

**A. EXECUTIVE SUMMARY**

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 Final Environmental Impact Statement (“FEIS”) as the “Chicken Island Site,” and an assemblage of parcels collectively identified in this FEIS 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 84,000 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 3,904 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 Amendments”) and proposes amendments to the City’s Getty Square Urban Renewal Plan, Riverview Urban Renewal Plan, and Downtown Master Plan (the “City Plan Amendments”). As described in Section C below, certain modifications to the Proposed Project have been made by the Applicant in response to comments. Where the context requires, the modified Proposed Project is referred to as the “Revised Proposed Project.” Together, the Revised 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 in this FEIS as the “Revised Proposed Action.”

**A.1. PROCEDURAL CONTEXT**

This document is a Final Environmental Impact Statement (“FEIS”) for the Proposed Action. The FEIS has been prepared pursuant to the New York State Environmental Quality Review Act (“SEQRA,” Article 8 of Environmental Conservation Law) and its implementing regulations (6 NYCRR Part 617). Pursuant to 6 NYCRR Part 617 (specifically §617.9(b)(8)), the purpose of this FEIS is to provide Lead Agency responses to the substantive public and agency comments (both written and verbal) made on the Draft Environmental Impact Statement (“DEIS”) during the public hearings and written comment period. As such, this FEIS addresses all substantive comments made on the DEIS during the public comment period and together with the DEIS, which is incorporated by reference into this FEIS, will serve as the basis for making environmental findings with respect to the Proposed Action.

## A.2. PROCEDURAL HISTORY

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 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 the 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 DEIS Appendix A-1).

A DEIS was prepared by the Applicant pursuant to SEQRA and in accordance with the adopted DEIS Scope. The DEIS analyzed potential environmental impacts from the Proposed Action. The City of Yonkers Planning Board, acting as SEQRA Lead Agency, issued a Notice of Completion for the DEIS on February 9, 2022.

Public hearings on the DEIS were held by the Lead Agency on March 9, 2022 and April 13, 2022. Written comments on the DEIS were accepted from February 9 through April 27, 2022.

## A.3. STRUCTURE OF THE FEIS

Chapter 1 of this FEIS summarizes the main elements of the Proposed Action as set forth in the DEIS and details the modified components of the Revised Proposed Action, including to the Proposed Zoning Amendments.

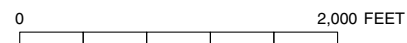
Chapter 2 of this FEIS provides an assessment of potential environmental impacts associated with the modified components of the Revised Proposed Project. This chapter also includes additional environmental analyses, not related to project changes, in the areas of sewer and stormwater infrastructure and construction.

Chapter 3 of this FEIS provides responses to comments received on the DEIS and is organized by sub-chapter according to the structure of the DEIS. Copies of all comments, including the public hearing transcript, are provided in **Appendix A** to this FEIS.







## B. PROJECT SITE DESCRIPTION

The Applicant owns, controls, or has permission to apply to the City for the Proposed Zoning Amendments, proposed City Plan Amendments, and other land use approvals affecting all or a portion of 15 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.

The Teutonia Site and Chicken Island Site are the same as described in the DEIS. The North Broadway Site has been modified, based on public comments. Specifically, tax lots 56 and 57



## Project Sites

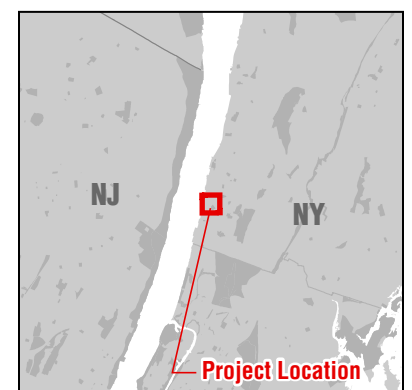
-  *Chicken Island*  
 *North Broadway*  
 *Teutonia*  
 *General Boundary of Downtown Yonkers (Source: Downtown Rezoning Master Plan (2010))*  
 *Half-mile from Yonkers Metro-North Railroad Station*  
 *Quarter-mile from Yonkers Metro-North Railroad Station*



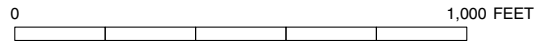
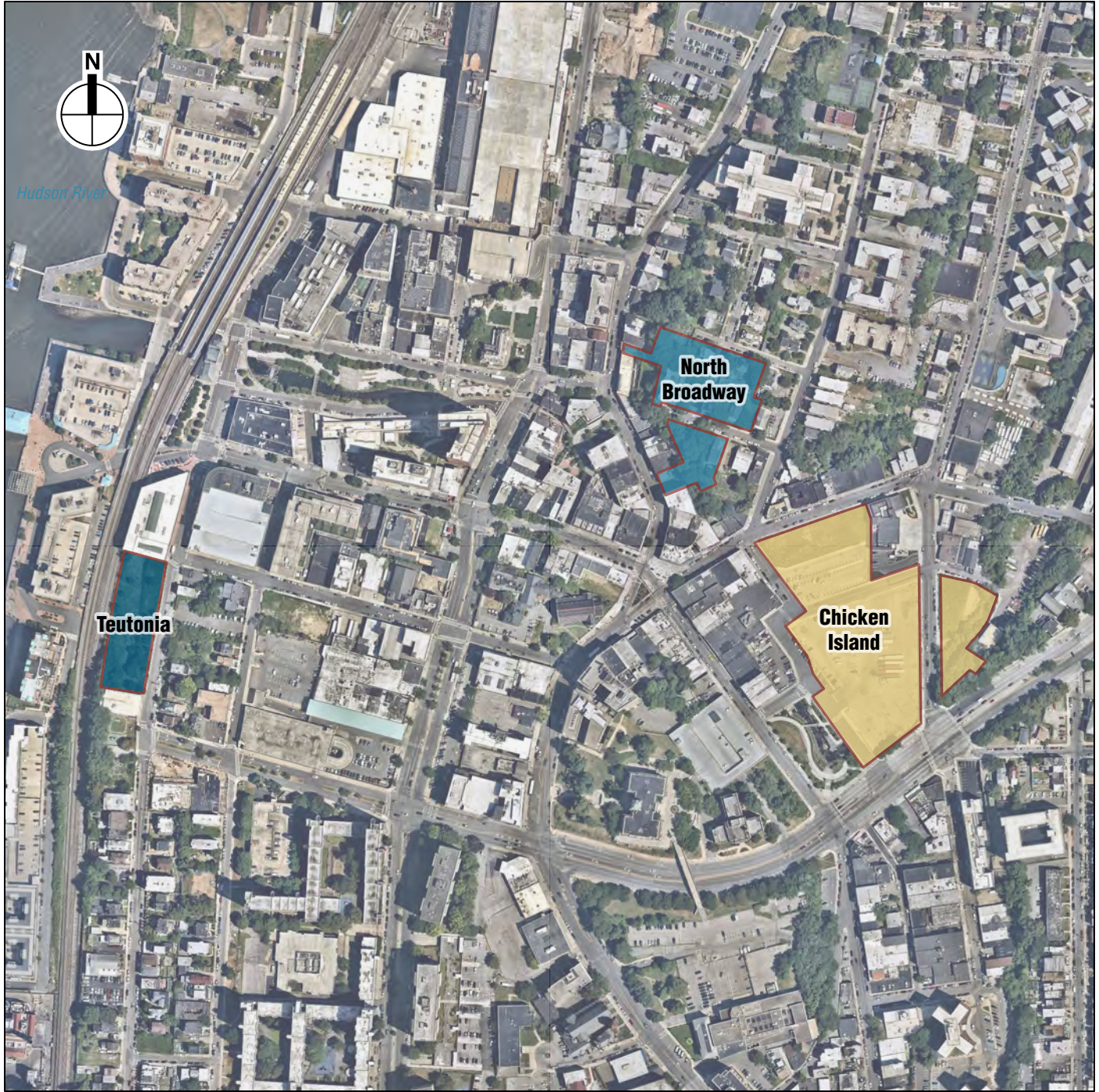
### Project Sites

- Chicken Island
- North Broadway
- Teutonia

- General Boundary of Downtown Yonkers (Source: Downtown Rezoning Master Plan (2010))
- Quarter-mile from Yonkers Metro-North Railroad Station
- Half-mile from Yonkers Metro-North Railroad Station







**Project Sites**

-  *Chicken Island*
-  *North Broadway*
-  *Teutonia*

have been removed from the North Broadway Site. These two lots front on North Broadway and were, in the DEIS, proposed to be improved with a pedestrian staircase and retail building. Based on public comments regarding potential safety concerns with the proposed public staircase, that component of the Proposed Project has been eliminated and the two lots have been removed from the North Broadway Site.

**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
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 DEIS Appendix A-2.		

### B.1. 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**). 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 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 located within the City's D-MX Mixed Use District (the "D-MX District"), which was 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 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 Teutonia Site is in the 66-foot maximum building height sub-area (see **Figure 1-5**).





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**Project Sites**

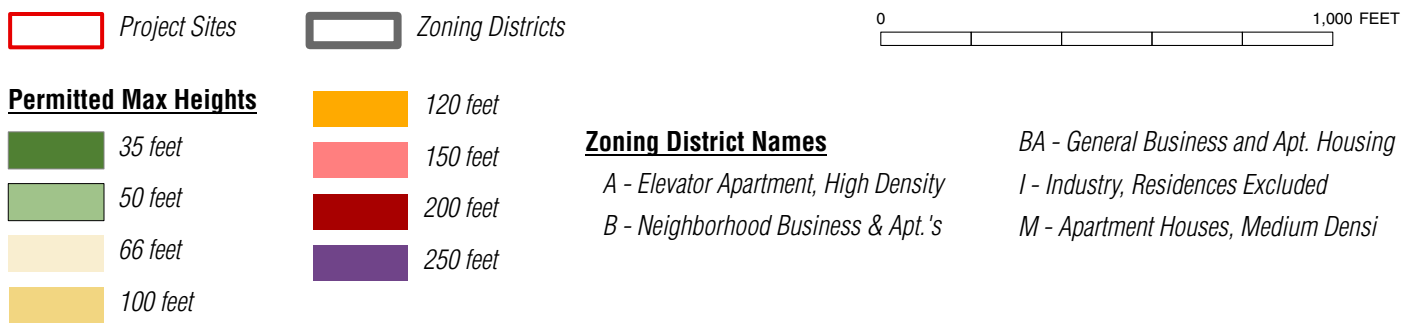
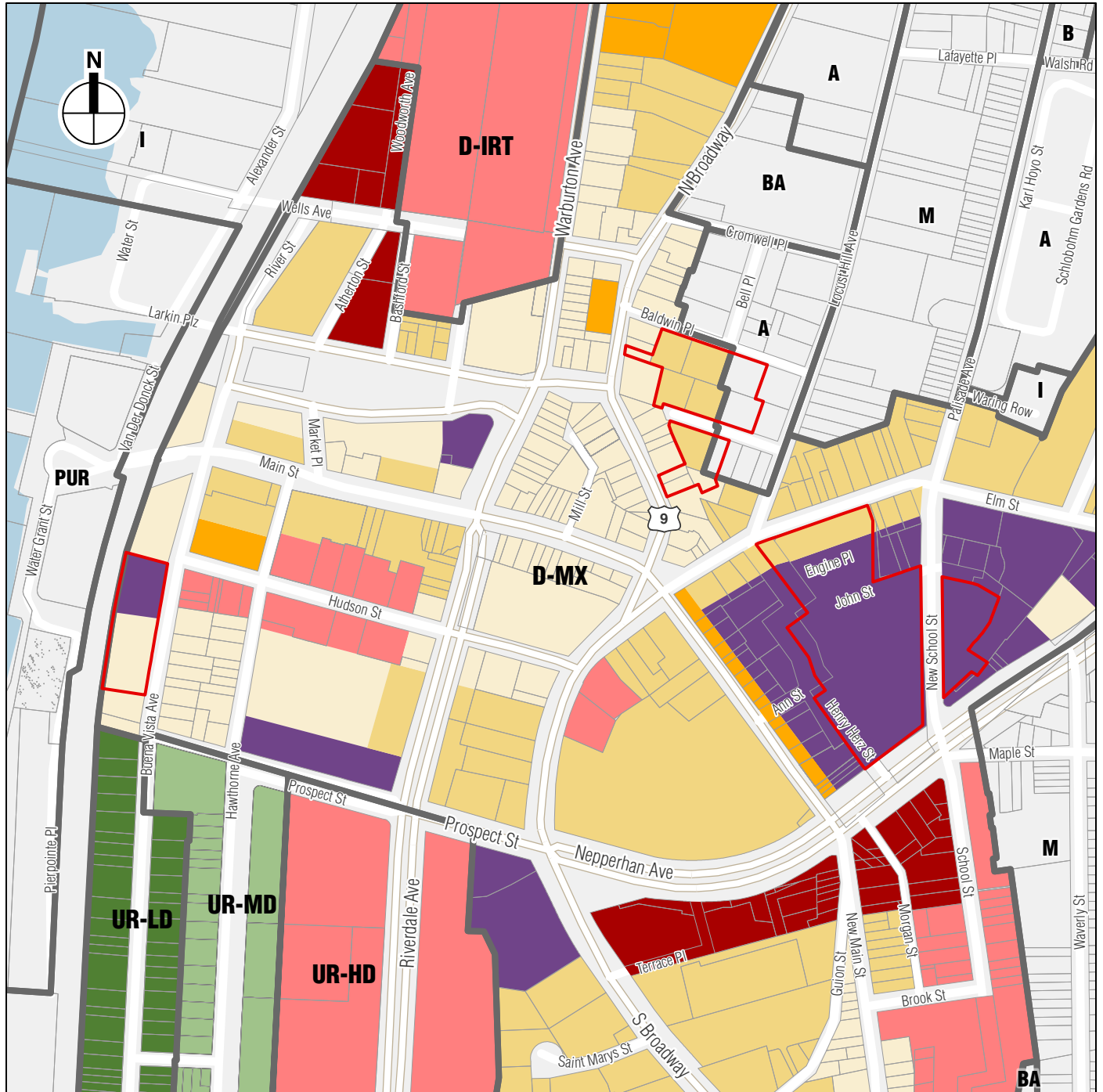


*Teutonia*



*Tax Lots*







## **B.2. THE CHICKEN ISLAND SITE**

The Chicken Island Site is approximately 5.25 acres, approximately ½-mile from the Yonkers Train 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**). 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 a portion of the Palisade Avenue Parcel, travels through the northern portion of this parcel. 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 and is available for general public parking. The “Getty Square Lot” provides 287 surface 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 northeast of this parcel is the recently constructed City fire station.

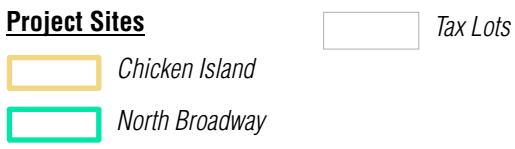
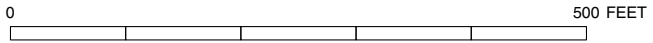
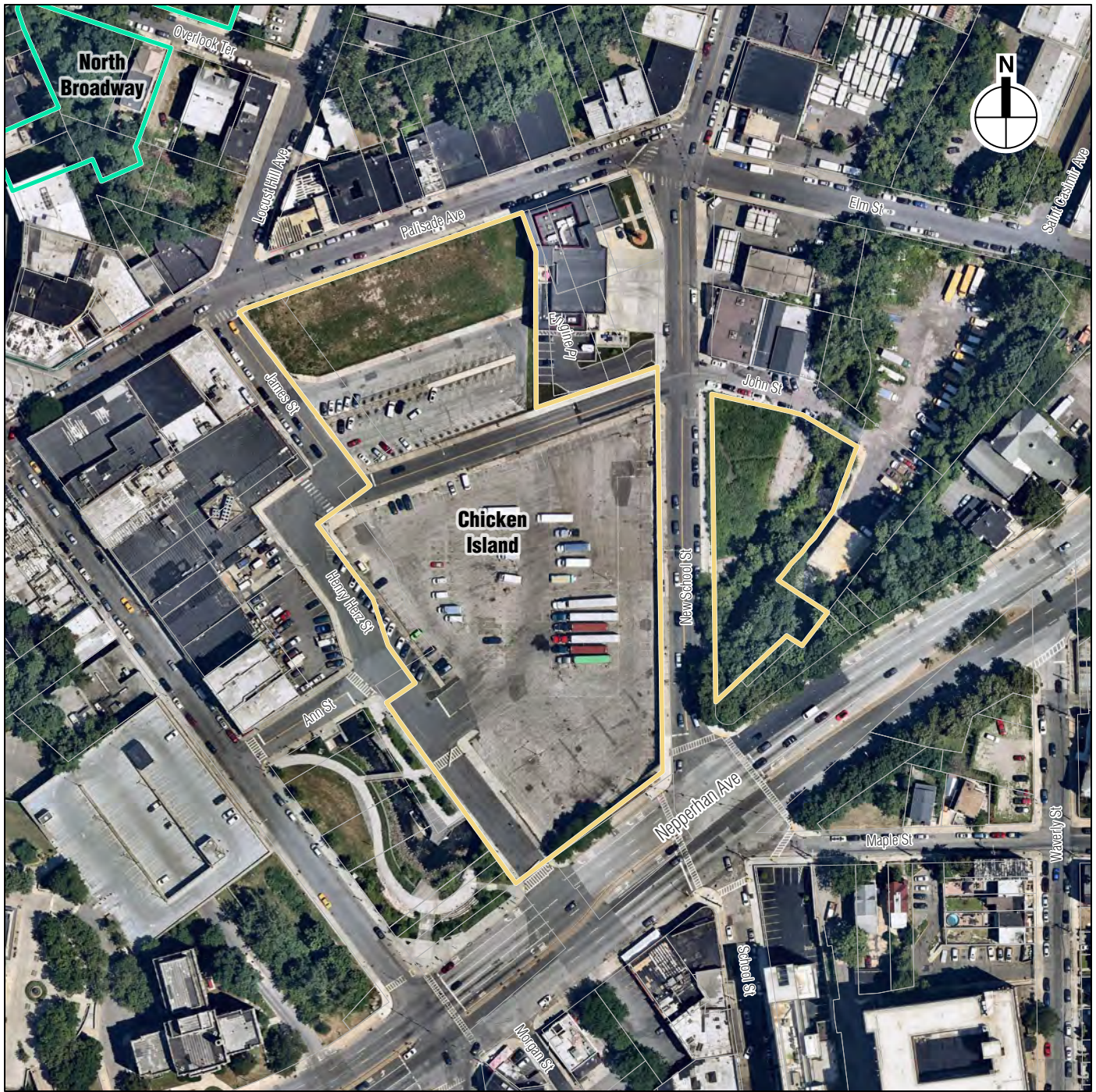
The smaller Chicken Island Site parcel—the New School Street Parcel—is bordered by John Street to the north, an adjacent parcel to the east, Nepperhan Avenue to the south, and New School Street to the west. The New School Street Parcel is vacant and is currently vegetated with shrubs and grass. The Saw 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.

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, see **Figure 1-5**).

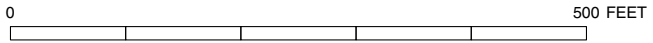
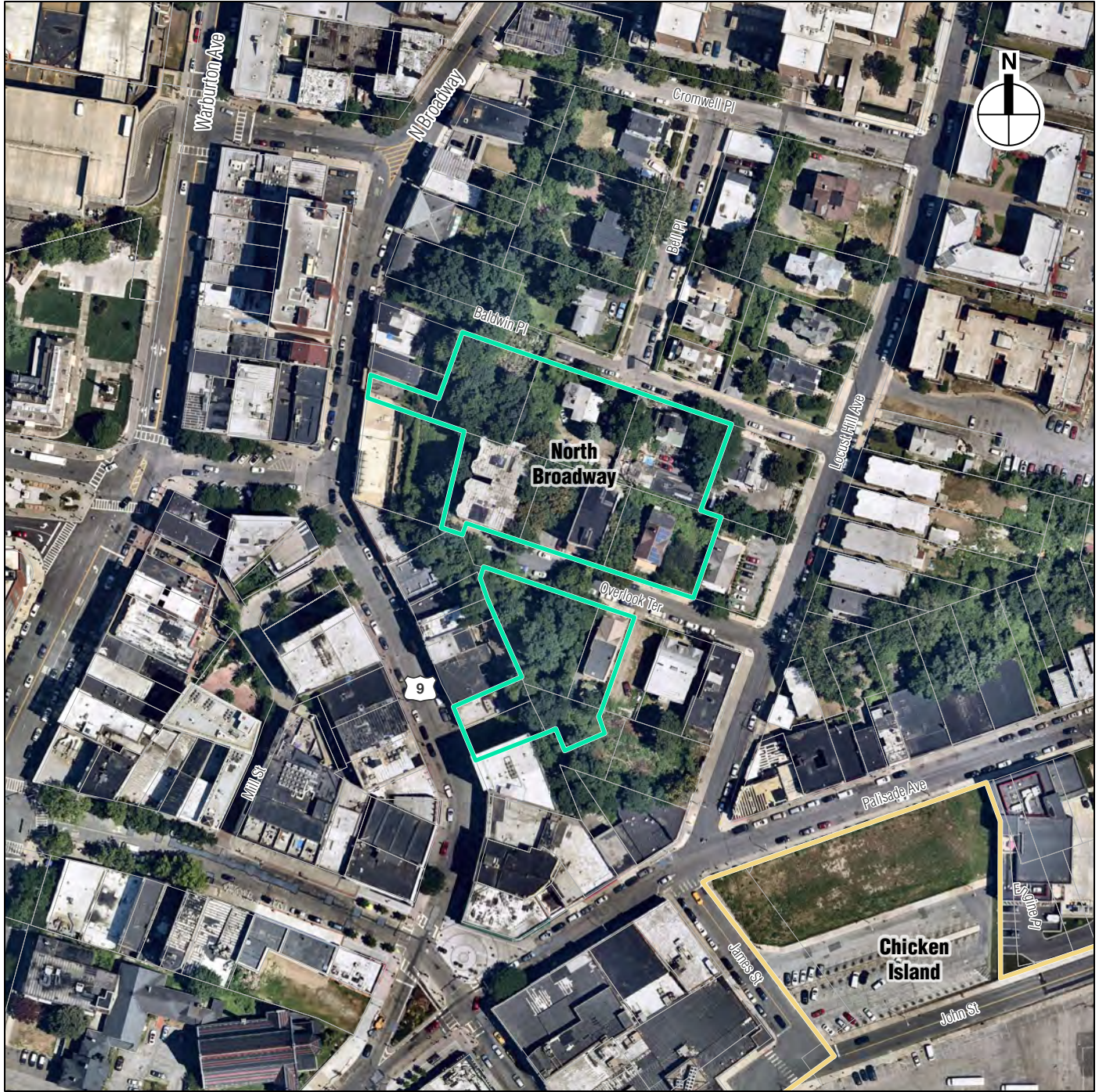
## **B.3. THE NORTH BROADWAY SITE**




The North Broadway Site, as modified in this FEIS, is approximately 1.97 acres, approximately ⅓-mile from the Yonkers Train Station and on the northern edge of the City’s downtown business district. The North Broadway Site includes 11 complete tax lots and a portion of a 12th lot; three lots front onto North Broadway, five along Overlook Terrace, and three on Baldwin Place (see **Table 1-1** and **Figure 1-7**). Nine of the 12 North Broadway Site parcels are developed with one- to three-story 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.

With the exception of Lots 8, 25, and 79 which are within the “A” District, the North Broadway Site is located in the D-MX District (see **Figure 1-5**). The A District (i.e., apartment houses: high density) allows a variety of residential and institutional uses and, unlike the D-MX District that allows almost 100 percent building coverage, generally







- Project Sites**
-  Chicken Island
  -  North Broadway
  -  Tax Lots



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, the maximum height for a multifamily building would be equal to approximately 60 feet. For Lot 79, this would be equal to a maximum height of 45 feet. One of the parcels within the North Broadway Site (Lot 51) is 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”). No lots comprising the North Broadway Site are within this historic district. 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. The three 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”). Two of the parcels within this S/NR-eligible district are identified as “non-contributing” to the significance of the district—one is vacant and one is 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.

## C. REVISED PROPOSED PROJECT

SEQRA encourages evolution of projects in response to public and agency comment on the DEIS, provided the modifications, and any potential environmental impacts of those modifications, are appropriately described and analyzed. This section briefly describes the main components of the Revised Proposed Project, which remains largely unchanged from the DEIS, and pays specific attention to the modifications made subsequent to the DEIS.

Some modifications apply to all three Project Sites. These include the provision of a minimum of 5 percent electric vehicle charging stations in each garage. While the concept of a per dwelling unit “fair share traffic mitigation fee” was put forward in the DEIS, the City has since finalized the amount of the fee at \$650 per dwelling to be paid at the time a Certificate of Occupancy is issued for each building of the Revised Proposed Project.

A comparison of the Project components between the Scope, DEIS, and FEIS is presented in **Table 1-2** below, with **changes shown in red**. Each Project Site is discussed in more detail in the subsections below.

**Table 1-2**  
**Project Comparison between Scope, DEIS, and FEIS**

	Teutonia Project			Chicken Island Project			North Broadway Project		
	Scope	DEIS	FEIS	Scope	DEIS	FEIS	Scope	DEIS	FEIS
Units	906	906	906	2,000	2,000	2,000	650	650	650
Commercial/Retail (sf)	10,000	10,000	10,000	70,000	70,000	70,000	17,000	15,000	4,000
Commercial Office (sf)	0	0	0	17,000	17,000	17,000	21,000	13,000	13,000
Parking Spaces	956	956	956	2,200	2,180	2,180	750	768	768
<b>Sources:</b> Adopted DEIS Scope; Adopted DEIS; FEIS									

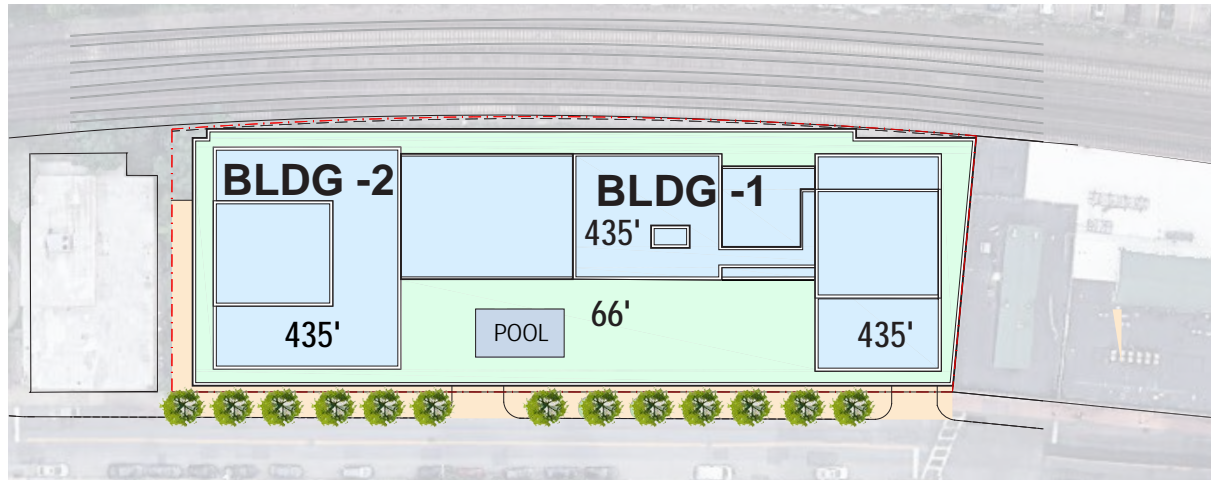
**C.1. MODIFIED TEUTONIA PROJECT**

The modified Teutonia Project (the “Modified Teutonia Project”) is substantially the same as described in the DEIS. The Modified 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 of the building would comprise a podium, which would serve as a parking facility for residents with approximately 956 parking spaces (see **Table 1-3**). 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. In addition, pursuant to the recommendation of the City’s Traffic Engineer, an on-street loading area would be provided in front of the Modified Teutonia Project building to serve small deliveries, such as Amazon and FedEx, as well as car-share services. The location and size of this area would be finalized during Site Plan review, however it is anticipated that the loading area would consist of room for one or two delivery vehicles within a portion of the space depicted on the FEIS graphics for the sidewalk extension. See **Figure 1-8** and **Appendix B-1** and **Appendix B-2**.

**Table 1-3**  
**Modified Teutonia Project**

	<b>Teutonia Stage 1</b>	<b>Teutonia Stage 2</b>	<b>Teutonia Project Total</b>
<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.			

<sup>1</sup> 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. 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.



Source: S9 Architecture

- Project Site*
- Residential Tower*
- Podium*
- Sidewalk*

\*Numbers indicate the building height  
 \*The following concept drawings are for planning purposes only



The Modified 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 Modified Teutonia Project, the Applicant would reconstruct the sidewalk fronting the Teutonia Site and provide new street trees. In response to public comments on the DEIS, the Applicant has also included as part of the Modified Teutonia Project, widening the sidewalk along the western side of Buena Vista Avenue from Prospect Street to Main Street within the existing right-of-way (see **Figure 1-9**). The widened sidewalk will be between approximately 13-feet and 14-feet wide. Each residential tower would be serviced by a ground floor lobby with pedestrian access from Buena Vista Avenue. Also, in response to public comments, the towers of the Modified Teutonia Project are proposed to be further stepped back from the façade of the building's podium than was proposed in the DEIS by an additional 2 feet, for a total stepback of 7-feet for Building 1 and 7-feet 5-inches for Building 2. With this change, the towers would be set back as far as possible on the podium for towers of the proposed size, while still complying with the 10-foot minimum rear yard setback for residential uses in the D-MX District.

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. In response to public comments on the DEIS, the Applicant has modified the proposed podium façade design for the FEIS. The modified design emulates the façade of the former Teutonia Hall building using original and recreated materials (see **Figure 1-10**). Jablonski Building Conservation completed a materials conservation report, which indicated that the original terra cotta and some of the brick may be acceptable for reuse, subject to testing for strength and durability. Much of the façade's metal was corroded prior to demolition and was subject to further corrosion when left on-Site by the prior owner. Some of the metalwork may be salvageable, but most will have to be recreated. The changes made as part of the Modified Teutonia Project—the podium façade, construction of a wider sidewalk and the stepping back of the two residential towers—help to enhance the pedestrian environment in front of the Teutonia Site and down the block towards the Yonkers Train Station.

During final design of the Modified Teutonia Project as part of site plan review, the Applicant would work with its wind engineer and the adjacent Queens Daughters daycare to incorporate appropriate wind control measures, such as canopies and trellises, at the daycare facility.

Finally, based on discussions with MNR, the Modified Teutonia Project's garage will include fewer window openings on the first few floors (i.e., up to approximately 40-feet above the elevation of the MNR tracks) on the west, or rear, side of the garage. This change reflects MNR's desire to preserve the ability to construct a structure within the right-of-way, proximate to the lot line and up to 40 feet in height if the need for such a structure exists in the future.

## **C.2. MODIFIED CHICKEN ISLAND PROJECT**

The modified Chicken Island Project (the "Modified Chicken Island Project"), including its layout and program, would be the same as described in the DEIS. The only change to the Chicken Island Project described in the DEIS is that the conceptual parking layouts of the interior, structured, parking garages have been refined. The updated layouts are shown



## AMS YONKERS DOWNTOWN DEVELOPMENT FEIS







Tuetonia Façade Design - View from Buena  
Vista Looking South  
**Figure 1-10b**





Tuetonia Façade Design - View from Buena  
Vista Looking North  
**Figure 1-10c**







in **Figure 1-11** and **Figure 1-12** and in **Appendix B-4**. The refined parking layouts provide the same number of parking spaces as the conceptual layouts included in the DEIS. What follows in this section is a summary of the Modified Chicken Island Project.

The Modified 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 2,180 parking spaces (see **Figure 1-13** and **Appendix B-3** through **Appendix B-8**). The Modified Chicken Island Project would continue to provide approximately 21,506 square feet (0.49 acres) of publicly accessible open space. Maximum residential tower heights would range from approximately 250 feet to 400 feet (23 to 38 stories). **Table 1-4** summarizes the Modified Chicken Island Project program, which is described in more detail below. The Modified Chicken Island Project is anticipated to be constructed in five stages.

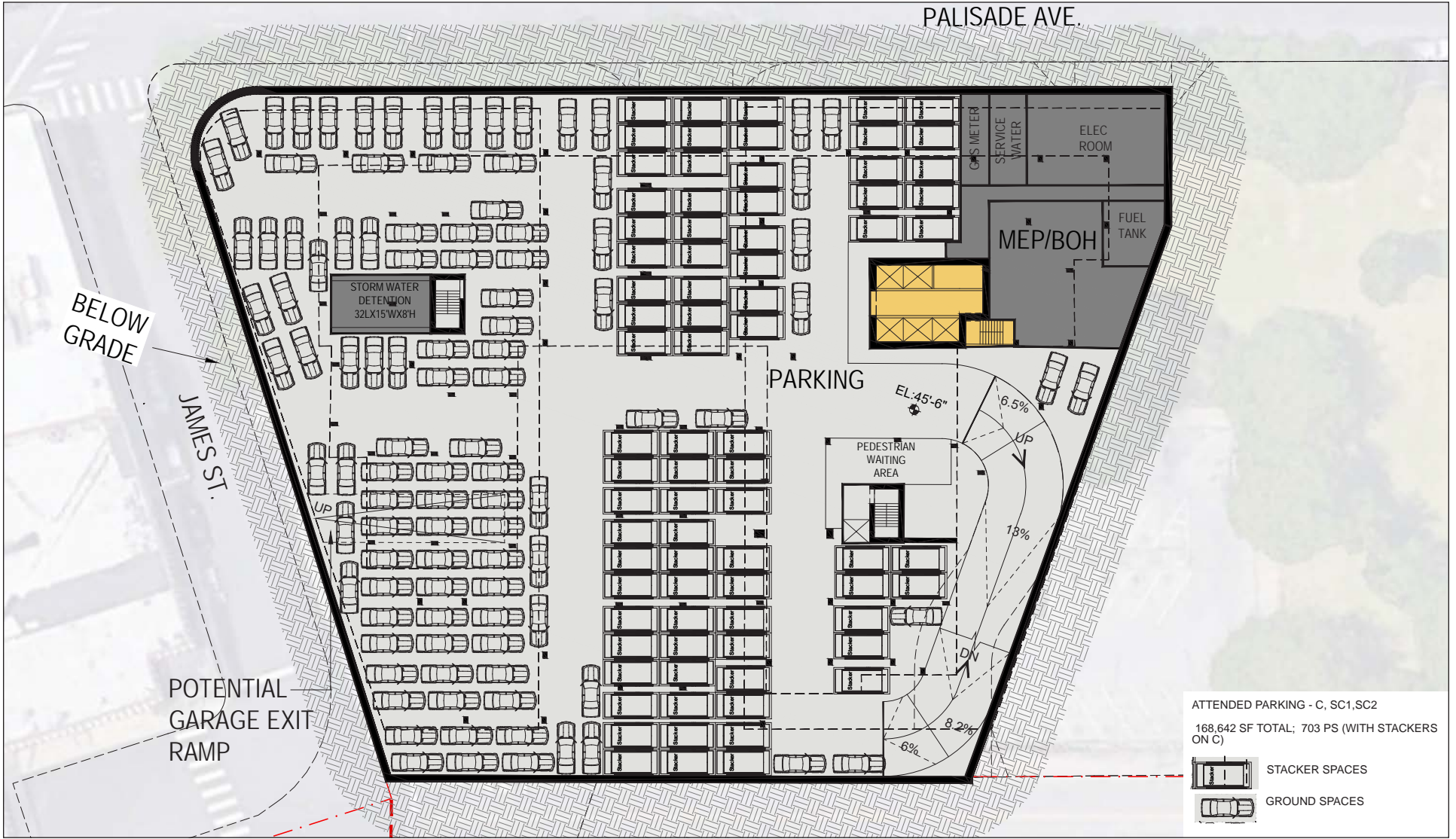
The Modified Chicken Island Project would transform what is currently two privately owned surface parking lots providing 364 parking spaces (77 for public/municipal use) into an extension of the downtown urban fabric of the City of Yonkers. A new street, called “Centre Street” on the plans but to be renamed to avoid confusion with other Yonkers streets of similar names, would be created through the Chicken Island Site to connect Palisade Avenue to Ann Street and New Main Street. The privately owned 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.

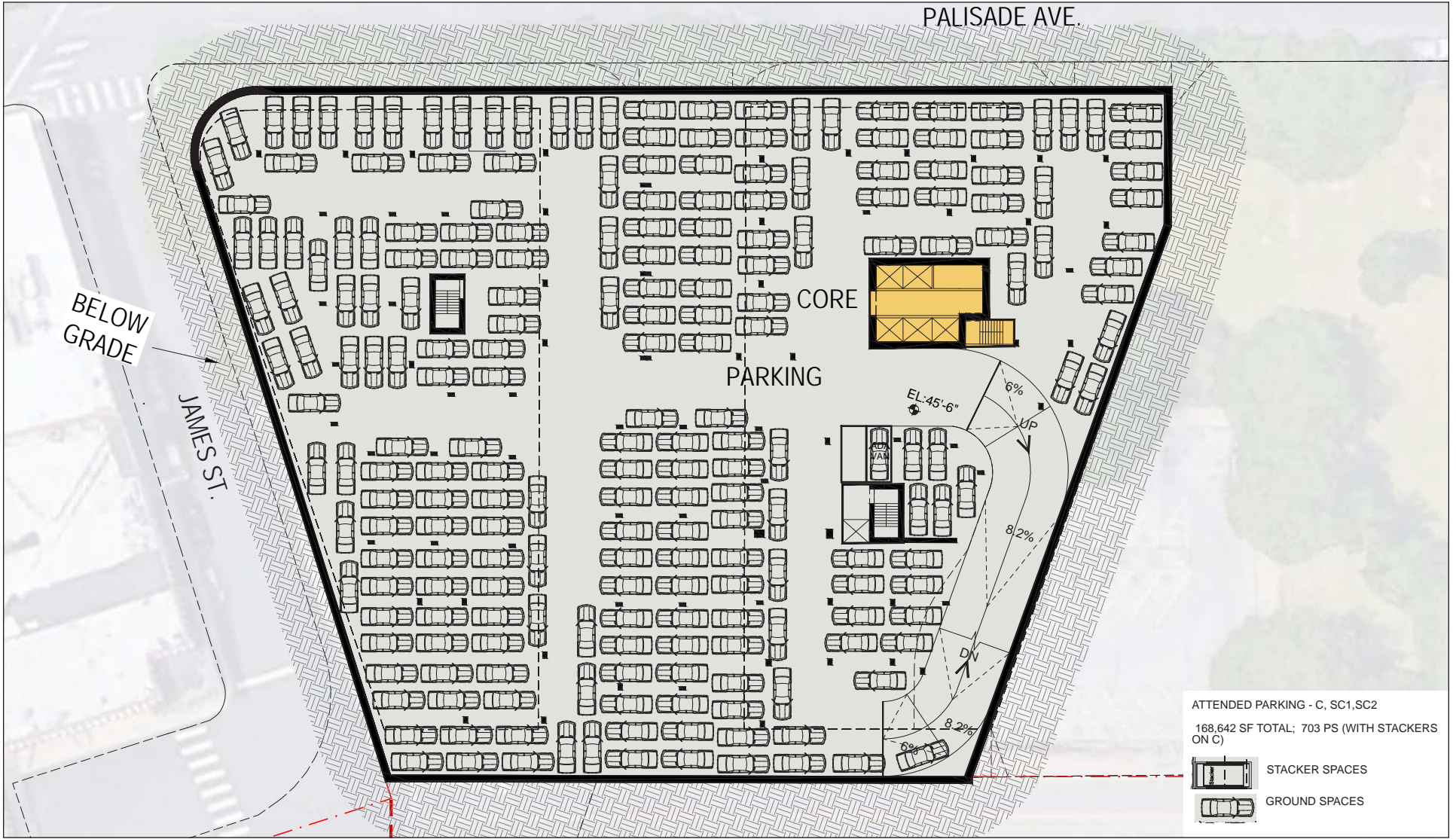
Palisade Avenue and Centre Street would be developed with street-level commercial uses (e.g., retail, restaurant, personal service). In addition to these street-level uses, pedestrian activity would be encouraged within the Modified Chicken Island Project through the installation of wide sidewalks with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

The Applicant would replace the 24-inch diameter pipe at Ann Street that discharges stormwater to the Saw Mill River with a larger diameter pipe.

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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.









- [---] Project Site
- Residential Tower
- Podium
- Sidewalk

\*Numbers indicate the building height  
 \*The following concept drawings are for planning purposes only

**Table 1-4**  
**Modified 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>	38 stories	23 stories	38 stories	23 stories	26 stories	
<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**
<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
<b>Notes:</b> * Excludes "street" parking on new streets. ** The parking provided is sufficient to meet the requirement for the proposed residential units, and a shared parking analysis indicates that the parking demand from the commercial uses can be met via shared parking provided mainly by vacated residential spaces during the day, which would augment the 180 spaces provided above the proposed 1:1 residential requirement (see DEIS Chapter 11, "Traffic and Transportation," and FEIS <b>Appendix L</b> for a discussion of shared parking.) ^ The parking ratios are consistent with the Proposed Zoning Amendments, described below. ^^ Stage 5 features an automated garage.						

### C.3. MODIFIED NORTH BROADWAY PROJECT

The modified North Broadway Project (the "Modified North Broadway Project") was modified based on public comments received on the DEIS. Specifically, the public staircase from North Broadway to Overlook Terrace, together with the retail building and raised public terraces on the same parcel, were removed from the North Broadway Project.

This results in a reduction in street-level commercial/retail uses on the site from 15,000 sf to 4,000 sf. What follows is a summary of the Modified North Broadway Project.

The Modified 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 4,000 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 1-5**). 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, as well as residential lobbies (see **Figure 1-14** and **Appendix B-9, Appendix B-10, and Appendix B-11**).

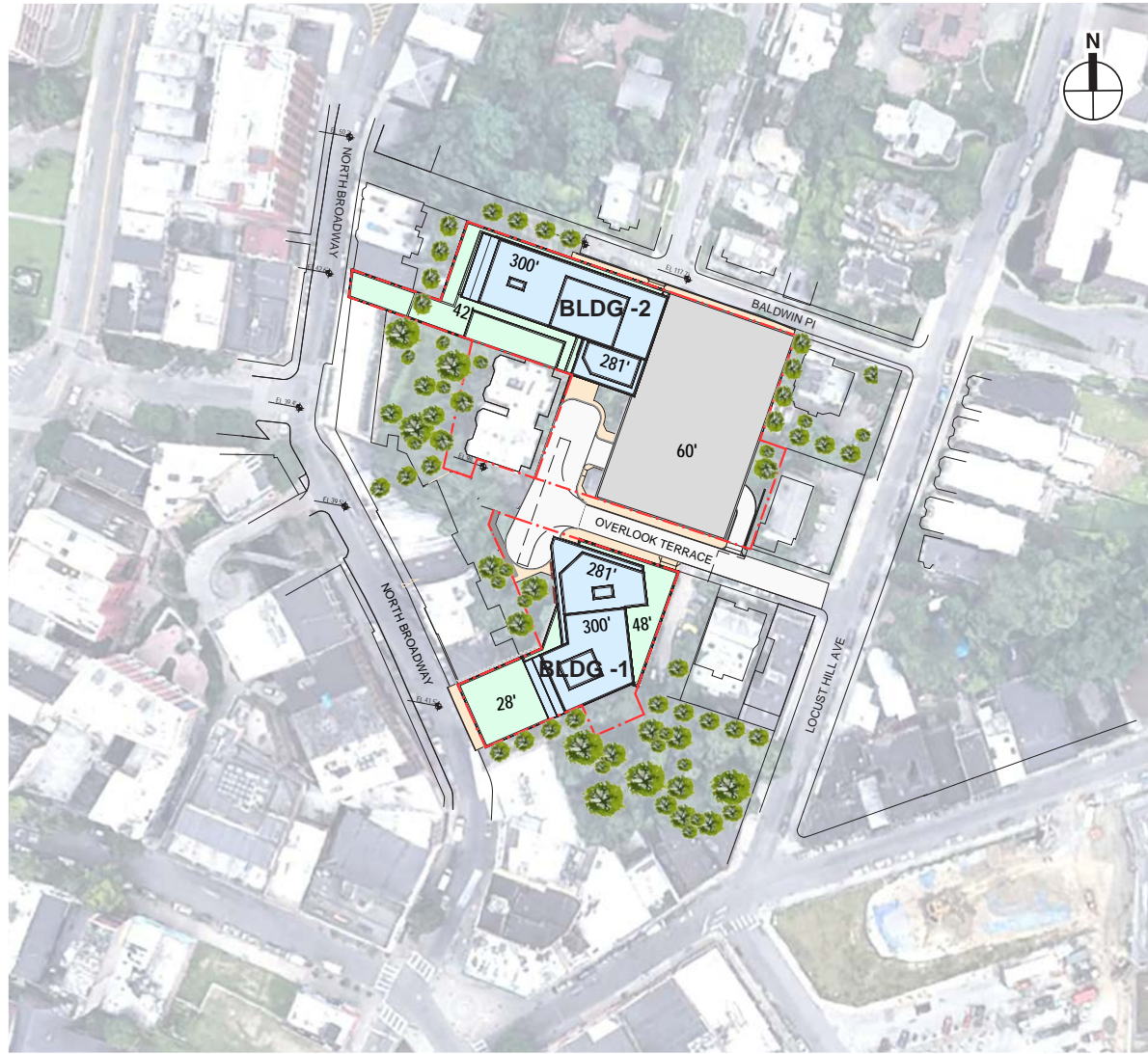
**Table 1-5**  
**Modified North Broadway Project**

	North Broadway Stage 1	North Broadway Stage 2	North Broadway Project Total
<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>4,000 sf</b>	<b>0</b>	<b>4,000 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>357</i>	<i>350</i>	<i>689</i>
Residential (1 per unit)	300**	350	650
Commercial Retail (varies; assume 1 per 300 sf)	13	0	13
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. ** This ratio is consistent with the Revised Proposed Zoning, described below.			

Within the southernmost two lots of the 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. 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.

<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.





- |  |                   |  |                   |
|--|-------------------|--|-------------------|
| <span style="border: 2px dashed red; padding: 2px;"> </span>                             | Project Site      | <span style="background-color: #f4a460; border: 1px solid black; padding: 2px;"> </span> | Sidewalk          |
| <span style="background-color: #add8e6; border: 1px solid black; padding: 2px;"> </span> | Residential Tower | <span style="background-color: #a9a9a9; border: 1px solid black; padding: 2px;"> </span> | Parking Structure |
| <span style="background-color: #90ee90; border: 1px solid black; padding: 2px;"> </span> | Podium            |  |                   |

\*Numbers indicate the building height  
 \*The following concept drawings are for planning purposes only

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 via Locust Hill Avenue. 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. 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 striped 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.

Pumps on both fire and domestic water services would be installed as needed to augment the pressure and volume to the buildings.

The Applicant will offer to lease space in the Revised Proposed Project at market rate rents to existing commercial tenants at the Project Sites that have been in good standing throughout the duration of their current lease. The Applicant, upon request, will retain a local broker to assist existing commercial and residential tenants at the Project Sites find suitable temporary or permanent replacement space as necessary and will provide up to \$5,000 per displaced residential unit in financial assistance to offset relocation costs.

#### **C.4. PROPOSED ZONING AMENDMENTS**

The Revised Proposed Action includes amendments to the Zoning Ordinance and Zoning Map, which primarily affect:

- permitted building heights and building footprints in the D-MX District;
- The residential parking requirement specifically for the Chicken Island Site and the North Broadway Site;
- a map amendment to rezone three tax lots of the North Broadway Site from the A District to the D-MX District; and
- the regulations for “Designated Development Sites.”

In the DEIS, the Applicant proposed that the 1 parking space per unit ratio already permitted for multifamily buildings within ¼-mile of a train station be expanded to also include multifamily buildings within ½-mile of a train station, which would cover the Chicken Island Site. Comments were received stating that this change could have unintended consequences for development outside of the Chicken Island Site. Therefore, the Applicant now proposes that the Zoning Ordinance be amended to provide that the 1 space per unit ratio specifically be permitted only on the Chicken Island Site and the North

Broadway Site<sup>4</sup> (see **Appendix C-1**). The proposed decrease in required residential parking at the Chicken Island Site and the North Broadway Site incentivizes the catalytic redevelopment of these two large tracts through the lower cost of development. In addition, and as summarized in the DEIS and this FEIS, evidence from existing comparable multifamily residential development in the City of Yonkers and elsewhere around the country confirms that one space per unit adequately satisfies expected demand (see **Table 1-6**). The land use planning basis for the proposed residential parking ratio is discussed in more detail in Chapter 3 of this FEIS, Responses to Comments 11-6 through 11-20, and 11-23.

**Table 1-6**

**Peak Parking Demand Generation Measures from Comparable Developments**

<b>Properties</b>	<b>Dwelling Units</b>	<b>Active Resident Permits</b>	<b>Permits/Unit</b>	<b>Permits/ Occupied Unit</b>
360 Huguenot, New Rochelle	280	185	0.66	0.70
Sawyer Place, Yonkers	438	262	0.60	0.65
Hudson Park – 1 Alexander	293	246	0.84	0.88
Hudson Park – 1 Pier Pointe	139	118	0.85	0.93
Hudson Park – 1 Van Der Donck	127	124	0.98	1.03
<b>Combined</b>	<b>1,277</b>	<b>935</b>	<b>0.73</b>	<b>0.78</b>
<b>Source:</b> FEIS Appendix L				

#### **C.5. CITY PLAN AMENDMENTS**

The revised Proposed Action continues to include proposed amendments to the Riverview and Getty Square Urban Renewal Plans, as well as a proposed amendment to the Downtown Master Plan. Minor updates were made to the proposed amendments for the Downtown Master Plan due to the modifications to the North Broadway Project (see **Appendix C-2**). The proposed amendments to the Riverview and Getty Square Urban Renewal Plans are included with this FEIS as **Appendices C-3 and C-4**.

#### **D. PROJECT PURPOSE AND NEED**

The Applicant would submit an amended petition to the City Council for the revised Proposed Zoning Amendments and would request the City Downtown Master Plan and urban renewal plan amendment to develop the Revised Proposed Project on the Project Sites. The Revised Proposed Project would introduce a critical mass of residential, commercial, office, and retail 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 Revised Proposed Project would contribute to the continued revitalization of Yonkers' downtown. This revitalization is evidenced not only

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<sup>4</sup> As a result of removing the pedestrian staircase from the North Broadway Project, the North Broadway Stage 1 Site is approximately 50 feet over the distance from the Yonkers Train Station to which the 1 space per unit ratio is currently permitted under the Zoning Ordinance. Rather than amend the existing regulation to accommodate this *de minimis* overage, the Applicant proposes to amend the Zoning Ordinance to specifically provide for that ratio on the site.



by private investment in new development, but also public investment in community infrastructure, including the \$48.5 million Saw Mill River Daylighting projects.

The Modified Teutonia Project would transform the Applicant's vacant lot into a mixed-use development. With the Yonkers Train Station located two blocks from the Teutonia Site, the Modified 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 Modified Chicken Island Project would revitalize 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 Modified 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 Revised North Broadway Project would provide project residents with a connection 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 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 to be affordable. Specifically, Article XV requires affordable units to be provided in the same proportion of bedroom sizes as the market rate units.

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.

## **E. 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**

<b>Involved Agencies</b>	<b>Approval/Review</b>
Yonkers City Council	Zoning Amendments; URP Amendments; Downtown Master Plan Amendments
Yonkers Planning Board	Site Plan Approval; URP Amendments; Downtown Master Plan Amendments
Yonkers City Departments: Engineering, Water, Traffic Engineering, Housing and Building, Department of Public Works (DPW), Fire, Parks and Recreation	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 Light and Air Easement (Teutonia Site)
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 Commission	

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