

A. INTRODUCTION

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 Draft Environmental Impact Statement (“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 ten 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:
 - 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.
 - 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.

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- 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 New York State Environmental Quality Review Act (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**).

The purpose of the DEIS is to assess the potential environmental impacts of the Proposed Action. The DEIS has been prepared in accordance with SEQRA and its implementing regulations and includes all elements required by 6 NYCRR 617.9(b).

B. DESCRIPTION OF THE 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 Commuter Railroad (“MNR”) Yonkers Train Station. **Table 1-1** 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 1-1
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
Note: 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 Appendix A-2 .		

B.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 Trolley Lofts building is a mix of residential and commercial uses immediately to the north of and adjacent to the Teutonia Site. Northeast of (and across the street from) the Teutonia Site is a six-story office building and the City’s Buena Vista Public Garage is at the corner of Buena Vista Avenue and Hudson Street. Across the street to the east of the Site is a parking lot, a vacant lot, and a row of three-story single- and multi-family houses, some of which are vacant. The Queens Daughters Day Nursery is immediately to the south of and adjacent to the Teutonia Site. The western side of the 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 and along the Hudson River shoreline.

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**). Principal permitted uses in the D-MX District include apartments houses, live-work buildings, banks, indoor commercial recreation

facilities, health clubs, food and beverage stores, restaurants, office, movie theaters, and personal service establishments. Uses in the D-MX District subject to special use requirements include private recreational clubs and community centers, and supermarkets. Accessory uses permitted in the D-MX District include home occupations, swimming pools, exercise facilities, outdoor dining areas, signs, car sharing parking and several types of private and semipublic garages. Tables 43-6 and 43-7 of the Zoning Ordinance present the list of uses permitted in the D-MX District (see **Appendix A-3**).

Adjacent to the Teutonia Site to the north and east are properties in the D-MX District. To the south of the Teutonia Site are the UR-LD Low Density Urban Residential and the UR-MD Medium Density Urban Residential Zoning Districts. See Chapter 2, “Land Use, Zoning, and Public Policy,” for a discussion of the various uses permitted in these zoning districts.

The Teutonia Site’s only access is via Buena Vista Avenue, a two-way City street. As the Teutonia Site is currently undeveloped, there are no formalized driveways or curb cuts on the Site.

B.1.b. The Chicken Island Site

The Chicken Island Site is approximately 5.25 acres, approximately ½ mile from the Yonkers Metro-North Commuter Railroad 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 sf of retail, restaurant and other commercial space; approximately 100,000 sf 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. Portions of Main Street, Warburton Avenue, and North and South Broadway in the vicinity of the Chicken Island Site are developed with mixed-use commercial uses (ground floor retail and upper floor residences and offices).

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**).

The privately owned John Street currently bisects the Palisade Avenue Parcel. As described above, the southern portion of this parcel is improved with a 287-space surface parking lot (the Getty Square Lot), which is accessed from only one point, along the privately owned extension of Henry Herz Street. The northern half of the Palisade Avenue Parcel contains a 77-space surface parking lot (the Engine Place Lot), accessed from James Street via two driveways, and a grassy, undeveloped area fronting Palisade Avenue. The grassy area of the Palisade Avenue Parcel and the entirety of the New School Parcel have been remediated under the BCP (see Chapter 14, “Hazardous Materials”). The New School Street Parcel has frontage along New School Street and John Street. While undeveloped, there is a curb cut along the parcel’s John Street frontage, near the Saw Mill River. The curb cut, as well as the balance of the parcel, is secured with a chain link fence preventing access.

B.1.c. The North Broadway Site

The North Broadway Site is approximately 2.13 acres, approximately 1/3 mile from the Yonkers Metro-North Commuter Railroad Station and on the northern edge of the City’s downtown business district. The North Broadway Site includes 13 complete tax parcels and a portion of a 14th lot; five parcels front onto North Broadway, five along Overlook Terrace, and three on Baldwin Place (see **Table 1-1**, **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 North Broadway Site has two localized high points along Baldwin Place (elevation 120 feet above mean sea level) and Overlook Terrace (elevation 104 feet above mean sea level). The North Broadway Site slopes downward from these points in all directions. The lots south of the high point in Overlook Terrace are lower, at elevation 100 feet above mean sea level and slope down towards the back of the buildings developed along North Broadway. The slopes behind the buildings 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.

North Broadway, in the vicinity of the North Broadway Site, is a one-way northbound street with parking permitted on both sides of the street. The Project Site parcels fronting North Broadway do not have driveways or off-street parking and the buildings occupy the entire frontage. The parcels fronting Overlook Terrace and Baldwin Place are accessed from those roads, which in turn are accessed from Locust Hill Avenue. Both Overlook Terrace and Baldwin Place serve only the residents along those streets, as neither street connects to North Broadway.

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 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 NYSERDA’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.

Lighting fixtures and efficient lighting products would meet the ENERGY STAR standards and would be qualified LEDs where applicable. The Proposed Project would follow the ENERGY STAR Multifamily High Rise program guidelines, which require 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. Lighting controls would comply with the 2020 Energy Conservation Code of New York State (which adopts the 2018 International Energy Conservation Code with amendments). Emergency signage and exit signs would meet or

exceed LED efficiency levels and conform to local building codes. Emergency lighting above egress doors and in the path of egress would be circuited to emergency lighting panels backed up by an emergency generator. The outdoor lighting would be designed to minimize light trespass from the Project Sites and minimize impact on nocturnal environments. Exterior fixtures would be ENERGY STAR qualified or LEDs and would be full cut-off “Dark Sky” approved fixtures. Apartment units would be individually utility metered or sub-metered to allow tenants to track their energy usage, as required by the Yonkers Green Development Standards.

Additional energy savings measures would be explored as building design progresses during site plan review.

Solid waste at each of the Project Sites would be collected by 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.

The sections below describe 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)¹ and approximately 10,000 sf of active street-level commercial uses (e.g., retail, restaurant, personal service). The lower six stories of the building would comprise a podium, which would serve as a parking facility for residents with approximately 956 parking spaces (see **Table 1-2**). 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 (see also Chapter 11, “Traffic and Transportation”). 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**.

¹ 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 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.

**Table 1-2
Teutonia Project**

	Teutonia Stage 1	Teutonia Stage 2	Teutonia Project Total
Residential Units	510	396	906
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
Commercial / Retail	5,000 sf	5,000 sf	10,000 sf
Parking Provided	556	400	956
<i>Required</i>	527	413	940
Residential (1 per unit)	510	396	906
Commercial (varies; assume 1 per 300 sf)	17	17	34

Note: 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 an active streetfront. Approximately 10,000 sf of retail space would be included, which could be utilized for restaurant, retail, or other commercial purposes, which are 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 first floor of each tower (i.e., the seventh floor) is anticipated to be an amenity floor for project residents, while floors 8 through 40 are anticipated to have residential units. The 41st floor of each tower is anticipated to contain additional residential amenities. In the north tower, the upper-floor residential amenity level would include an open-air amenity terrace on the west side of the tower. The proposed residential towers would be constructed to provide at least 28 dBA² façade noise attenuation to ensure interior noise levels are below 45 dBA, which

² dBA is the “A”-Weighted sound level and is the descriptor of noise levels most often used for community noise. See Chapter 13, “Noise,” for additional detail.

is considered acceptable for residential use. On the top of the podium, the Applicant intends to construct an outdoor pool and common amenity terrace. The Applicant also intends to utilize portions of the roof of the podium for private amenity terraces that would be attached to, and accessed from, residential units. These terraces would likely be located on each side of the tower.

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),³ approximately 70,000 sf of street-level commercial uses (e.g., retail, restaurant, personal service), approximately 17,000 sf 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 1-3** summarizes the Chicken Island Project program, which is described in more detail below.

³ 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 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.

**Table 1-3
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
Residential Tower Height	38 stories	23 stories	38 stories	23 stories	26 stories	
Residential Units	650	425	425	250	250	2,000
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>
Commercial / Retail	39,000 sf	10,000 sf	10,000 sf (remove 4,000 sf)	10,000 sf	5,000 sf	70,000 sf
Commercial Office	17,000 sf	-	-	-	-	17,000 sf
Parking Provided	903	403	604	-	270	2,180
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
Parking Required						
Running Total Required	814	1,272	1,717	2,000^^	2,267^^	2,267
<i>Required for Stage</i>	<i>814</i>	<i>458</i>	<i>445</i>	<i>283</i>	<i>267</i>	<i>2,267</i>
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
Notes:						
* 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 Appendix L-6 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**).

As described below, 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.

The Chicken Island Project is anticipated to be constructed in five stages. As described below, it is anticipated that Chicken Island Stage 1 would be constructed during Phase 1 of the Proposed Project, while Chicken Island Stages 2 and 3 would be constructed during Phase 4 of the Proposed Project and Chicken Island Stages 4 and 5 would be constructed during Phase 5 of the Proposed Project. As with the Teutonia Project, the proposed residential towers at Chicken Island 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.

B.2.b.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” would be constructed between John Street and Palisade Avenue (see **Figure 1-17**). Building 1 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 1-18, 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. 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**).

Set back approximately 15 feet from the podium along Palisade Avenue would be the upper levels of Building 1 (see **Figure 1-26**). To the west of Centre Street, closer to James Street, the building would rise in a stepped fashion to approximately nine stories. 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**). On the east side of Centre Street, a 38-story residential tower would rise, adjacent to the firehouse (see **Figure 1-27**). In addition to the 10th floor residential amenity space and pool above Centre Street, there would be a “sky lounge” at the top of this tower providing panoramic views.

As described above, the Palisade Avenue, James Street, and Centre Street frontages would be built out with commercial retail uses accessed directly from street level (see **Figure 1-28**). The western portion of Building 1 would feature a residential lobby, with primary pedestrian access from

Centre Street. The lobby would open into a double height residential amenity space within the interior of the building (see **Figure 1-29**). A secondary pedestrian entrance would be located on Palisade Avenue. Direct pedestrian access to the eastern residential units would be provided via a small entryway on Centre Street; these units would also be accessible from the residential lobby.

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. Attendants would queue cars in this location and then drive them around the block (Centre Street to Palisade Avenue, to New School Street, to John Street) and enter the parking garage from John Street. Upon leaving, residents would meet their cars in the lower parking levels and exit the garage at John Street. 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.

B.2.b.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.

B.2.b.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. Vehicles would be retrieved inside the garage. Vehicular entry to the garage, for valet and self-park patrons, would be on Centre Street. Valet users would also exit onto Centre Street, while self-park residents would exit on New School Street. Loading for Building 3 would be accommodated on New School Street (see **Figure 1-42**).

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

B.2.b.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. Residents dropping off their car would use the valet drop off at the corner of Ann, Centre, and James Streets, and enter the residential lobby off the pedestrian courtyard (see **Figure 1-49**). 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.

B.2.b.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**). Building 5 would also visually complement Buildings 2 and 3, as shown in **Figure 1-57**.

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)⁴ 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 1-4**). 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**).

**Table 1-4
North Broadway Project**

	North Broadway Stage 1	North Broadway Stage 2	North Broadway Project Total
Residential Units	300	350	650
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>
Commercial / Retail	15,000 sf	0	15,000 sf
Commercial Office	13,000 sf	0	13,000 sf
Parking Provided	575	193	768
<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
Note: 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

⁴ 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 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.

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. The proposed residential towers 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.

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 1-5** and **Figure 1-73**). Each phase would consist of seven subphases and would overlap with the subsequent phase. 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 1-5
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

Phase 1 would include the construction of the northern podium and tower at the Teutonia Site as well as the Stage 1 of the Chicken Island Project, including its roadways and infrastructure. A total of 1,160 residential units, including between 58 and 116 on-site affordable units, 44,000 sf of commercial retail space, and 17,000 sf of commercial office space would be constructed during this phase (see **Table 1-6**).

**Table 1-6
Project Program by Phase**

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

Phase 2 of the Proposed Project would include the construction of the North Broadway retail components, public staircase, southern residential tower, and parking garage. This would include 300 residential units, including between 15 and 30 on-site affordable units, 15,000 sf of commercial retail space, and 13,000 sf of office space.

Phase 3 of the Proposed Project would include construction of the southern podium and residential tower at the Teutonia Site and the northern residential tower at the North Broadway Site. A total of 746 residential units and 5,000 sf of commercial retail space would be constructed during this phase.

Phase 4 would include Stage 2 and Stage 3 of the Chicken Island Project. A total of 850 residential units, including between 43 and 85 on-site affordable units, and 16,000 sf of commercial retail space would be constructed during this phase.

Phase 5 would include the construction of Stage 4 and Stage 5 of the Chicken Island Project. This phase would include the construction of 500 residential units, including between 25 and 50 on-site affordable units, and 15,000 sf of commercial retail space.

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 parcels 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.

B.3.a. 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.

In the Applicant's opinion, the proposed changes to building heights would support the City's overall goals to increase the density of mixed-use development proximate to the Yonkers Train Station and increase population in the downtown to further activate the streetscape. 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."

B.3.b. 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. However, if adopted, the revised parking requirements would apply to all new residential development within the D-MX district within ½ mile of the Yonkers MNR station. Additional detail on potential offsite impacts is described in Section B.3.f of this chapter. 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.

The proposed changes to parking requirements would recognize the reduced parking demand for residential units that are located within downtown Yonkers and that are within walking distance of the train station and other downtown amenities, including shopping and dining. Reducing parking requirements within proximity to the Yonkers Train Station would also reduce reliance on private

automobiles and encourage residents to walk to local destinations and use existing public transit services. Chapter 11, “Traffic and Transportation,” of this DEIS analyzes the appropriateness of this reduced parking ratio.

B.3.c. Proposed Amendments to Tower Footprint Size

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

- 12,000 sf 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 sf in two towers on a lot 1 acre or greater which is located within 1/8-mile walking distance to the Yonkers Train Station over public street sidewalks.
 - Maximum tower footprint is 13,000 sf and maximum aggregate tower footprint is 26,000 sf 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 sf and maximum aggregate tower footprint (A) is 80,000 sf up to 250 feet in height, and (B) 28,000 sf 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. See Chapter 17, “Alternatives,” for a discussion of a potential development scenario of the Chicken Island Site under the current zoning.

B.3.d. 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.

B.3.e. Conformance with Other Zoning Requirements

Except for the regulations proposed to be amended, the Proposed Project would conform with all other applicable existing dimensional and use requirements of the Zoning Ordinance. Consistent with requirements of the D-MX District, the Proposed Project would include ground-floor commercial uses to activate the street-level environment and would promote pedestrian-oriented commercial corridors along “key streets” as identified in the Zoning Ordinance, which includes North Broadway and Palisade Avenue.

B.3.f. Potential Off-Site Impacts

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. These amendments are intended to promote transit-oriented development by encouraging density centered around the existing Yonkers Train Station, while also managing future growth in a manner that is appropriate to the character of the downtown. Permitting the increased height and tower footprint size only on lots of a certain size and in proximity to the Yonkers Train Station would facilitate this managed growth. Upon adoption of the Proposed Zoning Amendments, 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. As discussed and documented more fully in Chapter 11, "Traffic and Transportation," it is the Applicant's opinion that the current parking ratio exceeds the need for downtown apartment buildings located proximate to the train station and also served by other mass transit.

B.4. THE CITY PLAN AMENDMENTS (URBAN RENEWAL PLANS AND DOWNTOWN MASTER PLAN)

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. PROJECT 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 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 other five 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. SUMMARY OF APPROVALS REQUIRED

Table 1-7 identifies Involved and Interested Agencies and the approvals/reviews required for the Proposed Action.

Table 1-7

Involved and Interested Agencies

Involved Agencies	Approval/Review
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/Metro-North Commuter Railroad	Entry permits
NYS HCR/HFA	Potential financial assistance
Interested Agencies	
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 Commission	

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