots. Therefore, there are no historic resources on the Chicken Island Site. The smaller of the two parcels, east of New School Street, was formerly the site of the Yonkers Fire Headquarters, which was demolished sometime after August 2018 by the City. As there are no historic resources on the Chicken Island Site, the Proposed Project would have no adverse impacts on such resources.

*E.4.b.iii North Broadway Site*

The North Broadway Site consists of 14 tax lots. Of these 14 tax lots, six lots are located in the S/NR-eligible Yonkers Downtown Historic District (see **Figure 1-8**). Two of the buildings within the Project Site are noted as “contributing” to the character of the District: 28 North Broadway (Tax Lot 56) and 50 North Broadway (Tax Lot 67).

As set forth in OPRHP’s September 2013 Resource Evaluation, the Yonkers Downtown Historic District is S/NR-eligible under National Register Criterion C as a representative and largely intact urban downtown core containing a variety of commercial, religious, civic, and residential building types and architectural styles built between the mid-1800s and mid-1900s. The Yonkers Downtown Historic District is also identified as S/NR-eligible under National Register Criterion A in the area of social history for its association as the historic commercial and civic core of Yonkers from the period of its founding through its growth into the 20th century. The S/NR-eligible historic district encompasses properties roughly bounded by Wells Street to the north, Prospect Street

to the south, Market Place to the west, and South/North Broadway and Palisade Avenue to the east (see Figure 4-1).<sup>5</sup>

Demolition of these S/NR-eligible contributing properties would constitute an adverse impact on historic resources. The contributing building at 50 North Broadway would be replaced with a three-story building that would serve as the residential lobby for the north tower and provide other amenities on the upper floors, connecting to the north tower. The contributing building at 28 North Broadway would be replaced with a commercial building that would step up the hill from North Broadway and adjoin the south residential tower. Along the North Broadway frontage, the new building would be one-story, to complement the existing low-rise streetscape of the Yonkers Downtown Historic District on North Broadway (see Figure 4-11). The non-contributing building at 30-32 North Broadway would be replaced by pedestrian stairs that would step down from Overlook Terrace and provide a pedestrian connection to North Broadway (see Figure 4-12). The Applicant would consult with OPRHP regarding the North Broadway Project's impact to the Yonkers Downtown Historic District (i.e., demolition of 50 North Broadway and 28 North Broadway. As part of the consultation process, the Applicant would undertake an "Alternatives Analysis" to evaluate whether, given the objectives of the Proposed Project, there are any feasible and prudent alternatives to demolishing the historic buildings at 50 and 28 North Broadway. Measures to mitigate the impact to these two contributing buildings would be determined in consultation with OPRHP and are anticipated to include Historic American Buildings Survey documentation of the properties and potentially other measures to be identified in consultation with OPRHP.

*E.4.b.iv Historic Resources Study Area*

Known historic resources are properties listed in or determined eligible for listing on the State or National Registers of Historic Places ("S/NR") and properties designated as landmarks and historic districts by the City. Potential historic resources are those that are eligible for listing on the S/NR but for which OPRHP has not made an eligibility determination. A list of known historic resources was compiled through a review of OPRHP's CRIS database and a list of designated landmarks and historic districts provided by the City of Yonkers Department of Planning. Potential historic properties were identified through a review of properties that have been previously inventoried in prior architectural surveys undertaken in the Historic Resources Study Area, and an evaluation of the Historic Resources Study Area for other unidentified properties that could be eligible for listing on the S/NR.

Known historic resources on the Project Sites and in the Historic Resources Study Area are listed in Table 4-1 and mapped on Figure 4-1.

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<sup>5</sup> New York State Office of Parks, Recreation, and Historic Preservation, Resource Evaluation, Yonkers Downtown Historic District, September 10, 2013.

Historic resources in proximity to the Project Sites include the Trolley Car Barn at 92 Main Street (see Figures 4-9 and 4-10), located adjacent to the Teutonia Site; properties located within the boundaries of the Yonkers Downtown Historic District, which overlaps with the North Broadway Site (see Figure 4-3); and properties located within the boundaries of the Bell Place-Locust Hill Avenue Historic District located just north of the North Broadway Site (see Photo 6 of Figure 4-6).

Development of the Proposed Project could have potential adverse physical impacts on historic resources located adjacent or near the proposed construction activities, and which could potentially experience adverse construction-related impacts from ground-borne construction-period vibrations, falling debris, subsidence, collapse, or damage from construction machinery. Historic resources that could experience adverse construction-related impacts include the S/NR-listed Trolley Car Barn at 92 Main Street located adjacent to the Teutonia Site; contributing properties of the S/NR-eligible Yonkers Downtown Historic District that are adjacent and in proximity to the North Broadway Site; properties located along the north side of Baldwin Place in the S/NR-listed Bell Place-Locust Hill Avenue Historic District that are in proximity to the North Broadway Site; and also potentially the S/NR-eligible Mt. Carmel Baptist Church at 175 Nepperhan Avenue located in proximity to the Chicken Island Site. Therefore, the Applicant would develop and implement Construction Protection Plans (“CPPs”) to avoid inadvertent construction-related impacts on these historic resources. The CPPs would follow the guidance contained in the “Secretary of the Interior’s Standards for Blasting,” by Michael Lynch, and the National Park Service’s “Protecting a Historic Structure during Adjacent Construction,” by Chad Randl.

The Proposed Project would include new construction proximate to various historic resources. As described more fully in Chapter 4, “Cultural Resources,” and for the reasons set forth in Section C.3.d.ii therein, it is the Applicant’s opinion that the Proposed Project would be consistent with the uses of historic resources in the Historic Resources Study Area. Further, the historic resources in the Historic Resources Study Area exist in a mixed context of newer and older development ranging from low-, to mid-, to high-rise buildings, and the Project would not substantially alter this built context and setting of the historic resources. Overall, within the past 15 to 20 years, downtown Yonkers has been undergoing substantial redevelopment with a mix of uses at a variety of scales. The Hudson River waterfront, in particular, has been redeveloped with a number of mid-rise apartment buildings, restaurants, an esplanade, and a revitalized pier, with new high-rise development recently built along Larkin Plaza. The historic resources in the Historic Resources Study Area exist in this varied and dynamic setting, which includes older and shorter buildings and taller and more recently built development. The Proposed Project would be consistent with the revitalization trend in downtown Yonkers.

## **E.5. GEOLOGY, SOILS, AND TOPOGRAPHY**

The Proposed Project would include excavation and regrading of soils for the new buildings and associated foundations and utility infrastructure. A Soil Erosion and Sediment Control Plan (SESC Plan) has been developed as part of the Stormwater Pollution Prevention Plan for the Proposed Project, which is described in detail in Chapter 15, "Construction." The potential for soil erosion and runoff would be minimized during project construction by implementing the SESC Plan.

It is anticipated that bedrock would be encountered during the excavation process at some of the Project Sites, which would require rock chipping and/or blasting. Blasting would be conducted in accordance with a license obtained from the Yonkers Fire Department, as discussed in Chapter 15, "Construction." The excavation and foundation bracing system for each Project Site, including the possible use of sheet piles, tiebacks, or shoring, would be designed by a structural engineer for approval by the City's Department of Housing and Buildings and the City Engineer. Excavation side walls would be adequately braced in accordance with a design from the structural engineer to mitigate potential steep slope issues.

### *E.5.a. Teutonia Site*

The Teutonia Site is proposed to be redeveloped with a podium structure with two high rise towers above. The podium structure would have three floors below the existing grade of Buena Vista Avenue but are exposed on the west side of the Site near the MNR tracks. Project construction would require a significant amount of excavation and earth removal from the Site. Upon completion of the Teutonia Project, nearly the entire Site would be covered by the structure. Construction of the Teutonia Project would require excavation that ranges from 5 to 30 feet below the existing grade. The deepest cuts would occur along the eastern and southern property lines where the existing grade is approximately 50 feet. Bedrock is not anticipated to be encountered during excavation. The estimated earthwork for the Teutonia Project would be approximately 22,150 cubic yards of material to be removed with no fill material needed. The number of truck trips associated with this amount of earth removal would be approximately 1,477 trucks, based on 15 cubic yards per truck. Removal of the excavated material would be spread out over two construction phases.

The soils that would be disturbed and removed would be disposed of in accordance with NYSDEC requirements. Groundwater, if encountered, would be handled in accordance with applicable requirements and regulations and the Brownfield Cleanup Program Site Management Plan and be approved by the City Engineer. As discussed in Chapter 14, "Hazardous Materials," water would not be recharged to the surface or subsurface, but would be managed off-site, as per the Site Management Plan.

### *E.5.b. Chicken Island*

The Chicken Island Project includes a total of five buildings, all of which at least have floors partially below the existing grade. The construction of the proposed buildings would require a significant amount of excavation. As discussed in Chapter 14, "Hazardous Materials," the Chicken Island Site was the subject of remedial work under the State Brownfield Cleanup Program and the Chicken

Island Project would comply with the NYSDEC-approved Site Management Plan. Construction of the Chicken Island Project would involve excavation of up to 40 feet below existing grade. The deepest cuts would occur in the locations of below-grade levels of “Building 1,” “Building 2,” “Building 3,” and “Building 5.” Approximately 99,300 cubic yards of material would be removed from the Site; no fill material would be needed. The number of truck trips associated with this amount of earth removal would be approximately 6,620, based on 15 cubic yards per truck. It is noted that the excavation, and resultant truck trips, would be spread over several phases of building construction.

The soils that would be disturbed and removed would be disposed of in accordance with NYSDEC requirements. See Chapter 14, “Hazardous Materials,” for more detail about the potential for encountering hazardous materials while excavating at the Chicken Island Site.

Although unlikely, there is a chance that bedrock could be encountered during construction at the Chicken Island Site. Should this occur, chipping and/or blasting would be considered to remove rock. As discussed further in Chapter 15, “Construction,” blasting would require approval of the Yonkers Fire Department.

Groundwater encountered during excavation would be handled in accordance with applicable requirements and regulations and the Brownfield Cleanup Program Site Management Plan and be approved by the City Engineer. As discussed in Chapter 14, “Hazardous Materials,” water would not be recharged to the surface or subsurface, but would be managed off-site, as per the Site Management Plan.

*E.5.c. North Broadway Site*

The North Broadway Project includes two high-rise buildings that step down the slope to the east of North Broadway and a parking garage between Overlook Terrace and Baldwin Place. The proposed parking garage has three floors fully below existing grade and another floor of parking that is above the existing grade at Overlook Terrace but below the existing grade at Baldwin Place. Upon completion of the project, nearly the entire North Broadway Site would be covered by the buildings and related improvements.

Construction of the North Broadway Project would involve excavation as deep as 35 feet. The deepest cuts would occur in the location of “Building 2” just south of Baldwin Place. Approximately 36,000 cubic yards of material would be removed; no fill material would be needed. The number of truck trips associated with this amount of earth removal would be approximately 2,400, based on 15 cubic yards per truck. “Building 1” excavation would occur prior to excavation for the remaining North Broadway Project components. Therefore, these truck trips would be spread out over multiple construction phases.

Bedrock was found as shallow as 4 to 25 feet below ground surface elevations at the North Broadway Site and, therefore, would likely be encountered during construction. Blasting would be considered to remove rock. As discussed further in Chapter 15, “Construction,” blasting would require approval of the Yonkers Fire Department.

## E.6. SOCIOECONOMICS, FISCAL IMPACTS, AND ENVIRONMENTAL JUSTICE

The Socioeconomic Study Area (SESA) for this analysis is approximately based on a ½-mile surrounding the Project Sites.<sup>6</sup> Because socioeconomic analyses depend on demographic data, the SESA boundary was adjusted to conform to the census tract delineation that most closely approximates the desired radius (in this case, ½-mile surrounding the Project Sites). For this analysis, the census tracts that comprise the SESA are shown in Figure 6-1. The SESA is roughly bounded by the Hudson River to the west, Ludlow and Undercliff Streets to the south, Van Cortlandt Park Avenue to the east, and Ashburton Avenue to the north. The SESA used in this analysis is the same as was used in the City's 2012 DGEIS for the downtown rezoning.

### E.6.a. Potential Adverse Socioeconomic Effects

Socioeconomic changes may occur when a project directly or indirectly changes population, housing, and economic activity. Such changes can be positive but may also have adverse effects if it leads to the displacement of residents or businesses. The Proposed Project would introduce new residents and economic activities that would influence market conditions and the socioeconomic character of the SESA. However, as summarized below, the potential socioeconomic changes would not result in significant adverse environmental impacts.

#### E.6.a.i Direct Residential Displacement

Direct (or primary) residential displacement is the involuntary displacement of residents living on a project site. The proposed redevelopment of the Teutonia and Chicken Island Sites would not displace any residents, as there are no residential dwelling units located on those sites.

The North Broadway Project could result in the direct displacement of up to 13 households.<sup>7</sup> Assuming full occupancy, an estimated 34 residents could be directly displaced. The 34 residents would represent approximately one-tenth of one percent (0.01 percent) of the SESA population in 2019 (32,319 residents); this level of displacement would not have the potential to alter the socioeconomic character of the SESA, and therefore would not result in significant adverse impacts.

#### E.6.a.ii Direct Business Displacement

Direct (or primary) business displacement is the involuntary displacement of a business that is located on a project site. The proposed redevelopment of the Teutonia and Chicken Island Sites would not directly displace any businesses. A portion of the privately owned

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<sup>6</sup> Socioeconomic study areas typically encompass a project area and adjacent areas within approximately 400 feet, ¼-mile, or ½-mile, depending upon the project size and area characteristics. The Proposed Project's size, uses, and location in downtown Yonkers were determining factors in selecting an approximately ½-mile SESA.

<sup>7</sup> One of the 13 potentially displaced dwelling units is transitional housing under a per diem license agreement and operated under contract with Westchester County Department of Social Services that may or may not be displaced by the North Broadway Project, so it is conservatively included in the analysis.

Chicken Island Site is currently utilized for municipal parking. As described below, the lease agreement with the Yonkers Parking Authority for municipal parking expires in June 2022. Further, the City has identified the Government Center garage as its preferred location for parking displaced from the Chicken Island Site. To accommodate this, City staff currently parking in the Government Center garage would be relocated to a newly constructed Cacace Justice Center garage.

The North Broadway Project would directly displace four commercial storefronts currently occupied by two restaurants, a laundromat, and a community organization. Based on typical employment densities for the potentially displaced businesses, in total approximately 30 workers could be directly displaced; this represents less than one-half of one percent of 2018 jobs located in the SESA.

While all businesses contribute to neighborhood character and provide value to the local economy, because there are alternative sources of goods, services, and employment provided within the SESA, the potential direct displacement of these four uses does not constitute a significant adverse impact. The potentially displaced uses are not uniquely dependent on their location, nor do they serve a population that is uniquely dependent on the services in their present location; there are other restaurants and laundromats within close proximity to the North Broadway Site, and comparable retail and office spaces are available within the SESA and more broadly within Yonkers. In addition, the Proposed Project would include commercial office space and retail uses in the same locations that would broaden the range of goods and services offerings, as well as employment opportunities, in the neighborhood.

*E.6.a.iii Indirect Residential Displacement*

Indirect displacement (also known as secondary displacement) is the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions. The indirect residential displacement assessment for the Proposed Project considers whether lower-income residents could be forced out of the SESA due to rising rents caused by the new concentration of higher-income housing introduced by the Proposed Project.

By 2032, the Proposed Project would introduce 3,556 new residential units at the Project Sites, housing an estimated 9,246 residents.<sup>8</sup> The new residents would represent a nearly 22 percent increase in the SESA population as compared to conditions without the Proposed Project. The Proposed Project's residential population would, in the aggregate, have a higher household income than the existing SESA population. The SESA's average household income was approximately \$51,400 in 2019,

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<sup>8</sup> The estimate conservatively assumes full occupancy and an average household size of 2.6 persons per unit, consistent with the American Community Survey (ACS) 2019 estimate of average household size for renter-occupied units in the SESA.



while the income required to afford new market-rate housing in the SESA generally exceeds \$80,000.

The Proposed Project would, over a 10-year period, introduce a large enough number of higher-income residents and new housing product to influence the socioeconomic and market conditions in the SESA. With more, higher-income residents in the SESA, adjacent property owners may recognize a potential to generate additional revenue through increased rents and improve vacated units or redevelop properties to offer residential units at a higher price point. This influence would be greater on properties that allow for larger multi-family residential buildings, rather than single-family or multi-family homes, because new market entrants are not typically seeking those types of residential product.

The Proposed Project's residential socioeconomic and market influence would mirror ongoing trends in the SESA toward higher rents and incomes and would contribute to displacement pressures that already exist on the estimated 22 percent of SESA renters who are vulnerable to displacement if their rents were to increase.<sup>9</sup> However, for the following reasons, the Proposed Project's potential to result in indirect residential displacement would not have significant adverse impacts on socioeconomic conditions in the SESA:

- In the future with the Proposed Project there would continue to be a large proportion of lower-income residents in the SESA, due to the high percentage of rent-protected housing. A majority of lower-income residents in the SESA live in rent-protected housing and therefore are not vulnerable to displacement due to rent pressures. As detailed below, of the estimated 7,955 low-income households in the SESA, approximately 40 percent live in protected housing reserved for low-income households. There are an additional 3,395 units in the SESA that are protected through rent stabilization. Rent stabilized units are not income-restricted to low-income households, but due to their below-market rents, they can be affordable to low-income households. In total approximately 60 percent of the rental units in the SESA are rent-protected. Using conservative estimates, approximately 66 percent of the low-income households in the SESA live in rent-protected housing.

The rent-protected population would continue to represent a sizable portion of the SESA population, which will help to maintain a downtown area that is both economically vibrant and demographically diverse. Existing and future lower-income residents have substantial purchasing power, such that goods and services would continue to be available at lower price points within the SESA, even with the influx of new consumers with higher incomes. The Proposed Project would introduce new retail that would grow the range of local goods and service offerings and would introduce new

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<sup>9</sup> See Section 3.2.h of this chapter, and Table 6-13.

residents who would shop at existing and new stores. This increased economic activity would support new and existing jobs in the SESA, enhancing job opportunities for local residents.

- The Applicant would comply with the City's affordable housing requirements under Article XV of the Zoning Ordinance, which requires that 10 percent of units in developments containing 100 or more units be affordable in accordance with the requirements of the Zoning Ordinance. Section 143-94F of the Zoning Ordinance permits the City to reduce the number of on-site units to an amount equal to five percent of the market rate units if a payment-in-lieu contribution is made to the City's Affordable Housing Trust Fund for the five percent of units not provided on-site. The affordable housing units, which are restricted to households with incomes ranging from 40 percent to 100 percent of the Area Median Income (AMI), would be added to the housing stock available to potentially vulnerable moderate- and low-income renters and would contribute to the longer-term preservation of a residential population with broad demographic characteristics.<sup>10</sup>
- There is already a readily observable trend toward higher incomes and new market-rate residential development in the SESA. Irrespective of the Proposed Project, projects under construction, recently completed, and planned in the SESA will introduce new residents that will create displacement pressures on lower-income residents living in unprotected rental housing. The Proposed Project would contribute to and potentially accelerate existing trends, but would not initiate a new trend of displacement.
- From a macroeconomic perspective, the addition of housing in the SESA, even at higher price points, could serve to relieve rent pressures because absent the new units, households drawn to the area would compete for other available units, driving up rents.

*E.6.a.iv Indirect Business Displacement*

Similar to residential displacement, indirect (or secondary) business displacement usually results from substantial new development that is markedly different from existing uses in an area, which can lead to increased commercial property values in the same area. Increased property values can lead to increased rents, which can be difficult for some existing businesses to afford.

The Proposed Project would introduce residential, commercial, and community facility uses that would generate economic activity, including residential, worker, and business spending. The residential uses would

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<sup>10</sup> SESA renters that are currently vulnerable to displacement pressures are renting units ranging in price from an estimated \$1,633 for studios to \$2,425 per month for four- and five-bedroom units, with incomes ranging from approximately \$53,000 to \$79,000. At these income levels, at least 40 percent of the affordable units (renting to households earning between 40 percent and 65 percent of AMI) would be attainable for potentially vulnerable SESA residents.

include a combination of affordable and market-rate units, and the commercial uses would include retail and office space. None of these uses would be new to the SESA. By 2032, the Proposed Project would introduce 97,000 square feet (sf) of retail, personal service, and other first floor commercial uses and 38,000 sf of commercial and/or medical office space. While these represent new investments that would draw workers and visitors to the SESA, the additional commercial space is not of a scale that would substantively alter market conditions. However, the new residential population introduced by the Proposed Project would represent a major new consumer base for the local retail market, and therefore could influence market conditions and retail rents.

Existing retail establishments within the immediate vicinity of the Project Sites, such as those along Palisade Avenue, New Main Street, and North Broadway, could experience rent increases, as property and business owners may seek to capitalize on the increased pedestrian traffic generated by new workers, residents, and visitors. The extent of rent increases would depend upon the incremental levels of pedestrian activity generated by the Proposed Project, and the location of existing storefronts relative to the areas of increased pedestrian activity. While no particular category of retail establishment would be immune to potential rent increases, those establishments whose sales did not grow proportionately to rent increases would be most vulnerable to displacement. Businesses most likely to experience this disconnect between rents and sales would be those not capturing additional revenue from new consumers. For example, discount apparel and convenience stores along Palisade Avenue and New Main Street, which appeal primarily to a low- and moderate-income customer base, may be less likely to capture spending dollars from new, more affluent residents and workers in the area.

Although some retail establishments may be indirectly displaced, potential indirect displacement would not constitute a significant adverse environmental impact for the following reasons:

- The Proposed Project would not lead to disinvestment. Business storefronts that are vacated due to indirect displacement would not remain vacant; they would turn over to other retail uses that could afford to pay higher rents. Given the high residential density and the strong residential market in the SESA, there would still be the local demand for neighborhood retail and services necessary to maintain a strong retail presence in the SESA.
- The Proposed Project would introduce new residential, retail, and office uses that would broaden the commercial offerings in the SESA, generate pedestrian activity, and provide new job opportunities. New residents and visitors to the Proposed Project's retail offerings would also frequent nearby existing storefronts; Getty Square is situated within a five- to seven-minute walk of the Teutonia Site and a one-to-three-minute walk of the North Broadway Site and Chicken Island Site. In particular, the storefronts along North Broadway, New Main

Street, and Palisade Avenue border the North Broadway Site and Chicken Island Site. The Shop Fair Supermarket has an entrance facing the Chicken Island Site, further bridging Getty Square with the Project Sites. Finally, with the Chicken Island Project, Palisade Avenue and Centre Street would be developed with street-level commercial uses, including retail and restaurant uses. In addition to these street-level uses, pedestrian activity would be encouraged within the Chicken Island Project through the installation of wide sidewalks with street trees, well-marked pedestrian crosswalks, and active streetfronts and public plazas. In order to more completely connect the Chicken Island Project to Getty Square, the Applicant proposes to widen the sidewalk on Palisade Avenue and install street trees and furniture that would provide a consistent pedestrian experience from Main Street to Centre Street.

- Given the high numbers of lower-income residents in the SESA, there will continue to be substantial consumer demand for lower price-point goods and services. Existing businesses offering lower price-point goods and services will continue to capture sales from existing residents and would capture new sales from the Proposed Project's residential and worker populations.
- While all businesses contribute to neighborhood character and provide value to the City's economy, there are alternative sources of goods, services, and employment provided within the SESA and within Yonkers more broadly such that the indirect displacement of potentially vulnerable businesses would not adversely affect neighborhood conditions.

*E.6.b. Fiscal Impact to Yonkers and Yonkers Public Schools*

When complete and assuming full property taxes, the Proposed Project is estimated to generate approximately \$27 million more in tax revenue per year than is currently generated by the Project Sites. This includes an additional approximately \$18.03 million in property taxes, \$4.66 million in sales, payroll, and other taxes, and \$4.08 million in Yonkers resident income tax surcharges. Of this amount, the City is estimated to receive an additional approximately \$7.4 million per year and the Yonkers Public Schools is estimated to receive approximately \$9.63 million in additional revenue per year.

The Applicant anticipates applying to the Yonkers Industrial Development Agency (Yonkers IDA) for financial assistance to make the Proposed Project economically viable. Financial assistance may include mortgage recording tax exemptions, construction period sales tax exemptions, and potentially property tax abatements. To the extent that after review of required cost/benefit analyses the Yonkers IDA agrees to provide property tax abatements, the Applicant would enter into one or more payment in lieu of taxes (PILOT) agreements with the Yonkers IDA, which would require payments be made according to a negotiated schedule, and in accordance with the Uniform Tax Exemption Policy of the Yonkers IDA. The potential terms of PILOT agreements, including the amounts of payments and the duration of the agreements, are not currently known.

However, it is reasonable to assume that the Yonkers IDA would require payments to taxing jurisdictions in amounts sufficient to cover any increased costs incurred by governmental service providers, including Yonkers Public Schools, as a result of the Proposed Project.

*E.6.c. Economic Benefits*

The Proposed Project would represent a major new investment in vacant and underutilized properties within downtown Yonkers. During both construction and operational phases, the Proposed Project would generate new economic activities on the Project Sites, within the Socioeconomic Study Area (SESA), and within Yonkers as a whole. Construction-related activities are estimated to generate an average of over 1,400 jobs in Yonkers each year over the 10-year construction period.

Once operational, the Proposed Project's commercial and residential uses would generate new activity and employment on-site and would facilitate investment and growth in the surrounding downtown area. By 2032, the Proposed Project would support approximately 658 direct jobs within the SESA, which equates to approximately 9 percent of existing SESA employment. The Proposed Project would introduce new business opportunities to the SESA, and would support employment at local businesses through business, worker, and resident spending. The Proposed Project would also introduce new retail<sup>11</sup> uses that would attract visitors and broaden the range of goods and services available to all residents within the SESA.

*E.6.d. Mitigation Measures Proposed*

As summarized above, and discussed in more detail below, the Proposed Project's residential socioeconomic and market influence would mirror ongoing trends in the SESA toward higher rents and incomes and would potentially contribute to displacement pressures that already exist on the estimated 22 percent of SESA renters who are vulnerable to displacement if their rents were to increase. The Proposed Project's provision of affordable housing would be a mitigating influence on upward rent pressures and potential indirect residential displacement. The Applicant would comply with the City's affordable housing requirements under Article XV of the Zoning Ordinance, which require 10 percent of units in developments containing 100 or more units be affordable. Article XV also requires that affordable units be provided in the same proportion of bedroom sizes as the market rate units and that they be made available in the following proportions:

- Forty percent to households earning between 40 percent and 65 percent of AMI;
- Twenty percent to households earning between 66 percent and 80 percent of AMI; and

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<sup>11</sup> As used in this chapter, the term "retail" includes restaurant/food service uses and personal service establishments.

- Forty percent to households earning between 81 percent and 100 percent of AMI.

Zoning Ordinance Section 43-194.F permits the City to reduce the number of on-site units to an amount equal to 5 percent of the market rate units if a payment-in-lieu contribution is made to the City's Affordable Housing Trust Fund for the 5 percent of units not provided on-site. The addition of these newly affordable housing units increases the stock of housing available to potentially vulnerable moderate- and low-income renters, which would also contribute to the longer-term preservation of a residential population with broad demographic characteristics.

#### **E.7. COMMUNITY FACILITIES**

The Proposed Project would increase the demand for emergency services (e.g., police, fire, and EMS); however, the cost associated with providing additional emergency services and other City-provided services (approximately \$4.07 million per year) would be more than offset by additional Project-generated tax revenue generated by the Proposed Project (approximately \$4.67 million in net new property taxes, \$0.19 million in sales taxes, and \$4.08 million in personal income taxes from new residents). In addition, emergency service providers do not anticipate the need to acquire new, specialized equipment to serve the Proposed Project.

Upon full buildout, the Proposed Project is estimated to enroll approximately 313 school-age children attending the Yonkers Public Schools (YPS). The cost of this increase in enrollment (1.2 percent over existing) would be approximately \$3.18 million per year. As described above, upon completion, the Proposed Project would pay approximately \$9.78 million per year in property taxes to YPS, which represents a net increase of approximately \$9.63 million over the current school tax revenue generated by the Project Sites, and significantly more than the costs to educate public school students generated by the Proposed Project. YPS is currently over their enrollment capacity. The most recent data available from 2020 showed that YPS facilities were over capacity by 5,788 students.<sup>12</sup> Several new schools are proposed for or undergoing construction, including the former St. Denis site which is expected to generate approximately 541 to 636 new seats for Pre-K through 8th grade. Additionally, two other Pre-K through 8th grade schools have been proposed in the area, including one near Grant Park and another on Ravine Avenue, estimating roughly 760 and 588 new seats, respectively. However, these schools alone are not anticipated to fully resolve YPS' capacity issues.

As discussed above, the Applicant anticipates applying to the Yonkers Industrial Development Agency (Yonkers IDA) for financial assistance to make the Proposed Project economically viable, which may include one or more payment in lieu of taxes (PILOT) agreements. The terms of the potential PILOT agreements, including the amount of payments and duration of agreements, are not currently known. However, it is reasonable to assume that the Yonkers IDA would require payments to taxing jurisdictions in amounts sufficient to cover any increased costs incurred by governmental service

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<sup>12</sup> KG+D Architects. "Yonkers Joint Schools Construction + Modernization Plan." Rebuild Yonkers Schools Research, Rebuild Yonkers Schools, 2020, <https://www.yonkersny.gov/home/showpublisheddocument/25514/637490987595870000>.

providers as a result of the Proposed Project, including emergency responders and the Yonkers Public Schools.

The Proposed Project would include approximately 2.56 acres of open and recreational space, including a total of approximately 0.74 acres of publicly accessible open space on the Chicken Island Site (0.49 acres) and the North Broadway Site (0.25 acres). The Applicant would work with the City on the final design and programming of the Proposed Project's publicly accessible open spaces and recreation areas, which are envisioned to be used for passive recreation and would be owned, operated and maintained by the Applicant. The remaining 1.82 acres of open and recreational space provided by the Proposed Project would be private (for use by Project residents) and would consist of a mix of amenity terraces (including swimming pools at the Teutonia and Chicken Island Sites). With the Proposed Project, the public open space ratio within the SESA would decline from 1.42 acres per 1,000 people to 1.18 acres per 1,000 people. (If the privately accessible open space of the Proposed Project were counted, that ratio would be 1.22 acres per 1,000 people.) To maintain the ratio of open space per capita in the SESA that would be expected in the Future Without the Proposed Project (i.e., 1.42 acres per 1,000 people), approximately 13.13 acres of publicly accessible open space would be required, which is larger than the total area of the Project Sites. As described below, there are several large parks just outside of the SESA that project residents can use. Finally, the Proposed Project would achieve other municipal planning objectives, including reactivating Chicken Island through the development of new blocks, sidewalks, and streets, as well as creating a meaningful pedestrian connection between North Broadway/ Getty Square and Locust Hill.

With respect to solid waste generation, assuming a residential and commercial recycling rate of approximately 50 percent, which is consistent with the current Westchester County rate,<sup>13</sup> the Proposed Project would be expected to generate approximately 41.5 tons per week (2,158 per year) of non-recyclable waste. The City of Yonkers Environmental Services Division currently collects approximately 90,000 tons of refuse citywide per year. According to the Westchester County Environmental Facilities webpage, both the Thruway Transfer Station in the City and the Charles Point Resource Recovery Facility in Peekskill have sufficient capacity to process the weekly and yearly solid waste and recyclables generated by the Proposed Project. Solid waste collection areas at each of the Project Sites be handled private carters. The Applicant would prepare a Solid Waste Management Plan, in conjunction with its application for site plan approval, for City review and approval, which would identify the location of solid waste and recycling facilities and loading areas at each of the Project Sites, the frequency of collection, and the vehicle access routes.

## **E.8. INFRASTRUCTURE AND UTILITIES**

### *E.8.a. Water Supply*

#### *E.8.a.i Teutonia Site*

The estimated water demand for the Teutonia Project was estimated at approximately 155,440 gallons per day (GPD) as indicated in **Table S-8**.

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<sup>13</sup> <https://environment.westchestergov.com/recycling>. Accessed July 2, 2021.

**Table S-8**  
**Teutonia Project Proposed Water Demand**

Location	Proposed Use	# of Units	# of Bedrooms	Demand Rate (GPD/Bdrm.)	Demand (GPD)
Building 1	Studio	128	128	110	14,080
	1 Bedroom	153	153	110	16,830
	2 Bedroom	178	356	110	39,160
	3 Bedroom	51	153	110	16,830
Building 2	Studio	99	99	110	10,890
	1 Bedroom	119	119	110	13,090
	2 Bedroom	138	276	110	30,360
	3 Bedroom	40	120	110	13,200
Podium	Retail	10,000	-	0.1 (GPD/sf)	1,000
Total					155,440

**Source:** Flow rates based on "NYSDEC Design Standards for Intermediate Sized Wastewater Treatment Systems," dated March 5, 2014.

Based on hydrant flow tests performed in 2021, the City of Yonkers Water Bureau determined that the existing six-inch water main in Buena Vista Avenue is not adequate to service the Teutonia Project. Consequently, the Applicant proposes to extend the existing 12-inch water main starting at the intersection of Prospect Street and Hawthorne Avenue to the Teutonia Site. The new 12-inch water main would continue west to the intersection of Prospect Street and Buena Vista Avenue where it would run north and connect to the existing 12-inch water main at Main Street. The new 12-inch water main would replace approximately 900 linear feet of existing water main. The existing connections currently supplied by the six-inch line would be reconnected to the 12-inch water main, including existing fire hydrants. The water main extension for the Teutonia Site would require approval from the City of Yonkers Engineering Department and the Westchester County Department of Health (WCDOH) prior to construction.

*E.8.a.ii Chicken Island Site*

The water demand for the Chicken Island Project was estimated at approximately 350,550 GPD, as shown in **Table S-9**.



**Table S-9**  
**Chicken Island Project Proposed Water Demand**

Location	Proposed Use	SF	# of Employees	# of Units	# of Bedrooms	Demand Rate	Demand (GPD)
Building 1/1A	Retail	39,000	-	-	-	0.1 GPD/SF	3,900
	Office	17,000	114	-	-	25 GPD/Empl.	1,710
	Residential	-	-	650	1,008	110 GPD/Bdrm.	110,880
Building 2	Retail	10,000	-	-	-	0.1 GPD/SF	1,000
	Residential	-	-	425	660	110 GPD/Bdrm.	72,600
Building 3	Retail	10,000	-	-	-	0.1 GPD/SF	1,000
	Residential	-	-	425	660	110 GPD/Bdrm.	72,600
Building 4	Retail	10,000	-	-	-	0.1 GPD/SF	1,000
	Residential	-	-	250	388	110 GPD/Bdrm.	42,680
Building 5	Retail	5,000	-	-	-	0.1 GPD/SF	500
	Residential	-	-	250	388	110 GPD/Bdrm.	42,680
Total							350,550
<b>Note:</b> # of Employees for commercial/retail space based on 1 employee per 150 square feet of floor area.							
<b>Source:</b> Flow rates based on "NYSDEC Design Standards for Intermediate Sized Wastewater Treatment Systems," dated March 5, 2014.							

The City of Yonkers Water Bureau has requested an upgrade of the water main in James Street, currently a 6-inch DIP, to an 8-inch DIP to complete the overall water service loop that is proposed to be constructed as part of the Chicken Island Project. This upgrade would include the construction of a new 12-inch water main extending from the existing 12-inch water mains in Ann Street and the former Henry Herz Street, constructed during the Phase 3 of the City's Saw Mill River Daylighting Project, and would connect to the existing 12-inch water main in Palisade Avenue (see Drawings UT-1 and UT-2, Utility Plan Sheets 1 and 2 in **Appendix C-3**).

*E.8.a.iii North Broadway Site*

The water demand for the North Broadway Project was estimated at approximately 114,680 GPD, as shown in **Table S-10**.

**Table S-10**  
**North Broadway Project Proposed Water Demand**

Location	Proposed Use	SF	# of Employees	# of Units	# of Bedrooms	Demand Rate	Demand (GPD)
Building 1	Retail	15,000	-	-	-	0.1 GPD/SF	1,500
	Commercial/Office	13,000	75	-	-	15 GPD/Empl.	1,300
	Residential	-	-	300	465	110 GPD/Bdrm.	51,150
Building 2	Retail	2,000	-	-	-	0.1 GPD/SF	200
	Commercial/Office	8,000	53	-	-	15 GPD/Empl.	800
	Residential	-	-	350	543	110 GPD/Bdrm.	59,730
Total							114,680
<b>Note:</b> # of Employees for commercial/retail space based on 1 employee per 150 square feet of floor area.							
<b>Source:</b> Flow rates based on "NYSDEC Design Standards for Intermediate Sized Wastewater Treatment Systems," dated March 5, 2014.							

Hydrant flow tests performed in April 2021 confirmed previous statements from the City of Yonkers Water Bureau that the existing 12-inch water main in Locust Hill Avenue is a low-pressure main and would not have adequate pressure to service the North Broadway Project. To mitigate this, the Applicant would install approximately 2,000 linear feet of new water main in Locust Hill Avenue from Ashburton Avenue to Palisade Avenue (see Drawing C-06, Drainage and Utility Plan in **Appendix C-9**). The water main extension for the North Broadway Site would require approval from the City of Yonkers Engineering Department and the WCDOH prior to construction.

*E.8.b. Sanitary Sewer*

Based on discussions with the Yonkers Engineering Department, known pipe sizes, and the age of the pipes, portions of the combined sewer proximate to the Project Sites may need to be replaced with new, larger, pipes in order to accommodate the increased sanitary flow from the Proposed Project. Specifically, the following combined sewers may need to be replaced:

- Buena Vista Avenue from Prospect Street to Main Street
- James Street
- John Street
- New School Street
- Locust Hill Avenue from Overlook Terrace to Palisade Avenue
- Baldwin Place from Locust Hill Avenue to its terminus at North Broadway.

In order to confirm this and appropriately size the new, larger, pipe that may be required, a sewer televising and flow monitoring program has been developed in collaboration with Yonkers Engineering Department. This program will also assist the City in identifying the location and extent of existing sewer pipes that could be relined as part of the Applicant's overall mitigation program.

To mitigate the increased sanitary sewer flow from the Proposed Project, the Applicant will separate stormwater runoff from the combined sewer system where practical. The entirety of the stormwater runoff from the Chicken Island Site and from some of the surrounding roadways will be separated from the combined sewer system and would be conveyed to the nearby Saw Mill River, reducing approximately 1.5 acres of drainage area runoff from the combined sewer. For the stormwater flow that would still be connected to the combined sewer system, the detention provided for on-site runoff will provide a measured reduction to overall flows reaching the combined sewer. To further mitigate the increased flow, additional I&I mitigation would be provided at a three-to-one ratio, in accordance with Westchester County policy. This would be accomplished by a combination of relining lengths of existing sewers as directed by the City and payment to the City of a fee in lieu in the amount of the cost of any required I&I work not performed by the Applicant, for implementation by the City of other City-wide improvements.

**E.9. STORMWATER MANAGEMENT**

*E.9.a. Teutonia Site*

The Teutonia Project would result in an increase to the Teutonia Site’s impervious coverage from both the 2013 and 2021 conditions (see **Table S-11**). To mitigate this increase in impervious coverage, the Teutonia Project would include a stormwater management infrastructure design that would mimic pre-development drainage patterns and that would control the peak flow rates of project-generated runoff. Stormwater quantity would be addressed by providing a 43-foot-by-16-foot-by-8-foot (LxWxH) Stormtrap vault with an outlet control in the building’s below-grade garage, which would detain the building’s roof runoff. By providing detention, the post-development peak discharge flow rates would be decreased from pre-development conditions, with one exception. Although the total Teutonia Site runoff rate for the 1-year storm would be approximately 32 percent higher post-development compared to 2021 existing conditions (i.e., vacant lot), when compared to the 2013 conditions (prior to building demolition), the 1-year storm runoff rate would be reduced by 23 percent. A summary of the post-development peak discharge flow rates to each Point of Analysis for the Teutonia Site and a comparison of pre- vs post-development peak flows is provided in **Table S-12**.

**Table S-11**  
**Teutonia Site Existing and Proposed Drainage Area Coverage**

	2013 Coverage	Existing Coverage	Proposed Coverage
Total Site Area (acres)	1.15	1.15	1.15
Total Impervious Area (acres)	0.64	0.00	1.10
Total Pervious Area (acres)	0.51	1.15	0.05
Percent Impervious	55%	0%	96%
Total Building Area (acres)	0.55	0.00	1.06
Percent Building Coverage	48%	0%	92%

**Table S-12**  
**Teutonia Site Pre- vs Post-Development Peak Discharge Flow Rates Comparison**

	POA-A (combined sewer)	POA-B (overland to railroad)	Total
<b>1-year (cfs)</b>			
Pre-Development 2013	1.59	0.44	2.02
Post-Development	1.47	0.06	1.51
Reduction	8%	86%	25%
<b>10-year (cfs)</b>			
Pre-Development 2013	3.01	1.33	4.34
Post-Development	2.42	0.16	2.52
Reduction	20%	88%	42%
<b>100-year (cfs)</b>			
Pre-Development 2013	5.23	2.87	8.10
Post-Development	5.11	0.33	5.33
Reduction	2%	89%	34%
<b>Note:</b> cfs = cubic feet per second			
<b>Source:</b> Appendix J-1			

E.9.b. Chicken Island Site

The Chicken Island Project would redevelop the Chicken Island Site with a five-building mixed-use development, resulting in an increase to the Chicken Island Site’s impervious coverage (see **Table S-13**). The Chicken Island Project would include stormwater management infrastructure that would mimic the pre-development conditions drainage patterns, improve stormwater quality, and control the peak discharge flow rates generated by the proposed improvements.

**Table S-13  
Chicken Island Site Existing and Proposed Drainage Area Coverage**

	Existing Coverage	Proposed Coverage
Total Site Area (acres)	5.76	5.76
Total Impervious Area (acres)	4.58	5.43
Total Pervious Area (acres)	1.18	0.33
Percent Impervious	80%	94%
Total Building Area (acres)	0	3.64
Percent Building Coverage	0%	63%
<b>Note:</b> Total site area evaluated for the Chicken Island watershed analyses includes all disturbance areas, which includes areas in the right-of-way, and therefore is larger than the 5.25-acre Chicken Island Site.		

Stormwater quantity control would be addressed by providing detention systems on below-grade levels of each of the proposed buildings, with the exception of the small retail building (Building 1A), which would detain the roof runoff. By providing detention, the post-development peak discharge flow rates are decreased from pre-development conditions. A summary of the post-development peak discharge flow rates to each POA and a comparison of pre- vs post-development peak flows is provided in **Table S-14**.

**Table S-14  
Chicken Island Site Pre- vs Post-Development  
Peak Discharge Flow Rates Comparison**

	POA-A (combined sewer)	POA-B (Saw Mill River)	Total
<b>1-year (cfs)</b>			
Pre-Development	4.34	7.91	12.25
Post-Development	1.29	7.31	8.60
Reduction	70%	8%	30%
<b>10-year (cfs)</b>			
Pre-Development	8.68	15.39	24.07
Post-Development	2.40	15.15	17.45
Reduction	72%	2%	28%
<b>100-year (cfs)</b>			
Pre-Development	15.53	27.18	42.71
Post-Development	4.13	26.25	30.39
Reduction	73%	3%	29%
<b>Note:</b> cfs = cubic feet per second			
<b>Source:</b> Appendix J-2			

The Chicken Island Project would be designed such that stormwater quality would meet the stormwater rules and regulations of NYSDEC and the City. A combination of tree pits, stormwater planters, and manufactured treatment devices would provide treatment for stormwater from the redeveloped areas that would ultimately discharge to the Saw Mill River under post-development conditions.

*E.9.c. North Broadway Site*

The North Broadway Project would result in an increase to the North Broadway Site’s impervious coverage (see **Table S-15**). To mitigate this increase in impervious coverage, the North Broadway Project would include stormwater management infrastructure that would mimic the pre-development conditions drainage patterns, improve stormwater quality, and control the peak discharge flow rates of the runoff generated by the North Broadway Project.

**Table S-15**  
**North Broadway Site Existing and Proposed Drainage Area Coverage**

	Existing Coverage	Proposed Coverage
Total Site Area (acres)	2.26	2.26
Total Impervious Area (acres)	1.00	2.16
Total Pervious Area (acres)	1.26	0.10
Percent Impervious	44%	96%
Total Building Area (acres)	0.54	1.56
Percent Building Coverage	24%	69%
<b>Note:</b> The total site area evaluated for North Broadway watershed analyses includes all disturbance areas, which includes areas in the right-of-way, and therefore is larger than the North Broadway Site property.		

Under post-development conditions, stormwater generated by the roofs of the residential towers and parking garage, and their associated pavement areas, would be collected and conveyed to two Stormtrap vaults with outlet control. One would be a 30-foot-by-30-foot-by-2.5-foot (LxWxH) vault located under the vehicular turnaround and Building 1 entrance and the other would be a 65-foot-by-30-foot-by-5.5-foot (LxWxH) vault located below the entrance of the parking garage and Building 2. Stormwater would discharge from the detention systems and would connect to the combined sewer system in Locust Hill Avenue via a new storm sewer installed by the Applicant in Overlook Terrace. Conveyance of post-detention stormwater to the separate storm system in North Broadway is impractical as it would need to be piped down through the lobby and retail spaces in order to connect. A summary of the post-development peak discharge flow rates to each POA and a comparison of pre- vs post-development peak flows is provided in **Table S-16**.

**Table S-16**  
**North Broadway Site Pre- vs Post-Development**  
**Peak Discharge Flow Rates Comparison**

	POA-A (North Broadway storm sewer)	POA-B (Locust Hill combined sewer)	Total
<b>1-year (cfs)</b>			
Pre-Development	1.91	1.87	3.78
Post-Development	0.81	1.73	2.54
Reduction	58%	8%	33%
<b>10-year (cfs)</b>			
Pre-Development	4.50	3.84	8.34
Post-Development	1.53	3.61	5.05
Reduction	66%	6%	39%
<b>100-year (cfs)</b>			
Pre-Development	8.78	6.97	15.74
Post-Development	2.66	6.53	9.19
Reduction	70%	6%	52%
<b>Note:</b> cfs = cubic feet per second			
<b>Source:</b> Appendix J-3			

For the storefronts, lobbies, etc. located along North Broadway at lower elevations on the North Broadway Site, there would be roof and area drain inlets that would discharge the collected runoff to the existing separated storm sewer in North Broadway. These separated storm sewers discharge to the nearby Saw Mill River. No detention would be provided for this portion of the proposed drainage system.

*E.9.d. Other Stormwater Mitigation Measures*

The Proposed Project would also include permanent measures to provide water quality treatment to the stormwater runoff generated from each of the three sites. These measures consist of a combination of both Green Infrastructure (GI) techniques, which could include planting of tree pits along the public roads and right-of-ways, green roofs and stormwater planters, and alternative proprietary practices for redevelopment areas, which include manufactured treatment devices (MTDs). MTDs used for redevelopment areas are all State-approved devices as manufactured by Contech Engineered Solutions, Hydroworks, or others, and are designed to meet the treatment criteria for pollutant removal as specified in the NYSDEC Stormwater Management Design Manual. These water quality treatment measures at each of the Project Sites would provide treatment to some of the stormwater runoff from these Sites prior to discharge, which would improve the downstream water quality.

As discussed above, in order to accommodate the increased sanitary flow from the Proposed Project, portions of the combined sewer within Buena Vista Avenue, Locust Hill Avenue, Baldwin Place, James Street, John Street, and New School Street may need to be replaced with new, larger, pipes. In order to confirm this and appropriately size the new, larger, pipe that may be required, a sewer televising and flow monitoring program has been developed in collaboration with Yonkers Engineering Department. This program will also assist the City in identifying the location and extent of existing sewer pipes that could be relined as

part of the Applicant's overall mitigation program. Inflow and infiltration into the combined sewer system would also be reduced, as discussed above. Specifically, the entirety of the stormwater runoff from the Chicken Island Site and from some of the surrounding roadways will be separated from the combined sewer system and will now be conveyed to the nearby Saw Mill River, reducing approximately 1.5 acres of drainage area runoff from the combined sewer.

#### **E.10. ENERGY USAGE**

Electricity and gas service to the Project Sites is provided by Con Edison. Con Edison has confirmed that the existing electrical and gas utility infrastructure does not have capacity to serve the new proposed energy demand (i.e., loads) and would require improvements. With these improvements, and the energy savings from adherence of the Proposed Project to New York State Building and Energy Codes and the Yonkers Green Development Standards, the Proposed Project is not anticipated to have an adverse impact on the electricity and gas service or the associated infrastructure.

Due to the current natural gas moratorium in the downstate New York region, the Proposed Project would include an interruptible gas service for any buildings that are constructed before the moratorium is lifted. The backup fuel source for the Proposed Project would be heating oil. This fuel would only be used when Con Edison requires that the Proposed Project stop using natural gas in times of severe network strain.

##### *E.10.a. Teutonia Site*

The anticipated electrical demand load for the Teutonia Project is 10.4 megawatts (MW). To serve this anticipated load, Con Edison would need to install three 2500 kilovolt-ampere (kVA) underground network transformers, which would be placed under the sidewalk between Buena Vista Avenue and the proposed building. The voltage service would be 277/480 volts (V). Con Edison's electrical service ruling letters, included in **Appendix K-1**, indicate that existing underground electric cable between Marco Avenue and Kingston Avenue and Yonkers Avenue and Walnut Street would need to be upgraded to handle the additional load.

The anticipated gas demand for the Teutonia Project is 158,360 thousand British thermal units per hour (MBH). To serve the Teutonia Project, Con Edison would upgrade 380 feet of 6-inch gas piping on Hudson Street, between Hawthorne Avenue and 49 Buena Vista Avenue, from low pressure to high pressure. In addition, to serve both the Teutonia Project and North Broadway Project, Con Edison would install 2,600 feet of 12-inch gas piping on Main Street and South Broadway between the intersection of Warburton Avenue and Main Street and the intersection of South Broadway and Park Hill Avenue. The infrastructure on Main Street and South Broadway would be upgraded as part of Con Edison's existing main replacement program and would occur with or without the Proposed Project (see **Appendix K-1**).

##### *E.10.b. Chicken Island Site*

The anticipated electrical demand load for the Chicken Island Project is 21.7 MW. To serve this anticipated load, Con Edison would install two isolated networks. For Stages 1 through 4, Con Edison would install four 2500 kVA underground

network transformers along Palisade Avenue. The voltage service would be 277/480 V for Stages 1 through 4. For Stage 5, Con Edison would install two 1000 kVA underground network transformers along New School Street. The voltage service for Stage 5 would be 120/208 V. The building transformers would be under the sidewalk between the roadway and the front of the buildings. In coordination with Con Edison, the Applicant would install six transformer vaults (four for Stages 1 through 4 and two for Stage 5). As stated in **Appendix K-1**, existing underground cable along Yonkers Avenue, between Midland Avenue and Oak Street, would require upgrades. In addition, a connection cable between the Dunwoodie-Granite Hill Substation to Kingston Avenue would need to be upgraded, as would overhead cable along Ludlow Street from Fernbrook Street to Riverdale Avenue. In addition, and also to serve the North Broadway Project, existing underground cable from the Dunwoodie-Granite Hill substation to Lockwood Avenue and Saw Mill River Road and from there to Nepperhan Avenue and Ingram Street would require upgrades. Overhead cable from Lockwood Avenue and Saw Mill River Road to Nepperhan Avenue and Ingram Street and aerial cable along Lockwood Avenue from Saw Mill River Road to Lennon Avenue would also require upgrades. These improvements would be coordinated with the improvements required for the North Broadway Project.

The anticipated gas demand for the Chicken Island Project is 342,641 MBH. Together with other planned projects in the area, Con Edison has the need to, and will be doing independently, an upgrade of the natural gas service in the area of Chicken Island to high pressure (see **Appendix K-1**). As a result, the Chicken Island Project would only need to install gas service connections from the property line to each building's point of entry, pending a final Con Edison determination and building connection locations.

*E.10.c. North Broadway Project*

The anticipated electrical demand load for the North Broadway Project is 7.1 MW. To serve this anticipated load, Con Edison would install three 1000 kVA underground network transformers along North Broadway. The voltage service would be 120/208 V. The building transformers would be under the sidewalk between North Broadway and the front of the buildings. The electric improvements described above for Chicken Island would also serve the North Broadway Project.

The anticipated natural gas demand for the North Broadway Project is 107,844 MBH. To serve the North Broadway Project, Con Edison would install 550 feet of 12-inch gas piping on Warburton Avenue and Manor House Square as well as 70 feet of 8-inch gas piping on North Broadway between Manor House Square and the point of service to the Site. In addition, to serve both the North Broadway Project and Teutonia Project, Con Edison would be required to install 2,600 feet of 12-inch gas piping on Main Street and South Broadway between the intersection of Warburton Avenue and Main Street and the intersection of South Broadway and Park Hill Avenue. This gas infrastructure work would be completed as part of Con Edison main replacement program job number GA17W06 (see **Appendix K-1**) and would be completed with or without the Proposed Project.



#### *E.10.d. Energy Conservation Measures*

The Proposed Project has been designed as a sustainable development using energy reducing design features that would reduce long-term operational energy use. As discussed in Chapter 16, “Sustainability,” the Proposed Project has been designed in accordance with New York State Building and Energy Codes and the Yonkers Green Development Standards. Specifically, the heating, cooling, hot water, lighting, and appliance efficiencies for the buildings throughout the Proposed Project have been designed to perform at least 15 percent better than American Society of Heating, Refrigerating and Air-Conditioning Engineers standard 90.1-2010. Appliances used in the Proposed Project would meet ENERGY STAR requirements, which are strict energy-efficiency criteria set by the EPA. The Proposed Project would comply with the ENERGY STAR Multifamily High Rise program guidelines, which require that 80 percent of installed fixtures within individual units be ENERGY STAR qualified or have ENERGY STAR qualified lamps installed. The ENERGY STAR standard would carry through to common area lighting as well. Lighting controls would be designed to comply with the 2020 Energy Conservation Code of New York State (which adopts the 2018 International Energy Conservation Code with amendments). Exterior fixtures would also be ENERGY STAR qualified or LED lights and would be full cut-off “Dark Sky” approved fixtures.

Additional energy savings measures would be explored as building design progresses during site plan review. In addition, the Applicant will investigate the potential for incorporating renewable energy generation at one or more of the Project Sites as detailed design plans progress, including potential photovoltaic panel, wind turbine, and geothermal generation.

### **E.11. TRAFFIC AND TRANSPORTATION**

#### *E.11.a. Intersection Analyses*

A detailed Traffic Impact Study was prepared to analyze the potential effects of the Proposed Project on the transportation system within the “Traffic Study Area” (see Figure 11-1). This section of the executive summary provides a high-level overview of the results of that study and the mitigation measures proposed. See Chapter 11, “Traffic and Transportation,” for a more detailed description of the Study.

The time periods and study intersections analyzed were developed in coordination with the City of Yonkers and their consultants. Traffic conditions were evaluated at 38 intersections for the Weekday AM and PM peak hours. Traffic conditions for 21 of these intersections were also evaluated for the Saturday midday peak hour.

To project the number of trips that would be generated by the Proposed Project, data from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* were examined and, where appropriate, adjusted to reflect the urban environment, mixed-use development, pedestrian and bicycle activity, and the proximity of the Project Sites to transit. The Proposed Project would result in 883, 1,199, and 1,178 total vehicle trips during the Weekday AM, Weekday PM, and Saturday peak hours, respectively.

The analyses did not indicate project-related pedestrian safety, pedestrian, or transit impacts at the evaluated intersections. The analyses did indicate project-related traffic impacts at 18 of the 38 evaluated intersections. Measures to mitigate those impacts are proposed. **Table S-17** summarizes the intersections and time/days where project-related impacts would occur and where mitigation measures are proposed to return to the future No Build condition. **Table S-18**, details the specific mitigation measures proposed, which include re-striping, signal re-timing, relocating bus stops, and adding signals to currently unsignalized intersections. With the implementation of these mitigation measures, which are subject to review and approval by the City and/or NYSDOT, Project-related significant adverse traffic impacts would be fully mitigated with the exception of Locust Hill Avenue and Ashburton Avenue. This intersection, which does not warrant a signal, would have an impact on the northbound approach in the Weekday PM, which could be mitigated by prohibiting the northbound left turn if the City so chose.

It should be noted the City has previously determined that projects within the downtown zoning districts will pay a mitigation fee, based on the number of projected development trips, and the actual implementation of mitigation measures will be the responsibility of the City.

A majority of the impacted intersections would operate at an overall level of service D or better with the proposed mitigations; however, while mitigated to the No Build condition, the following intersections would operate at an overall level of service E:

- Riverdale Avenue and Prospect Street
- Nepperhan Avenue and Ashburton Avenue

**Table S-17**  
**Summary of Project-Related Traffic Impacts**

Intersection	Proposed Action					
	Weekday AM		Weekday PM		Saturday <sup>1</sup>	
	Traffic Impact	Mitigation Provided	Traffic Impact	Mitigation Provided	Traffic Impact	Mitigation Provided
Buena Vista / Prospect Street	SBLT	Yes	WBR NBTR SBLT	Yes	Not Impacted	N/A
Nepperhan Street / Warburton Avenue / Dock Street / Manor House Square	SBLTR	Yes	SBLTR	Yes	Not Impacted	N/A
Riverdale Avenue / Warburton Avenue / Main Street	Not Impacted	N/A	EBLTR	Yes	Not Impacted	N/A
Riverdale Avenue / Hudson Street	Not Impacted	N/A	EBLTR	Yes	Not Impacted	N/A
Riverdale Avenue / Prospect Street	WBL	Yes	EBLTR WBL WBT	Yes	Not Impacted	N/A
Broadway / Hudson Street	Not Impacted	N/A	EBLR	Yes	Not Impacted	N/A
South Broadway / Prospect Street / Nepperhan Avenue	EBTR WBL SBL	Yes	WBL NBTR SBL	Yes	EBTR	Yes
South Broadway / Vark Street / Park Hill Avenue	Not Impacted	N/A	NBLTR	Yes		
New Main Street / Nepperhan Avenue	Not Impacted	N/A	Not Impacted	N/A	WBL NBLTR	Yes
Waverly Street / Nepperhan Avenue	NBLR	Yes	NBLR	Yes	NBLR	Yes
Nepperhan Avenue / Ashburton Avenue	EBL	Yes	EBL	Yes		
Nepperhan Avenue / Elm Street	EBL	Yes	EBL NBTR	Yes	EBL	Yes
Walnut Street / Yonkers Avenue	Not Impacted	N/A	EBL	Yes		
Yonkers Avenue / Saw Mill Northbound Ramps	EBL	Yes	EBL WBT	Yes		
Yonkers Avenue / Midland Avenue (West)	SBL	Yes	Not Impacted	N/A		
Yonkers Avenue / Saw Mill Southbound Ramps	SBR	Yes	SBR	Yes		
Yonkers Avenue / Cross County Parkway On-Ramp / Midland Avenue (East)	SBTR	Yes	Not Impacted	N/A		
Hawthorne Avenue / Prospect Street	Not Impacted	N/A	WBL	Yes	Not Impacted	N/A
Locust Hill Avenue / Ashburton Avenue	Not Impacted	N/A	NBLR	No		

**Notes:** L = Left Turn, T = Through, R = Right Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, N/A = Not Applicable.  
1. Shading indicates intersection was not evaluated during Saturday peak hour.

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The traffic mitigation measures would be implemented during the phase in which the project-generated vehicle trips and analysis results would exceed the impact criteria. Because impacts at the same intersection movement would be triggered during different phases for each analyzed time period, the mitigation measures at an intersection would be implemented at the earliest phase in which the impact criteria are exceeded. The traffic mitigation measures and phasing are presented in **Table S-18**.

**Table S-18  
Traffic Mitigation Phasing**

Intersection	Weekday AM	Weekday PM	Saturday	Implementation Phase
Buena Vista / Prospect Street	Signalize intersection Add NBR 50-foot pocket Add SBL 150-foot pocket	Signalize intersection Add NBR 50-foot pocket Add SBL 150-foot pocket	Signalize intersection Add NBR 50-foot pocket Add SBL 150-foot pocket	3
Nepperhan Street / Warburton Avenue / Dock Street / Manor House Square	Adjust cycle length to 90s Reduce Phase 3 by 2s Increase Phase 1 by 2s	Adjust cycle length to 90s Reduce Phase 3 by 2s Increase Phase 1 by 2s	N/A	2
Riverdale Avenue / Warburton Avenue / Main Street	N/A	Reduce Phase 2/5 by 2s Increase Phase 4 by 2s	N/A	4
Riverdale Avenue / Hudson Street	N/A	Reduce Phase 1/5 by 2s Increase Phase 3 by 2s	N/A	2
Riverdale Avenue / Prospect Street	Add NBR 250-foot pocket Relocate EB bus stop to far side Relocate WB bus stop to far side Add NBR overlap phase Reduce Phase 1/2 by 3s Reduce Phase 5 by 1s Reduce Phase 6 by 5s Reduce Phase 7 by 2s Increase Phase 3 by 6s Increase Phase 8 by 8s	Add NBR 250-foot pocket Relocate EB bus stop to far side Relocate WB bus stop to far side Add NBR overlap phase Reduce Phase 1/2 by 4s Reduce Phase 5 by 3s Reduce Phase 6 by 5s Reduce Phase 7 by 4s Increase Phase 3 by 8s Increase Phase 8 by 4s	N/A	3
Broadway / Hudson Street	N/A	Add EBR 75-foot pocket Relocate EB bus stop to Broadway/Main	N/A	2
South Broadway / Prospect Street / Nepperhan Avenue	Add NBR 200-foot pocket Relocate NB bus stop to far side Reduce Phase 3 by 3s Reduce Phase 5 by 3s Increase Phase 1 by 1s Increase Phase 2 by 2s Increase Phase 6 by 6s Adjust signal offset to 16s	Add NBR 200-foot pocket Relocate NB bus stop to far side Reduce Phase 1 by 1s Reduce Phase 3 by 2s Reduce Phase 5 by 3s Increase Phase 2 by 3s Increase Phase 6 by 5s Adjust signal offset to 18s	Add NBR 200-foot pocket Relocate NB bus stop to far side Reduce Phase 2 by 5s Increase Phase 1 by 5s	1
South Broadway / Vark Street / Park Hill Avenue	N/A	Add NBR 50-foot pocket		3
New Main Street / Nepperhan Avenue	N/A	N/A	Add NBR 200-foot pocket Add NBR overlap phase Reduce Phase 2/6 by 2s Increase Phase 1/5 by 2s	2
Waverly Street / Nepperhan Avenue	Signalize intersection	Signalize intersection	Signalize intersection	1
Nepperhan Avenue / Ashburton Avenue	Allow EBL permitted turns Allow WBL permitted turns	Allow EBL permitted turns Allow WBL permitted turns		2
Nepperhan Avenue / Elm Street	Add WBR 50-foot pocket Add WBR overlap phase Reduce Phase 1 by 4s Increase Phase 2 by 4s	Add WBR 50-foot pocket Add WBR overlap phase Reduce Phase 1 by 4s Increase Phase 2 by 4s	Add WBR 50-foot pocket Add WBR overlap phase Reduce Phase 1 by 4s Increase Phase 2 by 4s	1

**Table S-18 (cont'd)  
Traffic Mitigation Phasing**

Intersection	Weekday AM	Weekday PM	Saturday	Implementation Phase
Walnut Street / Yonkers Avenue	N/A	Reduce Phase 2/6 by 3s Increase Phase 1/5 by 3s		3
Yonkers Avenue / Saw Mill Northbound Ramps	Reduce Phase 2 by 4s Increase Phase 1 by 4s Adjust signal offset to 101s	Reduce Phase 2 by 8s Reduce Phase 3 by 4s Increase Phase 1 by 12s Increase Phase 6 by 4s Adjust signal offset to 101s		3
Yonkers Avenue / Midland Avenue (West)	Reduce Phase 2 by 3s Increase Phase 1 by 3s	N/A		3
Yonkers Avenue / Saw Mill Southbound Ramps	Signalize intersection	Signalize intersection		3
Yonkers Avenue / Cross County Parkway On-Ramp / Midland Avenue (East)	Reduce Phase 1 by 5s Increase Phase 2 by 5s	N/A		4
Hawthorne Avenue / Prospect Street	N/A	Signalize intersection	N/A	3

In order to ensure sufficient mitigation measures are identified and implemented by the City of Yonkers, post construction traffic monitoring will be conducted by the Applicant to determine the adequacy of the mitigation measures and to determine if the City should consider implementing additional strategies. Following full occupancy of each construction phase, Weekday AM, Weekday PM, and Saturday peak period driveway counts will be collected at each of the Project Site driveways.

Following each data collection period, a memorandum will be submitted to the City presenting a comparison of the driveway counts to the trip generation estimates presented in this study. If the driveway peak hour counts exceed the trip generation estimates, the City may request that the Applicant perform additional traffic analyses at the impacted study intersections to determine if additional improvements should be implemented by the City using the traffic mitigation funds previously remitted by the Applicant. Any future analysis will be coordinated and approved by the City and could include collecting intersection peak hour traffic turning movement counts and conducting peak hour intersection operations analyses to identify additional improvements.

*E.11.b. Parking*

The Applicant proposes the following amendments to the parking requirements of the Zoning Ordinance:

- Amend the parking ratio for “apartments” to 1 per dwelling unit within 0.5 miles of a train station and 1 per dwelling unit plus 0.33 per bedroom beyond 0.5 mile (from one per unit within 0.25 mile of a train station and 1 per unit plus 0.33 per bedroom beyond 0.25 mile)

It is noted that the Teutonia and North Broadway Sites are within ¼ mile of the Yonkers Train Station and thus are currently subject to the 1 space per unit

apartment parking requirement. The proposed Zoning Amendments would allow attended or valet parking to satisfy the minimum off-street parking requirements.

The Project’s proposed residential parking rates are similar to those applied in urban environments in Westchester County. **Table S-19** compares the Project’s proposed parking requirements with those in the City of New Rochelle and the City of White Plains, both of which include developments within a ½-mile of an MNR train station.

**Table S-19  
Parking Requirement Comparison**

<b>Land Use</b>	<b>Proposed Amended Rates</b>	<b>City of New Rochelle<sup>1</sup></b>	<b>City of White Plains<sup>1</sup></b>
Residential	1 space/unit <sup>2</sup>	1 space/unit	1 space/unit
Retail / Commercial	1 space per 300 sf	1 space per 400 sf	1.65 spaces per 500 sf
Office	1 space per 500 sf	1 space per 500 sf	1 space per 500 sf
<b>Notes:</b>			
sf = square feet			
<sup>1</sup> Within the Central Parking Area. Allows payments in lieu of providing off-street parking			
<sup>2</sup> Expanded from ¼-mile to ½-mile of train station			

The proposed one parking space per dwelling unit is also supported by recent parking trends at similar developments located near train stations in downtown environments. A residential parking demand study was conducted in November 2021 which compared the number of residential units to the overnight parking demand and residential parking permits issues at four locations:

- Sawyer Place (Yonkers, NY)
- Hudson Park South (Yonkers, NY)
- Hudson Park North (Yonkers, NY)
- 360 Huguenot Street (New Rochelle, NY)

The study indicated that the existing parking demand to residential ratio is 0.94 parking spaces per dwelling unit, supporting the proposed one parking space per dwelling unit parking rate. **Appendix L-6** provides the detailed parking study which includes the surveyed locations and national trends.

With respect to the existing privately owned, but municipally operated off-street parking at the Chicken Island Site, the City’s lease of a portion of the Palisade Avenue Parcel for municipal parking expires on June 23, 2022. If the lease is not renewed, which cannot be assumed at this time, the municipal parking lot use would cease. Permit and transient parkers utilizing this lot would have to find alternative parking arrangements. It is noted that it is the City’s responsibility to accommodate the parking displaced from the Palisade Avenue parcel upon the expiration of the lease and that this responsibility was understood when the City sold the Palisade Avenue parcel to the Applicant. Further, the 2020 City of Yonkers Parking Needs Assessment identifies the City’s preferred method of accommodating this displaced parking as construction of a new parking structure on the Cacace Justice Center site and relocation of City staff parking from the Government Center garage to the new garage, which would allow for the displaced Chicken Island Site parking to be accommodated in the Government

Center garage (see **Appendix H-4**). Therefore, in the Future without the Proposed Project, the existing parking on the Chicken Island Site would be accommodated in the Government Center garage, which is a similar distance from the Getty Square area as the existing surface lot.

#### **E.12. AIR QUALITY**

An analysis was performed to determine the potential effects of the Proposed Project's operation on ambient air quality—the portions of the atmosphere, external to buildings, to which the general public has access. Impacts from stationary sources (e.g., fossil fuel-fired equipment) and from mobile sources (i.e., traffic generated by the Proposed Project) were considered.

The newly constructed mixed-use buildings would typically utilize natural gas-fired heating, ventilation, and air conditioning (HVAC) systems. However, the HVAC systems would be capable of utilizing No. 2 Fuel Oil when natural gas service is interrupted by the local utility during times of extreme demand. Therefore, a more detailed, “refined,” analysis of pollutant concentrations resulting from the transport of HVAC exhaust, known as a “dispersion analysis,” was performed. For the purposes of analyzing the worst-case impacts of the Proposed Project on air quality, this analysis conservatively assumes operation of No. 2 Fuel Oil during short-term periods. The results of the refined analysis indicate that the maximum modeled concentrations from the Proposed Project's HVAC systems are well below the NAAQS at ground level—concentration standards designed to protect public health allowing for a margin of safety, including individuals with asthma.

Potential impacts were also evaluated at balconies and amenity terraces within the new buildings. In order to mitigate potential air quality impacts from the conservative assumptions used in the analysis (i.e., worst-case fuel source (oil) and worst-case emission stack locations closest to other buildings), design restrictions with respect to the location of the emission stack in Chicken Island Building 2, Chicken Island Building 4, and the south residential tower at Teutonia, were required. These restrictions dictate the minimum distance between the stack and an adjacent building façade above a certain height. With these design restrictions, the Proposed Project would not have a significant adverse air quality impact.

In addition to air quality impacts generated by stationary sources, the Proposed Project would result in project-generated traffic that would affect traffic conditions within the area of the Project Sites. The potential for mobile-source air quality impacts from the Proposed Project was analyzed using the screening procedures found in the New York State Department of Transportation's (NYSDOT) *The Environmental Manual (TEM)*. The purpose of the screening procedure is to identify whether project-generated traffic has the potential to result in an air quality impact. If the screening procedure finds that there is not a potential for project-generated traffic to have an air quality impact, no further analysis is required, and no significant impact would result. If the screening procedure finds that there is a potential air quality impact, a more detailed, “refined,” analysis would be required to determine whether there is an impact. The traffic generated by the Proposed Project did not exceed NYSDOT's screening criteria, indicating that there would not be a significant adverse air quality impact from project-generated traffic.

**E.13. NOISE**

The potential for the Proposed Project to result in a significant adverse noise impact from its operation (i.e., HVAC systems) or from Project-generated traffic was analyzed. The analysis also evaluated the potential effects on the interior noise levels of the proposed uses.

The projected noise level increments that would result from Project-generated traffic compared to existing noise levels would be no greater than 3.1 dBA. Increments of this magnitude would be considered “perceptible” and are described in NYSDEC guidelines as having “no appreciable effect.” The increments are less than the 6 dBA threshold requiring a closer analysis of impact and less than the 10 dBA threshold for a significant increase according to NYSDEC noise impact guidelines. Consequently, noise level increases as a result of the Proposed Project would not result in significant adverse impacts at sensitive noise receptors in the Study Area.

Maximum equipment noise levels from rooftop equipment projected to the noise-sensitive receptors nearest each of the proposed buildings ranged from the 43 to 50 dBA and were less than the limits in Chapter 66 of the City Code at all receptors. The total noise levels with the operation of the Proposed Project were in the low to high 50s dBA resulting in an incremental change in noise level of at most 2 dBA. This represents an imperceptible change in noise levels and is less than the NYSDEC guidelines for mitigation. Therefore, the Proposed Project’s mechanical systems would not result in a significant adverse noise impact. Similarly, noise levels from the open-façade parking garages or surface parking would be less than the limits set by the City Code and less than the existing noise levels.

Maximum measured and predicted noise levels from all sources throughout the Noise Study Area do currently, and would continue to, exceed the 65 dBA criteria recommended by NYSDEC guidelines for residential use by up to approximately 8 dBA. However, the proposed buildings would be constructed to provide at least 28 dBA façade noise attenuation to ensure interior noise levels are below 45 dBA, which is considered acceptable for residential use. Consequently, the predicted noise exposure at the proposed residential uses would not constitute a significant adverse impact.

**E.14. HAZARDOUS MATERIALS**

*E.14.a. Teutonia Site*

Portions of the Teutonia Site were remediated under the New York State Department of Environmental Conservation (NYSDEC) Brownfield Cleanup Program (BCP) on September 25, 2017 (see Figure 14-1). Remediation of the Teutonia BCP Site (BCP Site No. C360085) included soil excavation to meet “Conditional” Track 1 (unrestricted) Soil Cleanup Objectives (SCOs), with Track 2 (restricted residential) SCOs applied where Track 1 SCOs could not be met. “Conditional” Track 1 SCOs were achieved for a large portion of the site (0.5920 acres); the “Conditional” designation is due to the presence of tetrachloroethylene (PCE) in soil vapor post-excavation samples. Track 2 (restricted residential) SCOs were achieved for a 0.1958-acre portion of the Site fronting Buena Vista Avenue. As part of the remedial actions for the Teutonia BCP Site, Institutional Controls (ICs) and Engineering Controls (ECs) were and are to be implemented. EC includes the installation of a site cap consisting of a vapor barrier and passive sub-slab depressurization system (SSDS) in the future building(s) to address



concerns of exposure to remaining contamination. A Soil Vapor Intrusion (SVI) evaluation is to be conducted after the building and ECs are constructed. As part of the IC, an environmental easement requires adherence to the Site Management Plan (SMP) and restricts the use and development of the Teutonia Site to residential, restricted-residential, commercial, or industrial uses only. The environmental easement also prohibits the use of groundwater as a source of potable water without necessary water quality treatment as determined by the New York State Department of Health (NYSDOH). The SMP provides that depending on the results of the SVI sampling, conversion to an active SSDS may be required. If an active SSDS is required, the SMP will be revised to include an operation and maintenance plan. The SMP requires site-wide inspections of ICs and ECs be performed no less frequently than quarterly; these inspections are then summarized in an annual Periodic Review Report (PRR).

Intrusive work on the Teutonia BCP Site must be completed in accordance with the SMP.

The current development plan includes the excavation of soil ranging from 5 to 30 feet below grade. For intrusive work, the SMP (**Appendix P-8**) includes, but is not limited to, the following requirements:

- NYSDEC notification prior to the start of excavation, with a report containing project details (i.e., location, extent, depth, and volume of soil to be handled), a review of the exposure potential and anticipated contamination to be encountered, and a plan to handle soil in accordance with the SMP.
- Adherence to the Health and Safety Plan (HASP), included as part of the SMP.
- Documentation requirements for appropriate disposal of contaminated soil in accordance with local, State, and federal regulations, and the import of any backfill, which must meet NYSDEC UUSCOs.
- A certification that the work would be performed in compliance with the SMP.
- A qualified environmental professional would oversee all invasive work; perform the required soil screening; direct the handling, stockpiling, testing, off-site disposal, and import of clean soil; and maintain the appropriate and required documentation of these activities.
- A generic Community Air Monitoring Plan (CAMP), as outlined in the EWP, and an Odor Control Plan and Dust Control Plan would be implemented during intrusive activities on the Teutonia Site.
- A report would be submitted to NYSDEC within 90 days of completion of the intrusive activities performed under the SMP and EWP. This report shall contain a summary of the activities performed; a summary of data gathered; information about media that was removed from the site (volume, contamination levels, area from which material was removed); and any other information that may indicate a change to the “remaining contamination” at the site.

If groundwater is encountered during Teutonia Site development and/or dewatering is necessary during construction activities, these activities must be managed in accordance with state and local regulations for treatment and/or discharge into the municipal wastewater system, as needed.

The remainder of the Teutonia Site, located south of the area subject to the BCP, formerly had underground storage tanks (USTs). Publicly available documents report that the USTs were removed. Phase II Environmental Site Assessment (ESA) soil sampling conducted in 2021 determined that concentrations of petroleum hydrocarbon constituents or volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) and metals do not exceed New York State Department of Environmental Conservation (NYSDEC) Unrestricted Use Soil Cleanup Objectives (UUSCOs). A contingency plan, with site screening and soil management measures consistent with the approved EWP should be prepared and implemented by the construction contractor to address the potential for encountering unknown USTs or residual contamination areas related to the former USTs.

*E.14.b. Chicken Island Site*

Two areas of the Chicken Island Site are in the BCP, identified as BCP Site No. C360083 (Chicken Island BCP) and C360191 (The Firehouse BCP) (see Figure 14-3). Remediation of the 6.934-acre portion of the Site comprising BCP Site No. C360083 (which includes additional property outside the Chicken Island Site known as Fleet New Main Street LLC) included soil remediation to meet Track 4 Soil Cleanup Objectives (SCOs) for restricted-residential, commercial, or industrial uses with “hot spot” or source area removal. Remediation included the installation of ECs and ICs to manage remaining contamination. ECs include a site-wide engineered Composite Capping System (CCS), consisting of asphalt pavements, concrete covered sidewalks, two feet of clean soil in vegetated areas, and concrete building slabs. In addition, a passive SSDS was installed in two of the buildings located along New Main Street (outside the Chicken Island Site). Environmental easements were imposed on the Chicken Island BCP Site (C360083) to restrict uses and prohibit groundwater consumption. Two of those environmental easements covered areas located within the Chicken Island Site; the other environmental easement is for the area located outside the Chicken Island Site, known as Fleet New Main Street LLC. As with the Teutonia BCP Site, the SMP for the Chicken Island BCP Site requires monitoring, reporting, and management of remaining contamination for post-remediation activities, including site redevelopment and ground disturbance. Monitoring includes annual inspection of the composite capping system (CCS), annual groundwater sampling and annual sampling of the SSDS. These inspections and monitoring events are summarized in the annual Periodic Review Report. The SMP also requires an SVI evaluation to determine if a vapor intrusion mitigation system is required. SMP activities will continue until it is determined by NYSDEC that all institutional and/or engineering controls identified for the site are no longer necessary.

The potential exposure to remaining contamination is mitigated at the Chicken Island BCP Site by ECs and ICs. The potential exposure to remaining contamination during site maintenance or site redevelopment work is discussed

in the SMP and requires adherence to the SMP; specifically the Excavation Work Plan, Site-Specific HASP, and the Community Health and Safety Plan. The SMP identifies measures and/or actions (i.e., air monitoring, dust control, erosion control, etc.) to ensure that the public living and working near the site, as well as employees or visitors to any facility located on the site, are protected from exposure to site contaminants.

Within the Chicken Island BCP Site, any dewatering or well development and purged groundwater is to be handled, transported, and disposed in accordance with the SMP. Water is not to be recharged to the surface or subsurface, but is to be managed off-site, as per the SMP.

Remedial actions for the 0.79-acre portion of the Chicken Island Site comprising BCP Site No. C360191 (The Firehouse BCP) will be proposed based on the findings of remedial investigations (RI) and could include removal of source contamination and installation of ECs (i.e., side-wide capping system, groundwater monitoring, SSDS systems) and ICs (i.e., environmental easements to restrict site usage, an SMP, groundwater consumption). The Firehouse BCP Site is in the investigation phase. As remedial actions are yet to be proposed and implemented, any interim remedial action would require a NYSDEC-approved Interim Remedial Measures Work Plan and actions must be conducted in compliance with DER-10 and Part 375 and under NYSDEC guidance. Mitigation measures would include preparation and implementation of an EWP to manage excavated soils and groundwater and to restore the site cover. Mitigation measures would also include preparation and implementation of a site-specific HASP and CAMP.

*E.14.c. North Broadway Site*

Phase I Environmental Site Assessments (ESAs) conducted for the North Broadway Site did not identify any Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), or Controlled Recognized Environmental Conditions (CRECs). Above-ground Storage Tanks (AST) with no evidence of leaks or spills were observed at Lot 8 (7-11 Overlook Terrace) and Lot 16.18 (23-25 Overlook Terrace). The Phase I ESAs do not recommend additional investigation. Older buildings, whether single or multi-family residential or commercial, are known to have heating oil USTs and hazardous building materials (i.e., asbestos-containing materials, PCBs, etc.). Redevelopment typically encounters unknown USTs and related petroleum release areas. Therefore, a contingency plan should be prepared and implemented by the construction contractor to address the potential for encountering USTs during excavation activities and to manage contamination related to the former operation of the USTs, if any.

Prior to demolition, buildings and structures should be analyzed for the presence of LBP utilizing the EPA Method 7420 (Flame Atomic Absorption) or 7421 (Graphite Furnace Atomic Absorption), as appropriate. This can be supplemented by portable X-ray fluorescence to reduce analytical burden. Prior to demolition, buildings and structures should also be analyzed for ACM. Samples must be sent to a laboratory accredited by the New York State Environmental Laboratory Approval Program and the National Voluntary Laboratory Accreditation Program

and analyzed by Polarized Light Microscopy and Transmission Electron Microscopy, if appropriate, for asbestos type and percentage.

If sampling confirms the presence of LBP or ACM in building structures to be demolished, those materials must be managed in accordance with applicable regulations. For ACM, this includes the New York State Industrial Code 56, administered by the New York State Department of Labor, and the USEPA-administered National Emissions Standards for Hazardous Air Pollutants. LBP is regulated under NYS Public Health Law Title 10 of Article 13, and the Federal “Residential Lead-Based Paint Hazard Reduction Act of 1992.” USEPA regulates training and certification of individuals and certification of firms under 40 CFR Part 745. In other facilities, worker exposure to lead is regulated by the Federal OSHA regulations 29 CFR 1926.62 and 29 CFR 1910.1025. Disposal of waste with lead paint is regulated by NYSDEC under Chapter IV Subchapter B – Solid Wastes.

A pair of 275-gallon ASTs containing No. 2 heating oil were identified in the basement of the on-site structure at 7-11 Overlook Terrace (Lot 8). One 2,500-gallon AST containing No. 2 heating oil was observed in the basement of the on-site structure at 23-25 Overlook Terrace. These ASTs should be decommissioned in accordance with applicable regulations prior to building demolition and site redevelopment. AST removal activities should be completed under a Site-Specific Health and Safety Plan (HASP) and with proper personal protective equipment for the protection of site workers.

Additionally, due to the age of the on-site structures, there is the potential for encountering former heating oil USTs and related petroleum releases areas during redevelopment. Therefore, a contingency plan should be prepared and implemented by the construction contractor to address the potential for encountering USTs during excavation activities and to manage contamination related to the former operation of the USTs, if any. The contingency plan should include the implementation in the field of a Health and Safety Plan (HASP) for the protection of site workers.

#### **E.15. CONSTRUCTION**

The Proposed Project would be expected to be constructed in five phases over approximately 10 years. Each phase would consist of seven subphases and would overlap with the subsequent phase (see **Table S-20** and Figure 15-1). It is important to note that the anticipated construction phases and subphases may change based on market demand, financing, or other factors. Each phase would overlap with the subsequent phase. Construction activities would occur simultaneously at all three Project Sites starting in the second half of Phase 2 continuing through the first half of Phase 4. Because multiple phases would be implemented simultaneously, it is anticipated that the maximum number of workers on-site would be expected to be 2,190 workers per day during construction month 49 (see Figure 15-1). This peak would only occur for a short duration.

**Table S-20**  
**Project Components by Phase**

Phase	Site	Project Component
1	Teutonia	North Tower – Residential
	Chicken Island	Building 1 – Residential
	Chicken Island	Building 1a – Retail
	Chicken Island	Building 1b – Temporary Retail
2	North Broadway	South Tower – Residential
	North Broadway	Parking Garage
	North Broadway	Retail and Public Stair (28 and 30-32 N Broadway)
3	North Broadway	North Tower
	Teutonia	South Tower
4	Chicken Island	Building 2
	Chicken Island	Building 3
5	Chicken Island	Building 4
	Chicken Island	Building 5

A Soil Erosion and Sediment Control Plan (“SESC Plan”), meeting State and City requirements, would be implemented to avoid and mitigate potential impacts associated with the off-site migration of sediment during construction. Excavation side walls would be adequately braced to mitigate potential steep slope issues during construction and any steep slopes remaining following construction would be secured with structural methods, such as retaining walls, or would be properly stabilized with vegetation.

Construction of the Proposed Project at the three Project Sites would create daily construction-related traffic to and from the Project Sites, including construction workers and the delivery of materials and equipment. Construction workers are anticipated to arrive mostly by mass-transit, minimizing potential impacts to traffic during the various construction phases. The Applicant would utilize a combination of surface parking on the Chicken Island Site, the parking garages constructed as part of the Project, and off-Site satellite parking to accommodate construction worker parking demand.

The Proposed Project would incorporate measures to avoid or minimize fugitive dust during construction, including watering of exposed areas during dry periods, installing truck washing pads at the egress points of each Project Site, and limiting construction vehicle speed to five miles per hour (mph) on-site. Construction vehicles and equipment would utilize clean emissions technology to reduce the impact from diesel emissions, as outlined in the Construction Management Plan and enforced by inspections/monitoring conducted by the City of Yonkers. Construction activities would be limited to the hours of 8:00 AM–6:00 PM during the week, in accordance with Chapter 66 of the City of Yonkers Code, subject to potential limited waivers.

Blasting, if required, would be conducted in conformance with the blasting protocol in Sections 59-54 through 59-76 of the City of Yonkers Code. Where pile driving and rock chipping would be used, pre-construction surveys would be undertaken and vibration monitoring would be implemented.

The Applicant would prepare a detailed Construction Management Plan (“CMP”) for City approval, which would establish construction management protocols and measures to mitigate potential adverse impacts. Although there may be adverse impacts associated

with construction activities, they will be temporary in nature and minimized with control measures and are therefore not expected to be significant.

The Proposed Project would include certain off-site improvements, including public water and sewer extensions and replacements. These improvements would be coordinated with the City Engineering Department and the Westchester County Department of Health (WCDOH). Appropriate road closure and street opening permits would be obtained. There would be minimal disruption of service when reconnecting property owner connections to the new water mains.

A New York State Department of Environmental Conservation (NYSDEC) General Permit for Stormwater Discharges from a Construction Activity (GP-0-20-001) would be required for each Project Site. The permit would require preparation of a stormwater pollution prevention plan (SWPPP) for each Project Site (see also Chapter 9, “Stormwater Management”). The Proposed Project would incorporate measures to protect the existing Saw Mill River culvert and daylighted area within the area of disturbance of the Proposed Project. A structural evaluation of the existing culvert, which is located within the footprint of proposed Chicken Island Building 4, would be conducted to determine any necessary modifications, repairs, or replacement.

The following sections summarize potential site-specific impacts and mitigation.

*E.15.a. Teutonia Site*

Construction-related traffic would arrive and depart from Buena Vista Avenue, which is the only street that provides public access to the Teutonia Site. A construction entrance would be installed along Buena Vista Avenue and large construction trucks would be directed to use Buena Vista Avenue for staging.

Construction traffic would be coordinated with child drop-off and pickup at the adjacent Queen’s Daughter’s Daycare, located immediately south of the Site. If practical, material or large equipment deliveries would be scheduled between 9:00 AM and 3:00 PM to avoid conflicts with drop-off and pickup times at the facility. If material deliveries or large construction equipment deliveries would be necessary between the hours of 7:00 AM and 9:00 AM or 3:00 PM and 5:00 PM, then a flagman would be used near the intersection of Buena Vista Avenue and Prospect Street at the front of the facility. It is not anticipated that the construction in front of the facility would result in intersection closure, but a flagman would assist in moving traffic through the intersection in an efficient manner.

After excavation and grading activities are completed, the greatest number of construction vehicle trips (approximately 15 to 20 per day) would be expected to occur at the beginning of each individual construction phase when building materials would be transported to the Site. Approximately 1,477 truck trips would be required to remove the approximately 22,150 cubic yards of material from the Teutonia Site, based on 15 cubic yards per truck. These truck trips would be spread out over two construction phases, over several years, limiting the traffic impact to the surrounding area. Removal of excavated material would typically result in up to 25 truck trips per day.

Based on the Geotechnical Report (see **Appendix G-1**), rock blasting would not be anticipated within the Teutonia Site. Deep pile foundations, which would

require pile driving activities, have not been recommended for the Teutonia Project.

The Applicant would coordinate with MNR to determine any conditions or requirements for excavation work adjacent to the MNR right-of-way. An MNR Entry Permit would be obtained and MNR would be notified prior to the start of work. As noted in **Appendix N-2**, MNR takes no exception to the support or excavation plan submitted for the Teutonia Project, provided the conditions described above are met. Excavation work along the eastern portion of the Site near the Buena Vista Avenue right-of-way would be designed to protect the nearby/adjacent utilities and would include lateral bracing to support Buena Vista Avenue.

A pre-construction survey would be conducted for adjacent structures help to establish survey points for monitoring during construction. Throughout the excavation and foundation construction phases at the Teutonia Site, measurements of movement and vibration levels would be made in the adjacent buildings to the north and south of the Site.

*E.15.b. Chicken Island Site*

Construction-related traffic would arrive and depart from John Street and the Project Site entrance along Nepperhan Avenue (i.e., the extension of Henry Herz Street) as the street provides the only public access to the Chicken Island Site. A construction entrance would be installed along John Street and Ann Street. Large construction trucks would be directed to use New School Street for access. Flagmen would be utilized to ensure entry of the trucks into the Site. No trucks would be staged on the street.

Access to and from the firehouse at the intersection of New School Street and Palisade Avenue would be maintained during construction and flagmen placed at the Site entrances would minimize the potential for construction trucks to back up and obstruct the firehouse. The existing parking area on the Chicken Island Site would be used for deliveries and material staging.

Approximately 6,620 truck trips would be required to remove the approximately 99,300 cubic yards of material from the Chicken Island Site, based on 15 cubic yards per truck. These truck trips would be spread over several phases of building construction over several years. Removal of excavated material would typically result in up to 25 truck trips per day.

Based on the “Geotechnical Review Letter,” prepared by SESI Consulting Engineers and dated October 29, 2020 (see **Appendix G-3**) and the elevations of the lowest floor in the various Chicken Island Buildings, very little to no rock chipping or blasting would be anticipated within the Chicken Island Site. Deep pile foundations, which would require pile driving activities, have not been recommended for the proposed Chicken Island Project.

Based on the excavation depths, multiple levels of tiebacks would be required, which would likely extend beyond the property lines and into the adjoining properties and the City right-of-way which would require temporary easements from adjoining property owners and/or the City.

Groundwater elevations would be above the basement floor elevations for Buildings 1, 2, and 3. Groundwater would also likely be encountered during deeper utility installations. Therefore, a temporary dewatering system would be required to keep groundwater levels at least two feet below the bottom of the excavation during construction. As described in Chapter 14, “Hazardous Materials,” groundwater would be sampled during excavation to determine the presence of contaminants. Should contaminants be found, the groundwater would be treated in accordance with the active BCP on the Site and would be stored on-site to be transported and treated at an approved facility. If significant groundwater inflow is encountered or if any excavations extend greater than two feet below the observed groundwater levels, a more comprehensive dewatering system may be required. Permits for construction dewatering may be required. Foundation drains would be required for any retaining walls below grade and would be tied to the storm sewer system or would utilize a sump pump. All pumped water would be handled in accordance with applicable requirements and regulations and the BCP Site Management Plan and be approved by the City engineer. As discussed in Chapter 14, “Hazardous Materials,” water would not be recharged to the surface or subsurface, but would be managed off-site, as per the Site Management Plan.

*E.15.c. North Broadway Site*

The majority of construction-related traffic for the North Broadway Project would arrive and depart from Locust Hill Avenue. Some construction-related traffic would arrive and depart from North Broadway for construction activities on the North Broadway-fronting lots. A construction entrance would be installed along North Broadway, Overlook Terrace, and Baldwin Place. The entrances on Overlook Terrace and Baldwin Place would be accessed via Locust Hill Avenue. Large construction trucks would be directed to use North Broadway and Locust Hill Avenue for access and/or staging, earth export, and material deliveries.

Approximately 2,400 truck trips would be required to remove the approximately 36,000 cubic yards of material from the North Broadway Site, based on 15 cubic yards per truck. These truck trips would be spread out over multiple construction phases over several years. Removal of excavated material would typically result in up to 25 truck trips per day.

Based on the “Preliminary Geotechnical Letter Report,” prepared by Geotechnical Engineering Services, P.C. and dated April 22, 2019 (see **Appendix G-6**), bedrock was found as shallow as 4 to 25 feet below ground surface elevations. As the topography of the Site is heavily sloped, rock outcroppings may be encountered within the areas of excavation. As such, a further investigation and evaluation of existing rock within the North Broadway Site would be performed to enhance foundation recommendations for the North Broadway Project. Rock removal techniques including chipping and/or blasting may be employed utilizing mitigating measures and vibration monitoring. Blasting would be subject to the City Blasting Regulations. If needed, these activities would occur during Phases 2 and 3.



## E.16. SUSTAINABILITY

The City of Yonkers is a bronze-certified Climate Smart Community, and in 2013 adopted the Yonkers Green Building Code, which establishes sustainable design and construction standards. These standards, the Yonkers Green Development Standards, were updated in 2014.

All construction projects within the downtown that require a building permit, such as the Proposed Project, must comply with the Yonkers Green Development Standards. These standards were designed to conserve natural resources, increase energy and water efficiency, and improve indoor air quality. The Yonkers Green Development Checklist (“Checklist”) outlines these standards. In addition to the mandatory requirements included in the Checklist, new construction projects must meet certain additional, optional standards. A completed Checklist for each Project Site is included in **Appendix O-1**. It is noted that these Checklists are preliminary in nature. They represent the minimum sustainability measures that would be included in the buildings of the Proposed Project. As design of the buildings progresses and additional measures are incorporated, these Checklists will be updated.

The Proposed Project includes a number of sustainability measures that exceed the requirements of the Yonkers Green Development Standards. These measures include access to fresh, local foods; proximity to services; access to public transportation; tree plantings; use of recycling, salvaging, or diversion practices to reduce non-hazardous construction and demolition waste by at least 75 percent; and, for the Teutonia Project and Chicken Island Project, brownfield redevelopment.

## E.17. OTHER POTENTIAL IMPACTS

### *E.17.a. Growth Inducing Impacts*

The potential for the Proposed Project to induce growth is analyzed in Chapter 19, “Growth-Inducing Aspects.” As described therein, while the Proposed Project may induce growth, subsequent land development applications submitted to the City of Yonkers for review and approval would comply with State Environmental Quality Review Act (SEQRA) and City of Yonkers review requirements. These site-specific environmental reviews would evaluate existing conditions accounting for Project related growth as their baseline condition.

### *E.17.b. Irreversible and Irrecoverable Resources*

Construction and operation of the Proposed Project would result in the expenditure of natural and human-made resources. Natural resources include the use of land and energy. Human-made resources include the effort required to develop, construct, and operate the Proposed Project (time and labor); building materials; financial funding; and motor vehicle use. Resources are considered irretrievably committed because it is highly unlikely that they would be used for some other purpose. As described in Chapter 20, “Irreversible and Irrecoverable Resources,” none of these irreversible or irretrievable commitments of resources is considered significant.

## E.18. MITIGATION

**Table S-21**, located at the end of this chapter, lists the proposed mitigation for each impact category in the DEIS and, where appropriate, identifies the agency or entity responsible for oversight and/or implementation of proposed mitigation measures.

## F. DESCRIPTION OF ALTERNATIVES

The State Environmental Quality Review Act requires a description and evaluation of a range of reasonable alternatives to the Proposed Action that are feasible, considering the objectives and capabilities of the Applicant. Chapter 17, “Alternatives,” describes and analyzes the potential environmental impacts of the alternatives to the Proposed Project that were identified in the adopted Scoping Document (see **Appendix A-1**) and evaluates the relevant potential environmental impacts of those alternatives. The following alternatives are evaluated:

- Alternative 1: No Action
- Alternative 2: Development Under Existing Zoning
- Alternative 3: Alternative Chicken Island Project Design

Detailed, quantitative analyses of each category of potential environmental impact for each alternative are not presented; rather, the analysis identifies the relevant relative differences in potential environmental impacts compared to the Proposed Action. For potential environmental impacts anticipated to be materially different from that of the Proposed Project, a more detailed analysis is provided. **Table S-22**, also located at the end of this chapter, provides a summary of the potential environmental impacts of each alternative and of the Proposed Project.

### F.1. NO ACTION ALTERNATIVE

SEQRA requires the potential environmental impacts of not approving the Proposed Action to be compared to the impacts of the Proposed Action. As required by the adopted Scoping Document, the “No Action” alternative is the proposed Zoning Amendments not being adopted and the Proposed Project not being constructed.

It is important to note that this alternative does not meet the Applicant’s goals, objectives and needs and therefore would not be pursued by the Applicant. Not redeveloping the Chicken Island Site would also be inconsistent with the City’s objectives inasmuch as the City sold the Chicken Island Site to the Applicant for the purpose of redeveloping this long underutilized parcel.

The environmental impacts of this alternative would be largely the same as the impacts identified in the “Future without the Proposed Project” sections of the various chapters of this DEIS.

### F.2. DEVELOPMENT UNDER EXISTING ZONING

The “Existing Zoning Alternative” analyzes the potential environmental impacts if the proposed Zoning Amendments are not adopted, and the Project Sites are redeveloped pursuant to their current zoning. It is noted that development under the existing zoning does not meet the Applicant’s design or programmatic goals for the Project Sites.

As would be the case with the Proposed Project, development of the Project Sites under the existing zoning would occur over a period of approximately 10 years, with development occurring in several overlapping phases. In total, the Project Sites could be developed with approximately 2,883 residential rental units, 92,115 square feet of active, street-level commercial uses (i.e., retail and restaurant uses), 39,216 square feet of commercial office uses, and 4,159 parking spaces. As shown in **Table S-23**, this is approximately 723 (20 percent) fewer residential units than the Proposed Project, a similar amount of active, street-level commercial uses, 9,216 square feet more commercial office space than the Proposed Project, and approximately 255 (seven percent) fewer parking

spaces. As described below, while the Chicken Island Site actually yields slightly more residential units under the current zoning than in the Proposed Project, the number of units at the Teutonia Site and the North Broadway Site would be cut approximately in half. At the Chicken Island Site, the number of parking spaces required would increase by 47 percent, 1,023 spaces, from the Proposed Project owing to the higher parking ratio for multifamily dwellings in the existing zoning (see **Table S-23**).

**Table S-23**  
**Existing Zoning Alternative**

		Total Dwelling Units	Affordable Dwelling Units	Retail (sf)	Office (sf)	Parking Required	Parking Provided
Teutonia	Proposed Project	906	45 to 91	10,000	0	940	956
	Existing Zoning Alternative	460	23 to 46	12,432	0	501	517
	Delta	-446	-22 to -45	2,432	0	-439	-439
	Delta	-49%		24%		-47%	-46%
Chicken Island	Proposed Project	2,000	100 to 200	70,000	17,000	2,174	2,180
	Existing Zoning Alternative	2,026	101 to 203	69,983	28,925	3,197	3,200
	Delta	26	1 to 3	-17	11,925	1,023	1,020
	Delta	1%		0%	70%	47%	47%
North Broadway	Proposed Project	650	33 to 65	15,000	13,000	726	768
	Existing Zoning Alternative	347	17 to 35	9,700	10,291	400	442
	Delta	-303	- 16 to -30	-5,300	-2,709	-326	-326
	Delta	-47%		-35%	-21%	-45%	-42%
All Project Sites	Proposed Project	3,556	178 to 356	95,000	30,000	3,840	3,909
	Existing Zoning Alternative	2,833	142 to 283	92,115	39,216	4,098	4,159
	Delta	-723	-36 to -73	-2,885	9,216	258	255
	Delta	-20%		-3%	31%	7%	7%

**Source:** S9 Architecture

**F.3. ALTERNATIVE CHICKEN ISLAND DESIGN**

The City has indicated that it is assessing whether and under what conditions private redevelopment of the 87 Nepperhan Avenue property might be undertaken. At this time, the City’s concepts for future use of the property are not sufficiently advanced for the Applicant to develop an alternative Chicken Island Project design that includes redevelopment of 87 Nepperhan.

**F.4. ENVIRONMENTAL MITIGATION ALTERNATIVE**

It is the Applicant’s opinion, based on the analyses presented in this DEIS, that the Proposed Project would not result in any significant adverse impacts that could not be mitigated. Therefore, an environmental mitigation alternative was not prepared.

Should the Lead Agency determine that the Proposed Project would potentially result in a significant adverse impact that can be, but is not, mitigated, the Lead Agency may require that an alternative that mitigates that impact be prepared.

**Table S-21  
Proposed Mitigation**

<b>Chapter/Impact Category</b>	<b>Proposed Mitigation</b>	<b>Responsible Entity/Agency</b>
2 / Land Use and Zoning	The Proposed Project would not result in significant adverse effects with respect to land use, zoning and/or public policy. Therefore, no mitigation measures are required.	
2 / Public Policy: New York State Coastal Management Program – Local Waterfront Revitalization Plan/Policy #7	The Teutonia Project incorporates bird-safe glass, limited indoor and outdoor lighting, and flashing white rooftop obstruction lighting to reduce the potential for bird collision.	City of Yonkers Planning Board
3 / Visual and Community Character: Community Character and Visual Resources	The Proposed Project would not result in a significant adverse visual impact; No mitigation measures are required.	
3 / Visual and Community Character: Shadows	Shadows generated by the Chicken Island Project could potentially result in an adverse impact, which cannot be mitigated by any reasonable measure, on the stained-glass windows of the Mt. Carmel Baptist Church, a State and National Register (S/NR)-eligible complex at 175 Nepperhan Avenue. This stained-glass window could be completely obscured by incremental shadow in the late afternoons of the spring summer and fall for up to an hour and 15 minutes, and partially obscured for over two hours in some months. However, this resource would also receive shadows if the Chicken Island Site were developed under the existing zoning.	If necessary, Coordination with the NYS OPRHP
3 / Visual and Community Character: Wind	Landscaping, wind screens, and canopies would be used to mitigate wind speeds within the vicinity of the Chicken Island Project and North Broadway Project. Recessing the Teutonia Project’s north residential entrance and the affected entrances for the Chicken Island Project and North Broadway Project by at least five feet would result in wind speeds comfortable for the intended use. Mitigation options to achieve lower wind speeds at localized areas on the Teutonia Project terraces include the addition of trellises, wind screens, or landscaping.	City of Yonkers Planning Board (Site Plan Review)
4 / Cultural Resources: Archaeological Resources	The Proposed Project would not result in significant adverse impacts to archeological resources; therefore, no mitigation measures are required.	

**Table S-21 (cont'd)  
Proposed Mitigation**

<p>4 / Cultural Resources: Historic Resources</p>	<p>Teutonia Site: There are currently no historic resources on the vacant Teutonia Site. However, the Teutonia Site was previously developed with several buildings including the former S/NR-eligible Teutonia Hall that was demolished in 2014–2015 by the previous owner. In its 2011 review of a prior redevelopment proposal for the Teutonia Site that was subsequently approved by the City Planning Board, New York State Office of Parks, Recreation and Historic Preservation (OPRHP) identified the demolition of Teutonia Hall as an “adverse impact/effect” of that project. The City Planning Board’s 2012 SEQRA Findings Statement for the project required the applicant of that project to dismantle, store, and incorporate the Teutonia Hall façade into a two-story parking garage to be built as part of that project. The Buena Vista Avenue façade of the former Teutonia Hall was dismantled, palletized, inventoried, and moved off site to a storage facility. Although Teutonia Hall was demolished by an unrelated prior owner of the Teutonia Hall Site, the Applicant would consult with OPRHP and the City regarding the inclusion of certain of the façade elements of Teutonia Hall into the Teutonia Project as partial mitigation for the prior demolition. Chicken Island Site: Mt. Carmel Baptist Church at 175 Nepperhan Avenue is in proximity to the Chicken Island Site. A Construction Protection Plan (CPP) would be developed and implemented by the Applicant to avoid inadvertent construction-related impacts. North Broadway Site: Six lots of the North Broadway Project are within the Yonkers Downtown Historic District. Two of the lots—50 North Broadway (Tax Lot 67) and 28 North Broadway (Tax Lot 56)—are identified by OPRHP as contributing to the significance of the historic district but are proposed to be demolished. Demolition of these S/NR-eligible contributing properties would constitute an adverse impact on historic resources under Section 14.09 of the New York State Historic Preservation Act (SHPA). Therefore, the Applicant would prepare an “Alternatives Analysis” to evaluate whether given the objectives of the Proposed Project, there are any feasible and prudent alternatives to demolishing the buildings, and would develop mitigation measures in consultation with OPRHP, which would be set forth in a Letter of Resolution to be executed between the Applicant, OPRHP, and the New York State Department of Environmental Conservation pursuant to Section 14.09 of the SHPA. Anticipated mitigation measures include Historic American Buildings Survey (HABS) documentation of the two properties.</p>	<p>NYS OPRHP City of Yonkers Landmarks Preservation Board City of Yonkers Planning Board</p>
<p>5 / Geology, Soils, and Topography</p>	<p>A Soil Erosion and Sediment Control Plan (SESC) Plan would be implemented to mitigate potential soil erosion impacts during construction (Chapter 15, “Construction,” summarizes the measures that would be implemented). Additional mitigation measures would be implemented in connection with disturbances to soils in areas that are subject to State Brownfield Cleanup Program requirements (see Chapter 14, “Hazardous Materials”). With the implementation of these measures, no significant adverse impacts to geology, soils, or topography are anticipated as a result of the Proposed Project.</p>	<p>NYSDEC City of Yonkers Planning Board City of Yonkers Department of Engineering</p>
<p>6 / Socioeconomic, Fiscal Impacts, and Environmental Justice</p>	<p>The Proposed Project’s residential socioeconomic and market influence mirrors ongoing trends toward higher rents and incomes, possibly contributing to displacement pressures. The project would provide the City’s required affordable housing and/or contribution toward provision of affordable housing. As there would not be disproportionate significant adverse effects on minority or low-income populations, no environmental justice concerns associated with the Proposed Project, and no mitigation measures are required.</p>	<p>Municipal Housing Authority for the City of Yonkers</p>

**Table S-21 (cont'd)  
Proposed Mitigation**

7 / Community Facilities: Financial Costs of City Services	Proposed Project would not result in a significant adverse impact; No mitigation measures are required.	
7 / Community Facilities: Police Protection	Proposed Project would not result in a significant adverse visual; No mitigation measures are required.	
7 / Community Facilities: Fire Protection	Proposed Project would not result in a significant adverse impact; No mitigation measures are required.	
7 / Community Facilities: Emergency Medical Services	Proposed Project would not result in a significant adverse impact; No mitigation measures are required.	
7 / Community Facilities: Public Schools	Proposed Project would not result in a significant adverse impact; No mitigation measures are required.	
7 / Community Facilities: Parks, Recreation, and Open Space	Proposed Project would not result in a significant adverse impact; No mitigation measures are required.	
7 / Community Facilities: Solid Waste and Recycling	Proposed Project would not result in a significant adverse impact; No mitigation measures are required.	
8 / Infrastructure and Utilities: Water Supply	<p>Teutonia Site: Extend the existing 12-inch water main starting at the intersection of Prospect Street and Hawthorne Avenue to the Teutonia Site.</p> <p>Chicken Island Site: Upgrade the water main in James Street, currently a 6-inch ductile iron pipe (DIP), to an 8-inch DIP to complete the overall water service loop that is proposed to be constructed as part of the Chicken Island Project. This upgrade would include the construction of a new 12-inch water main.</p> <p>North Broadway Site: Install approximately 2,000 linear feet of new water main in Locust Hill Avenue from Ashburton Avenue to Palisade Avenue.</p>	<p>City of Yonkers Department of Engineering, Water, Public Works City of Yonkers Planning Board</p>

**Table S-21 (cont'd)  
Proposed Mitigation**

<p>8 / Infrastructure and Utilities: Sanitary Sewer</p>	<p>Mitigation measures to address capacity constraints and pipe conditions are anticipated to include replacement and/or upsizing of portions of the combined sewer within Buena Vista Avenue, Locust Hill Avenue, Baldwin Place, James Street, John Street, and New School Street. In order to confirm this and appropriately size any new, larger, pipes that may be required, a video inspection and flow monitoring program of the surrounding collection sewers was developed with the City's Engineering Department and is currently underway. This program will also assist the City in identifying the location and extent of existing sewer pipes that could be relined as part of the Applicant's overall mitigation program. To mitigate the increased sanitary sewer flow from the Proposed Project, the Applicant will separate stormwater runoff from the combined sewer system where practical. The entirety of the stormwater runoff from the Chicken Island Site and from some of the surrounding roadways will be separated from the combined sewer system and would be conveyed to the nearby Saw Mill River, reducing approximately 1.5 acres of drainage area runoff from the combined sewer. For the stormwater flow that would still be connected to the combined sewer system, the detention provided for on-site runoff will provide a measured reduction to overall flows reaching the combined sewer. To further mitigate the increased flow, additional I&amp;I mitigation would be provided at a three-to-one ratio, in accordance with Westchester County policy. This would be accomplished by a combination of relining lengths of existing sewers as directed by the City and payment to the City of a fee in lieu in the amount of the cost of any required I&amp;I work not performed by the Applicant, for implementation by the City of other City-wide improvements.</p>	<p>City of Yonkers Planning Board, Department of Engineering</p>
<p>9 / Stormwater Management</p>	<p>Permanent measures to mitigate impacts to downstream flooding conditions include a detention system at the Teutonia Site, manufactured treatment devices and detention systems at the Chicken Island Site, and a manufactured treatment device and detention system at the North Broadway Site.</p>	<p>City of Yonkers Planning Board, Department of Engineering</p>
<p>10 / Energy Usage</p>	<p>The Proposed Project incorporates energy reducing design features that would reduce long-term operational energy use. The Proposed Project would not result in significant adverse impacts. Therefore, no mitigation measures are required.</p>	
<p>11 / Traffic and Transportation</p>	<p>Mitigation measures to address potential traffic impacts are summarized in Table 11-16 in Chapter 11. As to parking, the Proposed Project would not result in a significant adverse impact (the Proposed Project provides sufficient parking to replace lost on- and off-street parking at the Chicken Island and North Broadway Sites) and thus no additional mitigation measures are required.</p>	<p>City of Yonkers Planning Board, Department of Engineering New York State Department of Transportation – Region 8</p>
<p>12 / Air Quality</p>	<p>The Proposed Project would not result in potential significant adverse air quality impacts from stationary sources. Traffic generated by the Proposed Project does not exceed NYSDOT's screening criteria, indicating no significant adverse air quality impact from project-generated traffic. Therefore, no mitigation measures are required. Nevertheless, Project design incorporates restrictions on exhaust stack placement to locate them away from potential receptors.</p>	
<p>13 / Noise</p>	<p>The Proposed Project would not result in a significant adverse impact from noise. Therefore, no mitigation measures are required.</p>	
<p>14 / Hazardous Materials</p>	<p>Although the potential for subsurface contamination has been identified in some areas of the Teutonia and Chicken Island Sites, the Proposed Project is not anticipated to result in significant adverse hazardous materials impacts.</p>	<p>NYS DEC City of Yonkers Planning Board</p>

**Table S-21 (cont'd)  
Proposed Mitigation**

15 / Construction	The applicant would prepare a detailed Construction Management Plan (CMP), which would establish construction management protocols and measures to mitigate potential adverse impacts. A Soil Erosion and Sediment Control Plan (SESC) would be implemented to avoid and mitigate potential impacts associated with the off-site migration of sediment during construction. Excavation side walls would be adequately braced to mitigate potential steep slope issues during construction and steep slopes remaining following construction would be secured with structural methods or would be properly stabilized. Measures would be taken during construction to avoid, minimize, and mitigate potential adverse impacts from subsurface environmental conditions on the Teutonia and Chicken Island Sites (see Chapter 14, "Hazardous Materials") and mitigation measures on the Teutonia Site include a vapor barrier and passive sub-slab depressurization system.	City of Yonkers Planning Board, Department of Engineering
16 / Sustainability	The Proposed Project includes sustainability measures that exceed the requirements of the Yonkers Green Development Standards.	

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