

A. INTRODUCTION AND SUMMARY OF FINDINGS

This chapter analyzes the consistency of the Proposed Action, including the Proposed Project and the Proposed Zoning Amendments, with the land uses and zoning of the three Project Sites and the area within ¼-mile of each of the three Project Sites (the “Land Use Study Area”), as well as the Proposed Action’s consistency with applicable public policies. As described in more detail below, the Proposed Zoning Amendments would:

- Rezone certain properties from the A District: apartment houses, high-density (the “A District”) to the D-MX: Mixed-Use District (the “DM-X District”);
- Map most of the land comprising the Project Sites in the maximum height subdistrict within the D-MX District;
- Increase the maximum height permitted within the maximum height area for certain properties
- Amend the maximum building tower footprint for certain properties in the maximum height area;
- Amend certain of the downtown off-street parking requirements (Zoning Ordinance Table 43-10); and
- Amend the provisions regarding “Designated Development Sites” to limit applicability to tracts in the D-MX District comprised of one or more lots having 1.75 or more acres of area in the aggregate, located in the maximum height subdistrict, and for which site plan approval has been granted by the Planning Board.

As described in this chapter, it is the Applicant’s opinion that the Proposed Action is consistent with the intent of the City’s *Downtown Master Plan* and D-MX District, which is defined in the Zoning Ordinance as “a high concentration of commercial, residential and institutional developments in the downtown [that] encourages ground-floor commercial uses to activate the street-level environment.” It is also the Applicant’s opinion that the Proposed Project is consistent with the current built condition of the Land Use Study Area, and the predominantly residential and commercial-retail land uses within the Land Use Study Area. The Applicant acknowledges that the Proposed Project would result in the construction of buildings that are taller than currently permitted, which in the case of the Teutonia Site and North Broadway Site would also result in greater density than currently permitted. In that respect, the Proposed Project is inconsistent with the current zoning of the Project Sites, which was adopted to implement the Downtown Master Plan. The Applicant therefore proposes amendments to the zoning of the Project Sites. Finally, it is the Applicant’s opinion that the Proposed Project is consistent with the land use policies of the City and Westchester County, including with respect to transit-oriented development and urban design.

B. LAND USE

B.1. EXISTING CONDITIONS

This section provides an overview of existing land uses on the Project Sites and within the Land Use Study Area, as shown on **Figure 2-1**.

B.1.a. Teutonia Site

The Teutonia Site comprises an approximately one-acre rectangular lot located on the west side of Buena Vista Avenue between Hudson Street and Prospect Street (see Figure 1-2). The northern portion of the Teutonia Site was previously occupied by Teutonia Hall, a performance/cultural hall that was demolished in 2014 by a prior owner. Today, the Teutonia Site is vacant and overgrown with young trees and shrubbery and enclosed by a chain link fence (see **Figure 2-2**).

Land uses surrounding the Teutonia Site include a mix of residential, commercial-retail, and transportation uses and parking facilities (see **Figure 2-1**). Immediately to the north of and adjacent to the Teutonia Site is a mix of residential and commercial uses in the Trolley Lofts building. Northeast of (and across the street from) the Teutonia Site is a six-story office building and the Buena Vista Public Garage at the corner of Buena Vista Avenue and Hudson Street. Across the street to the east of the Teutonia Site is a parking lot, a vacant lot, and a row of three-story single- and multi-family houses, some of which are vacant. Immediately south of, and adjacent to, the Teutonia Site is the Queens Daughters Day Nursery. The western side of the Teutonia Site is bounded by the Metro-North Commuter Railroad (“MNR”) right-of-way and tracks, with mixed-use development along the Hudson River waterfront on the opposite side of the tracks.

The northern half of the Land Use Study Area around the Teutonia Site comprises much of the urban core of downtown Yonkers. This area includes the Yonkers Train Station (about two blocks north of the Teutonia Site), which serves MNR and Amtrak; government and commercial office buildings; and a mix of mid-rise and high-rise residential buildings. Mixed-use commercial corridors (comprising ground floor retail and upper floor residences and offices) are located primarily along Main Street, Warburton Avenue, and North Broadway.

Extending east from the Yonkers Train Station is an area known as Larkin Plaza. A main focal point of this area is van der Donck Park, a City park, which extends about three blocks and features Phase I of the Daylighting of the Saw Mill River that was completed in 2012, and has landscaped pedestrian pathways and seating areas. Both sides of the park are lined with residential uses, government uses, and commercial uses, including a library and the Philipse Manor Hall State Historic Site. At the eastern end of the park is the recently constructed Sawyer Place development, that includes two high-rise (17- and 25-story) residential buildings with street-level commercial uses.

The Hudson River waterfront, west of the Teutonia Site and the railroad tracks, in the northern portion of the Land Use Study Area, has undergone extensive mixed-use redevelopment in recent years. The waterfront is lined with mid-rise (9- to 14-story) residential buildings, several restaurants, a recreational pier, and a landscaped esplanade.

The southern half of the Land Use Study Area is primarily residential, with mid-rise apartment buildings along the Hudson River waterfront on the west side of the railroad tracks, and small residential buildings and single- and multi-family houses on the east side of the railroad tracks. Farther to the east, larger mid-rise and high-rise (over 15-story) residential buildings are the predominant land use, concentrated between Riverdale Avenue and Hawthorne Avenue, south of Prospect Street. In the far southern portion of the Land Use Study Area are industrial uses along the Hudson River, including the American Sugar Refining facility.

B.1.b. Chicken Island Site

The Chicken Island Site comprises two irregularly shaped parcels totaling 5.25 acres (see Figure 1-2). The larger parcel (referred to in this DEIS as 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 bisects the northern portion of this parcel. The Palisade Avenue Parcel was formerly owned by the City and sold to the Applicant, and is currently used for surface parking pursuant to a lease with the City (see **Figure 2-3**). Immediately to the northeast of this parcel is a recently constructed Yonkers Fire Department station. The smaller parcel (referred to in this DEIS as 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 parcel is vacant and is largely vegetated with grasses across the parcel and with mature trees along the eastern and southern periphery of the parcel. The Saw Mill River runs diagonally through the eastern portion of the parcel (see **Figure 2-4**).

The Chicken Island Site is located approximately one block east of the center of Getty Square, one of the City’s major commercial and civic centers. Higher density mixed-use development typical of the downtown core is located in the western portion of the Land Use Study Area. Mid- and high-rise apartment buildings (generally ranging between five and ten stories, with several just over ten stories and most notably the 17- and 25-story Sawyer Place apartment buildings at Warburton Avenue near Main Street) are interspersed throughout this portion of the Land Use Study Area, as well as government and commercial office buildings, and commercial corridors with mixed-use commercial, office, and residential uses. Yonkers City Hall and the Yonkers Police Department Headquarters/Yonkers City Court are located just west of the Chicken Island Site on the north and south side of Nepperhan Avenue, respectively. Primary mixed-use commercial corridors (with ground floor retail and upper floor residences and offices) are located along Main Street, Warburton Avenue, and North and South Broadway in this area. The Yonkers Train Station is located about 0.3 miles west of the Chicken Island Site.

Palisade Avenue, on the northern side of the Chicken Island Site, is lined with contiguous low-rise buildings comprising ground floor retail and upper floor residential or office uses. This portion of the street serves as an extension of the Getty Square commercial area. At Palisade Avenue/Elm Street and New School Street, across from the northeastern section of the Chicken Island Site, land uses

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

The eastern portion of the Land Use Study Area is predominantly residential, with primarily low-rise apartment buildings and multi-family houses. Commercial land uses are concentrated primarily along New Main Street and Park Hill Avenue. Saint Joseph's Medical Center is located about ¼-mile southwest of the Chicken Island Site, and the Enrico Fermi Elementary School is located about ¼-mile southeast of the Chicken Island Site. Some industrial and manufacturing uses are located south of the Chicken Island Site along School Street, and primarily include automobile service establishments.

B.1.c. North Broadway Site

The North Broadway Site is located on the east side of North Broadway, between Baldwin Place, Overlook Terrace, and Locust Avenue (see Figure 1-2). The North Broadway Site comprises approximately 2.13 acres and incorporates 14 tax lots, five of which front onto North Broadway, five along Overlook Terrace, and three on Baldwin Place. The North Broadway Site includes the rear portion of one lot (Section 2, Block 2018, Lot 48) that fronts on North Broadway.

Ten of the lots have existing buildings. The lots with frontage along North Broadway include one- to three-story commercial buildings occupied with restaurant, laundromat, and community organization uses (see **Figure 2-5**). The three lots along Baldwin Place include a vacant property largely overgrown with mature shrubbery and trees (Section 2, Block 2018, Lot 71), a vacant two-story residence (Section 2, Block 2018, Lot 75), and a three-story residential house (Section 2, Block 2018, Lot 79). The five lots that front Overlook Terrace include two multi-family residential buildings that are four and five stories tall, and a two-and-a-half story residence along the north side of the street. There are approximately 13 households within the North Broadway Site. On the south side of the street 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.

Land uses in immediate proximity to the North Broadway Site along North Broadway are similar to the land uses located on the Site, with street-level commercial uses and upper floor residential and offices uses. Surrounding land uses on Overlook Terrace and Baldwin Place are primarily single- and multi-

family houses. Much of this area, including the parcels of the North Broadway Site that front on North Broadway, are also within the Yonkers Downtown Historic District, which is characterized as a representative and largely intact urban downtown core containing a variety of commercial, religious, civic, and residential building types and architectural styles built between the mid-1800s and mid-1900s. North of the North Broadway Site is the Bell Place-Locust Hill Avenue Historic District and west of the Site, across North Broadway on Warburton Avenue, is the Philipse Manor Historic District (see Chapter 4, “Cultural Resources,” for further discussion).

The North Broadway Site is about 200 feet north of the Chicken Island Site and therefore much of the Land Use Study Area for the North Broadway Site is the same as for the Chicken Island Site. Like the Chicken Island Site, higher-density land uses are to the west of the North Broadway Site toward the urban core of downtown Yonkers, with a mix of mid- and high-rise apartment buildings (generally ranging between five and ten stories, with several just over ten stories and most notably the 17- and 25-story Sawyer Place apartment buildings at Warburton Avenue near Main Street), government offices, and mixed-use commercial and residential uses. The Hudson River Waterfront and the Yonkers Train Station are about ¼-mile west of the North Broadway Site. Industrial uses are located in the northwestern periphery of the Land Use Study Area, including a Kawasaki rail car manufacturing facility. A large government office building housing the Westchester County Department of Social Services is adjacent to the rail facility.

Land uses are generally lower-density 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. Pitkin Park is approximately two blocks north of the North Broadway Site. Along the eastern edge of the Land Use Study Area is War Memorial Field, a 13-acre City park that includes ballfields, a running track, and a playground.

B.1.d. Land Use Study Area

The three Project Sites are in the urban core of downtown Yonkers. The urban core is generally the area between Chicken Island, Getty Square, City Hall (Nepperhan Avenue at South Broadway) and the Hudson River waterfront. This area is a densely developed urban environment, with a mix of residential, commercial, institutional, industrial, and recreational land uses, as discussed above and shown on **Figure 2-1**. Existing land uses are largely characterized by mid- and high-rise residential and office buildings, and mixed-use corridors of street level retail with residences and offices on upper floors. City, County, and State government offices are concentrated around City Hall, as well as Larkin Plaza (see **Figure 2-6**). Buildings are generally three to five stories, with buildings upward of 12 stories interspersed throughout this portion of the Land Use Study Area. Notably, the Sawyer Place apartment buildings at Warburton Avenue and Main Street rise to 17- and 25 stories. Large-scale industrial uses are most prominent on the northern and southern periphery of the downtown. Smaller multi-family residences and apartment buildings, as well as single-family

residences, are interspersed throughout the Land Use Study Area and are more prominent along the periphery of the Land Use Study Area.

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

Primary commercial corridors within the Land Use Study Area include Main Street, Warburton Avenue/Riverdale Avenue, North and South Broadway, and Palisade Avenue. These streets are largely characterized by low-rise buildings with continuous building facades that have ground floor retail and commercial uses, and residential and office uses on upper floors. Downtown Yonkers has undergone substantial redevelopment with a mix of uses over the last 15 to 20 years. As described above, the Hudson River waterfront in particular has been redeveloped with a number of mid-rise (generally six to 12 stories, with one building at 22 stories) residential buildings, restaurants, an esplanade, and a restored pier. The waterfront is anchored by the Yonkers Train Station, which is served by MNR (Hudson Line) and Amtrak. Just east of the Yonkers Train Station is van der Donck Park with the daylighted Saw Mill River. As noted above, the Philipse Manor Hall Historic Site is located near the western edge of the van der Donck Park at Warburton Avenue and two new high-rise (17- and 25-story) apartment buildings are also located at the park's western edge. Industrial uses are located at the northern and southern edges of the Land Use Study Area.

B.2. FUTURE WITHOUT THE PROPOSED PROJECT

In the Future without the Proposed Project, no changes to the uses of the Teutonia Site or North Broadway Sites are anticipated by the Build Year of 2032. Aside from the Proposed Project, no other development is planned for the Teutonia Site, and it could remain a vacant lot or potentially be developed in the future under existing zoning regulations. The North Broadway Site would continue to comprise a mixture of commercial and residential buildings, as well as vacant properties, and there would not be any residential or business displacement.

The Chicken Island Site's surface parking lot would remain as is, while the New School Street Parcel on the east side of New School Street would remain vacant. However, the City's lease of a portion of the Palisade Avenue Parcel for municipal parking expires on June 23, 2022. If the lease is not renewed, which cannot be assumed at this time, the municipal parking lot use would cease. Permit and transient parkers utilizing this lot would have to find alternative parking arrangements. It is noted that it is the City's responsibility to accommodate the parking displaced from the Palisade Avenue parcel upon the expiration of the lease and that this responsibility was understood when the City sold the Palisade Avenue parcel to the Applicant. Further, the 2020 City of Yonkers Parking Needs Assessment identifies the City's preferred method of accommodating this displaced parking as construction of a new parking structure on the Cacace Justice Center site and relocation of City staff parking from the Government Center garage to the new garage, which would allow for the displaced Chicken Island Site parking to be accommodated in the Government Center garage (see **Appendix H-4**). Therefore, in the Future without the Proposed Project, the existing parking on the Chicken Island Site

would be accommodated in the Government Center garage, which is a similar distance from the Getty Square area as the existing surface lot.

A number of development projects are planned or underway in the Land Use Study Area in the Future without the Proposed Project, as shown in **Table 2-1**. Taken together, these pending and approved projects in and around the downtown, proximate to the Project Sites, demonstrate the ongoing revitalization efforts within the downtown to redevelop existing vacant and underperforming properties with mixed-use, smart-growth developments that take advantage of each property’s downtown location.

**Table 2-1
Future Development in Land Use Study Area**

Project Name	Units / Size	Type	Location	Status
Avalon Bay	606	Multifamily	79-91 Alexander Street	Approved; in construction
Extell	1,395	Multifamily	Alexander Street	Approved; first phases in construction
Altman Lighting/ Rose	440	Multifamily	57 Alexander Street	Approved; in construction
GDC (1)	35	Multifamily	Pier Street	In SEQRA Review (Ludlow GEIS)
GDC (2)	550	Multifamily	150 Downing Street	In SEQRA Review (Ludlow GEIS)
Alma Realty	128	Multifamily	70 Jackson Street	Approved
St. Joseph’s Housing	80	Supportive and affordable housing	School Street	In construction
Hudson Regency	126	Multifamily	86 Buena Vista	Approved; in construction
Westhab	113	Affordable Housing	Locust Hill Avenue	Approved
Westhab II	63	Supportive and affordable housing	227 Elm Street	Nearing completion
Lionsgate Studios	110,000 sf	Studio and Backlot (60k sf and 50k sf)	iPark	Approved; in construction
9-11 Riverdale	29	Multifamily	9-11 Riverdale Avenue	Approved; in construction
Conifer	146	Multifamily	Ravine Avenue and Gold	Approved; seeking funding
320 Nepperhan	--	Self Storage	320 Nepperhan	Approved
Riverdale Self Storage	--	Self Storage	Riverdale Ave	Approved; in construction
St. Denis School	--	Convert former parochial school to public school	McLean Avenue	Approved
Charter School for Educational Excellence	400	High School for 400 Students	Warburton and Lamartine	Approved; in construction
222 Lake Avenue	--	Mixed Uses	222 Lake Avenue	Exterior only; in construction
44 Hudson Street	300	Multifamily	44 Hudson Street	Variance under review
Adira Rehab / St. John Hospital	--	Zone Change	Medical Office / Dialysis	Zone change required; No formal application submitted
Chicken Island Brewery		Brew pub; restaurant	57 Alexander	No formal application submitted
The Plant	157,000 sf	Catering and Office	Glenwood Power Plant	No formal application submitted
70 Ashburton Avenue	70	Multifamily	70 Ashburton Avenue	Nearing occupancy
10 St. Casimir Avenue	68 beds	Men shelter/day prog		Application to ZBA pending

B.3. FUTURE WITH THE PROPOSED PROJECT

This section describes the compatibility of the Proposed Project in the 2032 Build Year with nearby land uses and potential effects on the general land use pattern within the Land Use Study Area.¹

B.3.a. Teutonia Site

The Teutonia Site is proposed to be redeveloped with a building with two new residential towers at a maximum height of 435 feet, or 41 stories. The building would include 906 residential units (including between 45 and 91 affordable units²) and approximately 10,000 square feet (sf) of street level commercial/retail space (the “Teutonia Project”). The first six stories of the building would be a podium, which would contain a parking facility, as well as street level commercial/retail uses and two residential lobbies to activate the street front. While a minimum of 940 parking spaces are required for the Teutonia Project (906 spaces for the residences and 34 spaces for the commercial/retail uses), the Teutonia Project would include 956 total parking spaces. The program for the commercial space has not been finalized, and the exact number of required spaces may change as the program is further refined.

While the new 41-story towers would be taller than the immediately surrounding buildings, which are primarily two to three stories in height, the Teutonia Site is located within the urban core of the downtown and in the D-MX District, in which high-density development is permitted. Larger apartment buildings are located west of the Teutonia Site across the MNR tracks (upward of 10 stories) as well as northeast of the site (17 and 25 stories). Several design techniques are proposed to break down the massing of the towers. First, the brick “grid” elements frame every two stories, rather than one story, which minimizes the overall bulk of the building. Second, the grid element is reduced in scale as the building gets taller, eventually disappearing from the façade completely for the upper floors. This helps create the illusion of the tower tapering. Finally, the southern tower is proposed in an “L” shape, with a recessed middle component, which further breaks down the perceived horizontal mass. See Chapter 1, “Project Description,” and Chapter 3, “Visual and Community Character,” and related figures for further details.

The Teutonia Project would transform a long-vacant parcel into an active mixed-use development, supporting the City’s efforts to revitalize its downtown. With the Yonkers Train Station located two blocks from the Teutonia Site, the Teutonia Project would also complement the transit-oriented development goals of the City. For instance, the City’s *Downtown Master Plan* (2010) states that for the Buena Vista neighborhood, where the Teutonia Site is located, buildings that have outlived their economic usefulness “should be replaced with more intense forms

¹ The “Future with the Proposed Project” assumes the Proposed Zoning Amendments are adopted.

² 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.

of development to increase the amount of commercial and residential development in close proximity to the rail station and downtown amenities. See further discussion in Section D, “Public Policy,” of this chapter.

B.3.b. Chicken Island Site

The proposed redevelopment of the Chicken Island Site (the “Chicken Island Project”) would be developed with a five-building mixed-use development that would include approximately 2,000 residential units (including between 100 and 200 affordable units), approximately 70,000 sf of active street-level commercial uses (e.g., retail, restaurant, personal service),) approximately 17,000 sf of office space, and approximately 2,200 parking spaces. Two buildings would have residential towers with a maximum height of 23 stories, one building would have a residential tower with a maximum height of 26 stories, and the two remaining buildings would have residential towers with a maximum height of 38 stories. Shorter podium spaces would surround these towers along the street frontages.

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

Surrounding the Chicken Island Site within the Land Use Study Area are a mix of uses, and buildings, ranging from low-, to mid-, to high-rise. The Chicken Island Project would be consistent with the overall land use patterns in the Land Use Study Area and would advance the City’s goal of revitalizing downtown. Further, the Yonkers Train Station is less than ½-mile from the Chicken Island Site; therefore, the Chicken Island Project would support the City’s transit-oriented re-development goals as well.

B.3.c. North Broadway Site

The North Broadway Site would be developed with two new 25-story residential towers each about 300 feet in height, commercial retail/office buildings fronting on North Broadway, and public open spaces (the “North Broadway Project”). The North Broadway Project would include 650 residential units (including between 33 and 65 affordable units), approximately 15,000 sf of commercial/retail space, approximately 13,000 sf of office space, and approximately 768 parking spaces. The existing multifamily building located on Section 2, Block 2018, Lot 16.18, also known as 23 Overlook Terrace, would be retained. The remainder of the existing structures on the Site would be removed, which would displace up to 13 households and four existing commercial storefronts (see Chapter 6, “Socioeconomics, Fiscal Impacts, and Environmental Justice,” for further details).

The residential towers and a 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

towers' residential lobby, and a grand public-staircase connecting North Broadway to the Locust Hill neighborhood. Within the southernmost two parcels 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 retail/commercial space, and an entrance to the office space that would occupy the second and third floors of the building. 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 the grand public-staircase that would link the downtown and Getty Square to the Locust Hill neighborhood. This staircase would be privately owned and maintained, but open to the public. 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. 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. See Chapter 1, "Project Description," for further details.

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

The proposed residential towers would be taller than the immediately surrounding buildings, which largely consist of houses on Baldwin Place (including some across the street from the Site which are within a S/NR-listed Historic District—see Chapter 4, "Cultural Resources," for further discussion) and Overlook Terrace, and two- to four-story mixed-use buildings along North Broadway. However, in the Applicant's opinion, these buildings would be in keeping with the character of the surrounding downtown area, where mid- and high-rise buildings are interspersed. In addition, other large-scale residential uses currently exist within one block of the North Broadway Site, including Cromwell Towers (317 units in a large-footprint 12-story building on Locust Hill Avenue) and the Sawyer Place apartment buildings (438 units in two buildings 17 and 25 stories tall). In the Applicant's opinion, the density of the North Broadway Project would be consistent with the existing land use trends of the area.

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

B.3.d. Land Use Study Area

The Proposed Project would develop the three Project Sites with a total of approximately 3,556 residential rental units (including between 178 and 357 affordable units); approximately 95,000 sf of retail, personal service, and other first floor commercial uses; approximately 30,000 sf of business and/or medical office space, and approximately 3,909 parking spaces. The Proposed Project would include buildings with a variety of types and sizes, including residential towers ranging between 23 and 41 stories.

Over the past 15–20 years, the City of Yonkers has been revitalizing its waterfront and downtown through the downtown rezoning in 2011, the \$48.5 million daylighting of the Saw Mill River, and other public-works projects, and by promoting mixed-use, transit-oriented development centered around the Yonkers Train Station. The three Project Sites form a triangle around the urban core of the downtown, each less than ½-mile from the Yonkers Train Station, providing an opportunity for redevelopment that supports the urban enhancement activities of the City. The Proposed Project would transform underused and vacant properties into active developments that would enhance downtown Yonkers. The Proposed Project would include architectural and site planning design features to avoid and mitigate potential adverse visual and community character impacts from the increased building heights (see Chapter 3, “Visual and Community Character”). The proposed uses on the Project Sites would be consistent with uses permitted in the DM-X District, in which the Project Sites are currently, or in the case of a portion of the North Broadway Site proposed to be, located. While the development density would be higher on the Project Sites than allowed under existing zoning, the Proposed Project would further the City’s goal of concentrating development around an existing transit node and in an area with established and growing commercial and mixed-use corridors. The Proposed Project would be consistent with existing land use trends of higher-density high- and mid-rise mixed-use development in the downtown, where people can walk to amenities and services and use existing, robust public transit services.

B.4. MITIGATION MEASURES

The Proposed Project would be compatible with the existing land uses in the Land Use Study Area and would further activate the City’s downtown area with residential and commercial development, in line with the City’s stated land use goals. Therefore, the Proposed Project would not result in significant adverse effects with respect to land use and no mitigation measures are required.

C. ZONING

C.1. EXISTING CONDITIONS

This section describes the existing zoning in the Land Use Study Area.

C.1.a. Land Use Study Area

The majority of the Land Use Study Area is zoned within the City’s form-based, downtown zoning districts. The downtown zoning districts were created in 2011 in response to the City’s *Downtown Master Plan* (2010) (see Section D.1.b below)

to support the revitalization of the City's downtown core with a mix of land uses and densities, including high density residential use. The downtown districts include the D-MX District, the Downtown Industrial Research and Technology (D-IRT) District, the Low-Density Urban Residential (UR-LD) District, the Medium-Density Urban Residential (UR-MD) District, and the High-Density Urban Residential (UR-HD) District (further detailed later in this section). The rezoning included approximately 192 acres of the City's downtown with the goals of enhancing urban design, encouraging mixed-uses, preserving the form of the traditional Getty Square downtown center while carefully siting, through form-based zoning, higher density development including high-density residential development, to create a "24/7" downtown, and moving away from more traditional zoning that separates different but otherwise compatible land uses. The form-based districts encompassed several then existing zoning districts, thereby instituting unified building, massing, and design standards in the downtown. In adopting the downtown zoning, the City Council made the following findings relevant to the Proposed Project:

- The increase in the number of dwelling units and population is "generally beneficial in nature because the [rezoning] supports the City's vision to create a vibrant mixed-use downtown with street level activity that will support local businesses, attract new residents, and realize the potential of the downtown as the center of the City and as a regional attraction."
- "Future building will be a positive reflection of the long-term cityscape vista of Yonkers when viewed from the Palisades Ridge."
- "The introduction of market rate housing in the Downtown Rezoning Area will have the benefit of creating more diversity in what has long been a low-income/high-poverty area."
- "There are instances where shadows produced by new development within the downtown, if not properly controlled, may result in significant adverse impacts."

As shown on **Figure 2-7**, the three Project Sites are within the D-MX District, with the exception of a portion of the North Broadway Site (comprised of Section 2, Block 2018, Lots 8, 25, and 79), which is in the A District. The D-MX District encourages the concentration of commercial, residential, and institutional development in the downtown core. The D-MX District currently allows a maximum building coverage of 100 percent and maximum building heights ranging from 66 feet to 250 feet, as shown on **Figure 2-8**. No building setbacks are required except when residential uses are included, in which case a minimum 10-foot rear setback is required. If a public plaza is included with the building, maximum 25-foot front and side setbacks are permitted. Additionally, the D-MX District encourages ground-floor commercial uses to activate the street-level corridor by designating "key streets" throughout the D-MX District requiring certain commercial ground-floor uses and a storefront design at street-level (see Section 43-219 of the Zoning Ordinance in **Appendix A-3** for a list of the "key streets").

Principal permitted uses of the D-MX District include apartment houses, City municipal uses, commercial recreational uses, retail and commercial uses, offices,

medical establishments, and light industrial uses. The D-MX District allows additional uses subject to special use requirements, including children's day camps, non-City of Yonkers government uses, hospitals, private clubs, and supermarkets. (See Tables 43-6 and 43-7 of the Zoning Ordinance in **Appendix A-3** for a full list of uses permitted in the D-MX District.) Off-street parking is required, with the number of spaces dependent on the use of the property (see **Appendix A-3**). For apartments, one parking space is required per dwelling within ¼-mile of the Yonkers Train Station. Beyond ¼-mile, apartment uses are required to provide one parking space per dwelling unit with an additional 0.33 parking spaces per bedroom. Offices, excluding medical offices, require one parking space per 500 sf of gross floor area, while medical and dental offices require one parking space per 350 sf of gross floor area. Retail establishments, excluding furniture stores and retail craft establishments, require parking spaces at one per 300 sf of gross floor area.

In the northern portion of the Land Use Study Area is the D-IRT District, which supports industrial uses along the MNR and Amtrak railway. Located generally between Warburton Avenue and the train tracks, and between Ashburton and Wells Avenues, this zoning district is geared to office, industrial, research and development and technology-based uses. The D-IRT District also permits certain commercial uses to serve the businesses in the area. The district allows a maximum building height of 150 feet and does not require buildings to have setbacks unless a public plaza or a public seating area is incorporated into a development and is located adjacent to a public street.

The southern portion of the Land Use Study Area comprises UR-LD, UR-MD, and UR-HD Districts. The UR-LD District encompasses neighborhoods in the southern downtown south of Prospect Street, immediately east of the MNR and Amtrak railway. The UR-LD District permits a mix of single-family and townhouse residences, as well as detached and attached two-family dwellings. The UR-MD District is located east of the UR-LD District, extending south from Prospect Street generally to Highland Avenue. The UR-MD District permits the same residential uses as the UR-LD District, as well as apartment houses and live-work buildings. The UR-HD District is located east of the UR-LD and UR-MD Districts, extending to Vark Street along Riverdale Avenue. The UR-HD District permits high-density residential development adjacent to the downtown. The UR-HD District serves to provide an increased downtown residential population to support commercial uses located in downtown and to take advantage of existing transportation resources. The UR-HD District does not permit single- and two-family residences. All three districts permit limited nonresidential ("public and institutional") uses.

The maximum permitted height is 36 feet (for townhouses) in the UR-LD District, and 50 feet in the UR-MD District (for an apartment house). The maximum base height in the UR-HD District is 66 feet (for an apartment house), and up to 150 feet for certain mapped properties. The minimum front yard setback in these zoning districts is 5 feet; however, in the UR-HD District, apartment houses do not have a minimum front setback requirement. The majority of building types in the UR-LD and UR-MD Districts are permitted a maximum building coverage of 40 percent. Townhouses in all three zoning districts are permitted a maximum

building coverage of 50 percent, while apartment houses in the UR-MD District are permitted a maximum building coverage of 70 percent and in the UR-HD district do not have a coverage limitation.

The western portion of the Land Use Study Area, along the Hudson River, is largely zoned in the I (Industry – Residences Excluded) District. A portion of the waterfront is also subject to a prior Planned Urban Redevelopment (PUR) special permit approval, under which a number of apartment complexes were constructed.

The periphery of the Land Use Study Area, particularly to the east, is outside the downtown districts. This part of the Land Use Study Area includes several traditional (i.e., non-form-based) zoning districts, including the:

- A District (Apartment Houses, High-Density);
- BA District (General Business and Apartment Houses, High-density);
- M District (Apartment Houses, Medium-Density);
- B District (Neighborhood Business and Apartment Houses, Medium-Density);
- CM District (Commercial, Storage and Light manufacturing, Residences Excluded); and
- I District (Industry, Residences Excluded).

The A District allows apartment houses, single-family and two-family detached dwellings, and municipal uses as principal permitted uses. The district also permits other uses, such as places of worship, schools, nursing homes, planned apartment and townhouse complexes, and senior citizen apartment houses, which are subject to supplemental requirements. (See **Appendix A-3** for a full list of uses permitted in the A District.)

Within the A District, the maximum building coverage for residential uses is 40 percent with a maximum height of 35 feet (2.5 stories) for single- and two-family dwellings. For multifamily residences and nonresidential buildings, the maximum permitted height is one-and-a-half times the width of the street right-of-way the building fronts, except if the building fronts more than one street, the maximum permitted height is one-and-a-half times the width of the wider street right-of-way. A maximum floor area ratio (FAR) of 1.0 is permitted for single- and two-family residences, and multifamily residences are permitted a maximum FAR of 3.0. Nonresidential uses are permitted a maximum building coverage of 40 percent and maximum FAR of 1.25. (See **Appendix A-3** for a full list of dimensional regulations in the A District.)

The BA, M, and B Districts allow general and neighborhood businesses and apartment houses of medium- to high-density. These districts allow a maximum building coverage of 70 percent for nonresidential buildings (except the M District, which permits 40 percent), and a maximum building coverage of 40 percent for residences. The zoning districts generally permit one- and two-family dwellings up to 35 feet and multifamily dwellings up to 65 feet in the M District. The BA District permits multifamily residences and nonresidential buildings at a maximum height that is one-and-a-half times the width of the street right-of-way on which it fronts, except if the building fronts on more than one street, the

maximum permitted height is one-and-a-half times the width of the wider street right-of-way.

The I and CM Districts are industrial as well as commercial and light manufacturing zones in which residential use is excluded. The maximum permitted building coverage within the I District is 75 percent and within the CM District is 50 percent. Buildings in the CM District can be a maximum height of 35 feet. Buildings within the I District have a maximum permitted height of two times the width of the street right-of-way on which it fronts. However, if the building fronts on more than one street, the maximum permitted height shall be two times the width of the wider street right-of-way. Maximum FAR in the I District is 7.5, and 1.0 in the CM District.

C.1.b. Teutonia Site

The Teutonia Site is located within the D-MX District (see **Figure 2-7**). The northern half of the Teutonia Site is within the maximum height subdistrict (mapped as “purple” on Map B: Height District Map, of the Zoning Ordinance), which permits buildings up to 250 feet. The southern portion of the Teutonia Site is within the 66-foot maximum building height subdistrict (mapped as “tan” on Map B: Height District Map, of the Zoning Ordinance (see **Figure 2-8**).

The area to the north and east of the Teutonia Site is also zoned D-MX District, with varying maximum building heights. West of the Teutonia Site, across the railroad tracks, is the PUR district. South of the Teutonia Site are the UR-LD, UR-MD, and UR-HD Districts.

In 2012, the Yonkers Planning Board issued a lead agency Statement of Environmental Findings under SEQRA and granted site plan approval for the redevelopment of the Teutonia Site as a 26 story, multifamily residential building with 410 residential units. In 2018, the Yonkers Planning Board granted amended site plan approval for a 26-story building with 361 residential units and a parking facility for 365 cars.

C.1.c. Chicken Island Site

The Chicken Island Site is located in the D-MX District. The majority of the site is within the 250-foot maximum height subdistrict (mapped as “purple” on Map B: Height District Map, of the Zoning Ordinance); however, the section of the site within 80 feet of Palisade Avenue is within the 100-foot maximum height subdistrict (mapped as “yellow” on Map B: Height District Map, of the Zoning Ordinance) (see **Figure 2-8**).

Areas immediately adjacent to the Chicken Island Site are zoned D-MX District, with maximum permitted building heights ranging from 100 feet to 250 feet (see **Figure 2-8**). The area one block to the north and east of the Chicken Island Site is comprised of a mix of A, B, BA, M, CM, and I Districts.

C.1.d. North Broadway Site

The majority of the North Broadway Site is located in the D-MX District. Maximum permitted building height is 100 feet, except the four lots fronting on North Broadway have a maximum permitted height of 66 feet (see **Figure 2-8**).

The tax lots of the North Broadway Site designated as Section 2, Block 2018, Lots 8, 25, and 79 are located in the A District (see **Figure 2-7**). As detailed above, the A District allows a variety of residential and institutional uses. Whereas the D-MX District allows 100 percent building coverage of a lot, the A District generally allows 40 percent building coverage. Maximum permitted building heights 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.

Areas to the west of the North Broadway Site are primarily zoned D-MX District, with an area zoned as D-IRT District to the northwest of the site. Maximum permitted building heights range from 66 feet to 250 feet. Areas to the south and southeast of the site are also within the D-MX District. Areas to the east and northeast are predominantly A, BA, and M Districts, which allow a mix of residential, neighborhood business, and institutional land uses. Small areas zoned as I District are interspersed in this portion of the Land Use Study Area, which allow industrial uses and exclude residential uses.

C.2. FUTURE WITHOUT THE PROPOSED ACTION

In the Future without the Proposed Project, the Proposed Zoning Amendments would not be adopted. The Teutonia and Chicken Island Sites would remain zoned D-MX District, and the North Broadway Site would remain zoned A District and D-MX District. Future on-site developments would be required to conform to the requirements of these two zoning districts. Chapter 17, “Alternatives,” of this DEIS discusses the potential for the Project Sites to be developed in accordance with the existing site zoning.

C.3. FUTURE WITH THE PROPOSED ACTION

The Proposed Action includes the Proposed Zoning Amendments. These amendments primarily relate to permitted buildings heights, building footprints, parking requirements, and the regulations for “Designated Development Sites.” The Proposed Zoning Amendments are summarized below, and the complete text is in **Appendix A-4**.

In the Applicant’s opinion, the Proposed Zoning 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 (i.e., direct pedestrian connection between downtown and the Locust Hill neighborhoods) 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 goals for this large site, which the Applicant believes support the City’s general goal of revitalizing downtown with active street front uses and increased residential density. Absent the proposed Zoning Amendments, much wider, but shorter, residential towers could be constructed at the Chicken Island Site, which, in the Applicant’s opinion, would be less aesthetically appealing. A key design component, and goal for the City, requires

creating publicly accessible through streets that connect to the surrounding neighborhood. The Proposed Amendments permit 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 (see Chapter 3, "Visual and Community Character," for further discussion).

C.3.a. Proposed Amendments to Building Heights

The Applicant proposes that Map B: Height District Map of the Zoning Ordinance and the regulations of the D-MX District would be amended to permit new maximum building heights. 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). 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 Amendments would permit an increase in height on certain parcels within the "purple" maximum height 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 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 Amendments would also rezone three lots from the A District to the D-MX District. Currently these lots have maximum permitted heights of one-and-a-half times the width of the street right-of-way the building fronts.

The proposed changes to building heights would increase the density of mixed-use development proximate to the Yonkers Train Station and increase population in the downtown to further activate the streetscape. The Proposed Zoning Amendments would be limited to parcels proximate to the Train Station (to promote transit-oriented development), and also to parcels of a certain minimum size. It is the Applicant's opinion that limiting the proposed increases in height to larger parcels encourages catalytic development projects on certain targeted parcels that are critical to the continued revitalization of downtown Yonkers. While the Proposed Zoning Amendments would allow taller buildings than permitted under current zoning, the buildings would be compatible with the overall character of the downtown, in which other tall buildings (up to 25 stories) have been constructed, and its context as a growing major urban center. Instead

of building “out,” like in the case of Cromwell Towers, the Proposed Zoning Amendments would permit development to be built “up,” allowing for high density development that would enliven street-level activity while maintaining a more compact footprint. 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.”

C.3.b. Proposed Amendments to Parking Requirements

The Proposed 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 Train 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 beyond ¼-mile. The Proposed Amendments would amend these ratios to require one space per dwelling unit within ½-mile of the Train Station, with the additional per bedroom requirement applicable to units beyond ½-mile. Finally, the Proposed Zoning Amendments would explicitly allow the use of attended, or valet, parking to satisfy the minimum off-street parking requirements, which has heretofore been considered permissible.

The proposed changes to parking requirements would recognize the reduced parking demand for residential units that are located in the downtown within walking distance of the Yonkers 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.

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

Section 43-221(B) of the existing Zoning Ordinance states that the portion of a building in the D-MX and D-IRT Districts above the first 66 feet must have a maximum tower footprint of 12,000 sf for residential use and 20,000 sf for non-residential use. The Proposed Zoning Amendments include the following residential tower footprint size regulations (non-residential tower sizes are not proposed to be modified):

- 12,000 sf maximum tower footprint, except maximum tower footprint on a lot which is located in the maximum height district shown on Map B: Height District Map, is as follows:
 - Maximum aggregate residential tower footprint is 24,000 sf in two towers on a lot 1 acre or greater which is located within ⅛-mile walking distance to the Yonkers Train Station over public street sidewalks.
 - Maximum residential tower footprint is 13,000 sf and maximum aggregate residential tower footprint is 26,000 sf in two towers on a lot 1.5 acres or greater which is located between ⅛-mile and ⅓-mile walking distance to the Yonkers Train Station over public street sidewalks.

- Maximum residential tower footprint is 38,000 sf and maximum aggregate residential 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 four 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 residential tower footprint would be increased from 12,000 sf per lot to 24,000 sf in two towers.
- Chicken Island Site: Maximum residential 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 80,000 sf residential tower footprint would be permitted in buildings up to 250 feet and a maximum aggregate of 28,000 sf tower footprint in buildings between 250 and 400 feet tall.
- North Broadway Site: Maximum residential 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 residential tower footprint would allow 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 building with a smaller tower 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, as described in Chapter 1, “Project Description,” 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 towers, each with varying heights and building design and materiality. Along Palisade Avenue on the northern portion of the Chicken Island Site, the proposed building would be stepped, so that on its James Street frontage (to the west), it would be two stories of retail and commercial uses. As the building moves east, it would gradually step up to 10 stories at the proposed 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 firehouse. The sidewalk along the Chicken Island Project’s Palisade Avenue frontage would be widened to approximately 13 feet. The stepped design of the building and the widened sidewalk would provide a gradual transition from the

existing low-rise buildings to the north and west of the Site so as to limit the visual transition of the new development. Given the large area of the Chicken Island Site, increasing the maximum tower footprint allows for a more creative and varied building design, while at the same time allowing the preservation of areas of the site without residential towers through increased footprints in other areas of the site. See also Chapter 17, “Alternatives,” for a discussion of a potential development scenario of the Chicken Island Site under the current zoning.

C.3.d. Proposed Amendments to Designated Development Site Regulations

The Proposed Zoning Amendments 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. Designated Development Sites allow for a comprehensive redevelopment of certain areas of the City. Under the current regulations, only sites in the former CB (Central Business) and GC (Government Center) districts that are 10 or more acres in the aggregate can be designated. The CB and GC districts are no longer mapped. The purpose of the proposed revisions is 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. The Proposed Zoning Amendments would continue to require that the lot and dimensional regulations apply to the entire tract designated as a Designated Development Site and not the individual lots comprising the Designated Development Site. The Proposed Zoning Amendments would permit the City Council to designate a Designated Development Site only after the Planning Board has approved a site plan for the site. It is also noted the entirety of the Chicken Island Site was previously classified by the City Council as a Designated Development Site for a different project and under a different zoning scheme. Permitting the City Council to provide for Designated Development Sites will provide greater flexibility in designing thoughtful redevelopment projects on large parcels within the City’s downtown.

C.3.e. Affordable Housing Requirements

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

- Forty percent to households earning between 40 percent and 65 percent of AMI;
- Twenty percent to households earning between 66 percent and 80 percent of AMI; and
- 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 five percent of units not provided on-site. Therefore, The Proposed Project will provide between 178 and 356 units of affordable housing, an amount equal to between five and 10 percent of the total number of units of the Proposed Project.

C.3.f. Conformance with Other Zoning Requirements

Aside from the Proposed Zoning Amendments, the Proposed Project would conform with all other applicable existing 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. The Proposed Project would also comply with existing dimensional standards, aside from the tower footprint requirements that would be amended as part of the Proposed Zoning Amendments, including setbacks (street level and additional height setbacks), building footprints, and building design standards that are intended to achieve the unified City character of the Downtown Districts, with the exception of building height and the tower footprint size, which are proposed to be amended.

C.3.g. 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 C.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 size and character of Yonkers. Stipulating that the increased height and tower footprint size are only permitted on lots of a certain size and in proximity to the Yonkers Train Station would facilitate this managed growth. If the proposed Zoning Amendments are adopted, the Project Sites are the only existing sites in the DM-X District that meet the lot area, distance, and zoning requirements for additional height and tower footprint (see **Figure 2-9**). In order for other sites to be eligible for additional height and tower footprint, lots located within the prescribed distances from the Yonkers Train Station would need to be rezoned into the maximum height subdistrict (as shown on Map B: Height District Map of the Zoning Ordinance) in order to create a parcel that meets the minimum lot size requirements.

With respect to the proposed reduction in off-street parking required for downtown apartments located between ¼-mile and ½-mile of the Train Station, it is the Applicant's opinion that these changes would not materially change the development potential of other sites within the downtown. Specifically, it is the Applicant's opinion that this change would not create a significant potential for parking area within a building designed to have the maximum residential density permitted under all applicable lot and dimensional requirements and the current apartment parking requirement to be "switched" to residential area, therefore

allowing the residential density to be greater than the maximum that could be achieved if the parking requirement was not reduced. Reducing the amount of off-street parking required for certain residential buildings would have the effect of reducing the costs associated with those developments and may facilitate redevelopment in general. It is not clear, however, that reductions in the amount of space required for parking would translate directly into more residential space within a given building. For example, to the extent that new residential developments included subgrade parking, it is these spaces that would likely be eliminated from a building program first as subgrade parking tends to be the most expensive to construct when figuring in costs for excavation. These subgrade levels of parking would obviously not be suited to residential use. In addition, changes to the technology of parking, including everything from stackers to fully automated parking garages, are likely to have more significant impacts on the actual square footage of a building devoted to parking uses than changes to the parking ratio. As the Zoning Ordinance does not currently, and would not in the future, prohibit these technologies, it is the Applicant's opinion that the reduction in parking ratios would be a relatively insignificant factor in the amount of building space that could be "switched" from parking to residential uses. Finally, it is not clear that the off-street parking requirements for apartment buildings were intended to, or act as, a *de facto* density control within the downtown zoning districts. Rather, they appear to be enacted because of a perceived private "need" that, in the absence of regulation, might go unmet. As discussed, and documented more fully in Chapter 11, "Traffic and Transportation," it is the Applicant's opinion that there is not a need for additional parking for downtown apartment buildings located proximate to mass transit.

C.3.h. Summary of Potential Zoning Impacts

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

D. PUBLIC POLICY

This section analyzes the consistency of the Proposed Action with relevant local, regional, and statewide policies.

D.1. EXISTING CONDITIONS

D.1.a. The Yonkers Comprehensive Plan (2000)

Connections: The Yonkers Comprehensive Plan ("Connections"), last updated in September 2000, provides goals and strategies for the City related to a number of issues, including land use, transportation, the economy, and parks and recreation.

Relevant to the Proposed Action, which includes the Proposed Zoning Amendments and mixed-use redevelopment of vacant and underutilized properties, *Connections* recommends that future development capitalize on the City's downtown and Hudson River waterfront areas. Specifically, *Connections* notes that these areas have scenic views and waterfront access, a revitalized municipal pier, and a train station that provides quick and convenient access to New York City. *Connections* also recommends that the City focus its redevelopment efforts on smaller geographic areas, such as through the administration of Community Development Block Grant (CDBG) funding. *Connections* includes several other goals and recommendations that are relevant to the Proposed Action, including the preservation of historic structures, the enhancement of local shopping areas, and reinforcing the importance of views of, and pedestrian access to, the Hudson River waterfront.

D.1.b. Downtown Master Plan (2010)

In 2010, the City prepared a vision plan for the downtown. The *Downtown Master Plan* included a number of development initiatives, such as the redevelopment of the Chicken Island Site as "River Park Center," with regional retail and entertainment destinations, as well as public space and transportation improvements. The proposed design principles put forth by the plan included identifying and redeveloping underutilized properties, protecting the existing downtown character through preserving historic architecture and respecting the urban scale, and broadening the market of downtown Yonkers through an increase of retail and a variety of residential experiences. The *Downtown Master Plan* ultimately led to the adoption of the Downtown Districts, as discussed further in Section C.1.a of this chapter.

D.1.c. Riverview Urban Renewal Plan

The Teutonia Site is within the boundaries of the *Modified Urban Renewal Plan for Neighborhood Development Program Areas Nos. 1 and 2* (the "Riverview Urban Renewal Plan"), which was adopted in 1998 and last amended in 2009. The objectives of the *Riverview Urban Renewal Plan* are to eliminate substandard or deteriorated housing and "environmental deficiencies" through the development of residential projects. The plan recommends that within the central business districts, appropriate retail and commercial activity be established in order to revitalize the downtown area. Quality urban design that takes advantage of the vistas of the Hudson River and New Jersey shoreline and projects that provide adequate off-street parking are also encouraged.

The *Riverview Urban Renewal Plan* recommends various land uses and intensities for areas within its boundary. The Teutonia Site is located within an area that the plan recommends for residential development at a density not to exceed medium-high density, or 60 to 100 dwelling units per acre. The plan also encourages mixed-use buildings designed to serve the commercial needs of the immediate neighborhood. Consistent with the *Riverview Urban Renewal Plan's* goal to create more housing, the plan recommends that, "no less than 50 percent of all residential units to be constructed within these Neighborhood Development Program (NDP) Areas be for low and moderate income families and 20 percent of these residential units will be for low income families" (page 27). The plan also

recommends that new residential developments provide adequate recreation areas.

D.1.d. Getty Square Urban Renewal Plan

The Chicken Island Site and the lots fronting North Broadway within the North Broadway Site (Section 2, Block 2018, Lots 50, 51, 56, and 57) are within the boundaries of the *Urban Renewal Plan for the Getty Square Urban Renewal Area* (the “*Getty Square Urban Renewal Plan*” or “GSURP”), which was adopted in 1978 and last updated in 2009. The objectives of the *Getty Square Urban Renewal Plan* are to eliminate substandard or deteriorated residential and commercial structures, as well as “environmental deficiencies” through the development of commercial and public use projects. The GSURP, as amended in 2009, places the Chicken Island site in a Mixed-Use development zone, which supported the development of the previously proposed River Park Center project. The parcels comprising the North Broadway Site that are located in the GSURP area are within the “Predominantly Commercial” future land use area. With respect to this area, the GSURP states that: “existing commercial (retail and office), residential-commercial, or residential uses will also be included among the proposed land uses... These are buildings close by the commercial-public parking sites and are primarily buildings-to-remain containing shops on the first floor and shops, offices, storage, etc., or apartments on the upper floors, if any. This GSURP includes most “Central Business District Core” properties not included in the Riverview Neighborhood Development Program. in order to assure that the rehabilitation of the entire area downtown is carried out in a comprehensive manner.”

D.1.e. Westchester 2025 – Context for County and Municipal Planning and Policies to Guide County Planning

Westchester 2025 is a county-wide planning effort that emphasizes the importance of regional planning and makes planning resources accessible to communities and their residents. As part of that effort, the *2025 Context for County and Municipal Planning and Policies to Guide County Planning* was adopted by the Westchester County Planning Board in 2008 and amended in 2010. This document replaces and updates the “Assumptions and Policies” section of *Patterns for Westchester*, the County’s last full Comprehensive Plan adopted in 1996, with new principles and policies for development in Westchester County. Relevant to the Proposed Action, the *2025 Context and Policies* recommend: channeling development to centers where infrastructure (physical and civic) can support growth, preserving natural resources, supporting affordable housing, and protecting historic and cultural resources.

D.1.f. Hudson River Valley Greenway/Hudson River Valley National Heritage Area Strategic Plan (2014)

The Hudson River Valley Greenway (“HVRG”) was created by New York State in 1991 and the Hudson River Valley National Heritage Area (“NHA”) was designated by the federal government in 1996 to preserve and promote the natural, cultural, and recreational resources of the Hudson River Valley, while supporting its economic vitality. The Hudson River Valley generally includes the counties between New York City and Albany, including Westchester County (and

therefore the City of Yonkers). In the fall of 2014, the *Hudson River Valley Greenway Strategic Plan* (the “*Greenway Plan*”) was established to “preserve the Hudson River Valley’s heritage, revitalize its economies, ensure a sustainable future for its communities, and enhance its quality of life.” The specific goals identified were to:

- “Focus on building broad partnerships to support quality of life in the Valley as embodied in the Greenway Principles”;
- “Include a solid rationale for private fundraising on the part of the Greenway/NHA”; or
- “Raise the visibility of the organization among all its stakeholders.”

To implement these goals, the *Greenway Plan* included four main categories of recommended actions:

- “Fostering the dissemination and adoption of Greenway principles to promote smart growth and sustainable development throughout the Valley”;
- “Facilitating activities through partnerships to support those principles”;
- “Funding ‘catalytic’ projects to further Greenway principles”; or
- “Forming the physical and programmatic connections to address many aspects of quality of life in the Valley.”

D.1.g. The Greenprint for a Sustainable Future (2005)

In response to the Hudson River Valley Greenway Act of 1991, Westchester County prepared the Westchester County Hudson River Valley Compact Plan, *The Greenprint for a Sustainable Future* (“*The Greenprint*”), to provide a basis for participating municipalities to qualify for financial and planning benefits as part of the legislation. Yonkers has adopted *The Greenprint* (see Section 49-1 of the City Code), which provides the City the opportunity to pursue grant funding through the HRVG and ensures that SEQRA reviews consider Greenway principles in project evaluation. Consistent with the Hudson River Valley Greenway Act of 1991, *The Greenprint* provides five criteria for Greenway planning: natural and cultural resource protection; regional planning; economic development; public access to Hudson River and important local resources; and heritage and environmental education. Because the Proposed Project includes land use development within a Greenway Compact Community, consistency with *The Greenprint* is being evaluated.

D.1.h. Hudson River Critical Environmental Area

In 1989, the Westchester County Board of Legislators adopted a local law (16-1989) pursuant to SEQRA that established the Hudson River and its “immediate shoreline” as a Critical Environmental Area (CEA). For purposes of the CEA, the “immediate shoreline” in the vicinity of the Project Sites is defined as the areas to the west of Broadway and Riverdale Avenue. Therefore, the Teutonia Site is within the Hudson River CEA. To be designated a CEA, an area must have a unique character with respect to one or more of the following:

- “A benefit or threat to human health”;

- “An important or unique natural setting (e.g., fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality)”;
- “Important agricultural, social, cultural, historic, archaeological, recreational, or educational values”; or
- “An inherent ecological, geological or hydrological sensitivity that may be adversely affected by any change.”

The Hudson River in Westchester County is rated a Class C water body by the New York State Department of Environmental Conservation, indicating that the river is suitable for fish propagation and survival. Class C waters are also suitable for primary and secondary contact recreation (New York State Code Part 701), although other factors, such as accessibility and water flows or depths, may limit their use for these purposes.

D.1.i. New York State Coastal Management Program

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

D.2. FUTURE WITHOUT THE PROPOSED ACTION

Without the Proposed Project, no changes affecting public policies applicable to the Project Sites and the Land Use Study Area are expected.

D.3. FUTURE WITH THE PROPOSED ACTION

D.3.a. The Yonkers Comprehensive Plan (2000)

The Proposed Action is consistent with the goals of *Connections*, the City’s Comprehensive Plan. *Connections* explicitly recognizes the primacy of focusing development on the downtown and waterfront areas of the City. The Proposed Project would re-develop long vacant and underutilized sites in downtown, helping to catalyze adjacent, off-site, development that would further strengthen the City’s downtown. The Project Sites have been a central focus of the City’s downtown development goals for decades. The Proposed Project, which includes the development of a total of approximately 3,556 residential units, approximately 95,000 sf of street-level retail, and approximately 30,000 square of commercial office space, is an opportunity to achieve these goals and solidify the resurgence of the downtown for generations.

The three Project Sites are in the central core of the downtown and encompass the primary commercial corridors of this area. Consistent with *Connections*, the development associated with the Proposed Project at each Project Site would

introduce additional residents to the downtown that would enhance activity in these local shopping areas, including Getty Square and the “key streets” identified in the Zoning Ordinance. This additional population would further enliven the City’s waterfront and Larkin Plaza, which includes the daylighted Saw Mill River at van der Donck Park. Finally, the architecture of the Proposed Project, including the siting and articulation of the proposed residential towers, is consistent with *Connections*’ recommendation to reinforce the importance of views of the waterfront. For instance, the towers at the Teutonia Site, which is closest to the waterfront, would be spaced in accordance with existing regulations of the Zoning Ordinance to maintain views of the Hudson River and Palisades between buildings. (See Chapter 3, “Visual and Community Character,” for additional detail regarding these views.)

D.3.b. Downtown Master Plan (2010)

The Proposed Project is, in the Applicant’s opinion, consistent with the overall goals of the *Downtown Master Plan* with respect to redeveloping underutilized properties with retail, office, and residential spaces that would “increase downtown residential supply with new development...around the perimeter of the downtown core, adjacent to the surrounding neighborhoods.” While the density of development would be greater than envisioned in the *Downtown Master Plan*, it is the Applicant’s opinion that the Proposed Project would provide a benefit to the City by increasing development in the urban core to further activate the streetscape and promote economic activity through the realization of development, including on parcels which have been the subject of redevelopment attempts for decades. The Proposed Project would allow taller buildings than envisioned in the *Downtown Master Plan* (up to 435 feet as compared to a maximum of 250 feet), but the Project Sites would be designed with limited base building heights and multi-tiered tower design that, in the Applicant’s opinion, would harmonize with the existing urban scale of the area and be consistent with the pedestrian-centered design goals set forth in the *Downtown Master Plan*.

The Proposed Project would consist of high-density residential developments and street-level retail that would add vitality to the City’s downtown and help create a “24/7” neighborhood. In the Applicant’s opinion, the Proposed Project’s residential towers would be a positive reflection of the long-term cityscape vista of the City, consistent with the spirit of the Downtown Districts that resulted from the *Downtown Master Plan*.

At the time of the *Downtown Master Plan*, the Chicken Island Site was proposed to be redeveloped as the project known as River Park Center, which would have included a mix of retail and entertainment uses, and a possible minor-league baseball stadium. As such, the Chicken Island Site was identified in the *Downtown Master Plan* as a location for street level parking with upper floor retail and entertainment. However, the River Park Center project was not developed. The current proposed Chicken Island Project would include a mix of residential and retail uses and is consistent with the *Downtown Master Plan*’s overall vision of increasing residential populations in the downtown and creating shopping and mixed-use street frontages in this area.

The Teutonia Site was identified in the *Downtown Master Plan* as a prime location for redevelopment in proximity to the Yonkers Train Station and downtown amenities. The *Downtown Master Plan* noted that these areas could accommodate substantial new residential and commercial development with structured parking in buildings up to 20 stories. While the proposed Teutonia Project would include two towers up to 41 stories tall, in the Applicant's opinion, this increased density would support the City's initiatives to revitalize downtown and enhance its economic activity.

Except for the lots that front North Broadway, the North Broadway Site is outside the boundary of the *Downtown Master Plan* area. For areas along North Broadway, particularly in and around Getty Square, the *Downtown Master Plan* envisioned ground floor retail with upper floor residential or office uses. The *Downtown Master Plan* also recommended restoration and reuse of existing buildings. While the North Broadway Project would replace existing buildings along North Broadway with new buildings, they would provide ground floor retail and be sized in context with surrounding buildings. Further, the North Broadway Project would include pedestrian pathways that would promote the *Downtown Master Plan's* vision of improved pedestrian connectivity and circulation in the downtown.

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

D.3.c. Riverview Urban Renewal Plan

The Teutonia Project would be consistent with the overall objectives of the *Riverview Urban Renewal Plan* to develop new residences and, within the downtown area, induce commercial activity to support the neighborhood. The 906 proposed residential units will help activate the downtown and the approximately 10,000 sf of proposed street-level retail will support the vitality of the immediate neighborhood. The design of the Teutonia Project, including the siting and articulation of the residential towers and the street-level architecture, is consistent with the *Riverview Urban Renewal Plan's* goal of encouraging quality urban design. Finally, reuse of the Teutonia Site is consistent with the goal of the *Riverview Urban Renewal Plan* to eliminate environmental deficiencies. As noted in Chapter 14, "Hazardous Materials," the site underwent environmental remediation through the Brownfield Cleanup Program (BCP).

The Teutonia Project would not be consistent with three of the *Riverview Urban Renewal Plan's* goals. The *Riverview Urban Renewal Plan* intends not less than 50 percent of all residential units to be constructed within the plan area to be for low- and moderate-income level families. For the Teutonia Project, the Applicant would provide between five and 10 percent of the total number of units as

affordable, in accordance with existing City regulations. In addition, the Teutonia Project would not include active and passive recreation areas, which are encouraged by the plan. However, in lieu of providing on-site “park” space, the Applicant would either pay a fee at the rate established by the City for multifamily dwellings or provide off-site recreation land or improvements.

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

D.3.d. Getty Square Urban Renewal Plan

The Chicken Island Project and the North Broadway Project would be consistent with the overall objectives of the *Getty Square Urban Renewal Plan*. The two projects would eliminate “environmental deficiencies,” and the design of the two projects, including the siting and articulation of the residential and mixed-use buildings in relation to the adjoining City park along the Saw Mill River (as detailed in Chapter 1, “Project Description”), would be consistent with the *Getty Square Urban Renewal Plan*’s goal of quality urban design.

As most recently revised in 2009, the *Getty Square Urban Renewal Plan* endorses the former River Park Center project at the Chicken Island Site. The Chicken Island Project proposed by the Applicant has a smaller retail component than River Park Center, which was designed in response to market conditions that no longer exist. To address these inconsistencies, the Applicant proposes revisions to the *Getty Square Urban Renewal Plan* to reflect the Applicant’s proposed parking ratios, and to eliminate requirements that were intended to facilitate River Park Center (see **Appendix A-7**). The portion of the North Broadway Site subject to the GSURP are within the area designated for “Predominantly Commercial” future land use and are therefore consistent with the plan.

D.3.e. Westchester 2025 – Context for County and Municipal Planning and Policies to Guide County Planning

The Proposed Project is consistent with Westchester 2025’s goal of channeling future development to population, commercial, and transit “centers.” As discussed above, the Teutonia, North Broadway, and Chicken Island Sites are located in the downtown. The Teutonia Site is within 1/8 mile of the Yonkers Train Station, while the North Broadway and Chicken Island Sites are within 1/4- and 1/2-mile of the station, respectively. By channeling growth to the downtown, the Proposed Project would preserve natural resources by reducing the pressure for high-density greenfield development elsewhere, which is another goal of *Westchester 2025*. The Proposed Project would include between five and 10 percent of the total number of units as affordable units, in accordance with Article XV of the Zoning Code. As such, the Proposed Action is consistent with the County’s goal of promoting fair and affordable housing.

D.3.f. Hudson River Valley Greenway/Hudson River Valley National Heritage Area Strategic Plan (2014)

The Proposed Project is consistent with the applicable objectives of the *Hudson River Valley Greenway/Hudson River Valley National Heritage Area Strategic Plan*. In the Applicant's opinion, the Proposed Project would enhance the quality of life in the City by stimulating economic activity and an enlivened streetscape through the creation of new residences concentrated in the urban core of the City and by creating ground floor retail and commercial office space that would assist in the redevelopment of the downtown. The Proposed Project would also support smart growth goals by providing transit-oriented redevelopment centered around the Yonkers Train Station.

D.3.g. The Greenprint for a Sustainable Future (2005)

The Proposed Project is consistent with *The Greenprint's* goals of protecting natural and cultural resources and of the "regional planning" goal of *The Greenprint*. As discussed in more detail in Chapter 16, "Sustainability," the Proposed Project would meet the City of Yonkers' Green Development Standards through various site and building design and operational measures, such as energy and water conservation, among other methods. The Proposed Project would also be consistent with *The Greenprint's* goal of encouraging economic development.

D.3.h. Hudson River Critical Environmental Area

The Teutonia Site is within the Hudson River CEA; however, it is separated from the shoreline by the MNR railroad tracks and intervening development. The potential for the Teutonia Project to indirectly impact the Hudson River through shadows, sewer effluent, and stormwater is evaluated in Chapter 3, "Visual and Community Character," Chapter 8, "Infrastructure and Utilities," and Chapter 9, "Stormwater Management." As demonstrated therein, the Teutonia Project would not adversely impact the Hudson River's natural resources.

D.3.i. New York State Coastal Management Program

The Teutonia Site is the only site that is within the State designated coastal zone. Not all CMP policies pertain to the Teutonia Project, such as policies that relate to specific industries or activities that are not proposed as part of the Proposed Project. As demonstrated below, the Teutonia Project would be consistent with the applicable policies of the CMP.

- Policy 1 relates to the revitalization of "deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational and other compatible uses." The redevelopment of the Teutonia Site would replace a vacant site with a mixed-use development that provides residential and retail spaces. This would support ongoing revitalization efforts and contribute to increased economic activity of the waterfront area (see further details in Chapter 6, "Socioeconomics, Fiscal Impacts, and Environmental Justice"). Therefore, the Teutonia Project would be consistent with this policy.
- Policy 5 encourages "the location of development in areas where public services and facilities essential to such development are adequate." The Teutonia Project would concentrate new development in an already densely developed urban area that would support the existing residential and

commercial centers in the downtown. Additional development in these areas has the potential to increase the efficiency of existing public services in the downtown area, including MNR at the Yonkers Train Station, which is convenient to the Teutonia Site. Additionally, the development would take advantage of existing public services and utilities, including water and sewer lines, roadways, and electric and telecommunication services. Therefore, the Teutonia Project would be consistent with this policy.

- Policy 7 states that “Significant coastal fish and wildlife habitats will be protected, preserved, and, where practical, restored so as to maintain their viability as habitats.” The Teutonia Site is a vacant lot overgrown with small shrubs and trees. The Teutonia Site does not contain any significant habitat that would be removed or disturbed by the Teutonia Project. While the towers of the Teutonia Project would create short-duration shadows on the Hudson River, this would not substantially change shadows that currently result from buildings immediately along the waterfront (see Chapter 3, “Visual and Community Character”).

The Proposed Project would incorporate several design measures to reduce the potential collision hazards of the new buildings to birds, including bird-safe glass, limited indoor and outdoor lighting, and flashing white rooftop obstruction lighting. With these mitigation measures, the proposed buildings would not present a significant collision hazard to birds. Overall, both nighttime and daytime collisions of birds with the buildings of the Proposed Project would be expected to be uncommon, low in magnitude, and of insignificant impact to local and migratory bird populations. See **Appendix D-1**, for a detailed analysis of the potential for the Proposed Project’s buildings to create a collision hazard for birds as well as a more detailed description of the mitigation measures described above. Therefore, the Teutonia Project would be consistent with this policy.

- Policy 8 requires that activities in the coastal zone “protect fish and wildlife resources in the coastal area from the introduction of hazardous wastes and other pollutants which bioaccumulate in the food chain or which cause significant sublethal or lethal effect on those resources.” As described in Chapter 14, “Hazardous Materials,” a portion of the Teutonia Site is in the NYSDEC Brownfield Cleanup Program (BCP). Ground disturbing work on the Teutonia Site would be completed in compliance with the Site Management Plan, Excavation Work Plan, and environmental easements required by the BCP. With these procedures in place, the Teutonia Project would not adversely affect wildlife resources with respect to hazardous materials. Therefore, the Teutonia Project would be consistent with this policy.
- Policy 11 states that “buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.” The Teutonia Site is located outside the 100- and 500-year floodplains and therefore would not impact flooding. Additionally, to ensure that the Teutonia Project would not result in adverse impacts related to stormwater runoff and potential erosion both during construction and once the project is complete, a Stormwater Pollution

Prevention Plan (SWPPP) with a Soil Erosion and Sediment Control Plan, in conformance with State and City regulations, would be developed and implemented (see Chapter 9, “Stormwater Management,” for further details). Therefore, the Teutonia Project would be consistent with this policy.

- Policy 18 states that “to safeguard the vital economic, social and environmental interests of the State and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the State has established to protect valuable coastal resource areas.” The Teutonia Project would not impair coastal waters or resources, as it would not physically disturb any waterfront area or water resource and would incorporate stormwater management facilities compliant with state and local requirements, and would provide additional economic and development activity within the downtown waterfront area. Therefore, the Teutonia Project would be consistent with this policy.
- Policy 23 states that actions in the coastal zone should “protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the State, its communities, or the Nation.” As discussed in Chapter 4, “Cultural Resources,” the Teutonia Project would not adversely affect any historic or archaeological resources. The former Teutonia Hall structure was demolished by the Site’s previous owner. The Applicant intends to incorporate elements of the former Teutonia Hall façade into the design of the Teutonia Project, in coordination with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) and the City of Yonkers based on the current condition of the façade materials. Therefore, the Teutonia Project would be consistent with this policy.
- Policy 25 states that actions in the Coastal Zone should “protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the coastal area.” The architectural design of the Teutonia Project, including the siting and articulation of the proposed residential towers, would reinforce the importance of views of the waterfront. The residential towers on the Teutonia Site are sited to maintain much of the existing views of the Palisades from upland resources (see Chapter 3, “Visual and Community Resources”). Therefore, the Teutonia Project would be consistent with this policy.
- Policy 33 states that “best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into coastal waters.” This DEIS provides a detailed analysis of potential stormwater runoff, presented in Chapter 9, “Stormwater Management.” As described therein, a SWPPP would be developed in conformance with State and City regulations that would include practices for managing stormwater runoff for the Proposed Project, including the Teutonia Project. Therefore, the Teutonia Project would be consistent with this policy.
- Policy 41 states that “land use or development in the coastal area will not cause national or State air quality standards to be violated.” As described in Chapter 12, “Air Quality,” the Proposed Project, including the Teutonia Project, would not result in significant adverse impacts to air quality and would meet all

National Ambient Air Quality Standards (NAAQS) for all criteria pollutants. Therefore, the Teutonia Project would be consistent with this policy.

- Policy 43 states that “land use or development in the coastal area must not cause the generation of significant amounts of the acid rain precursors: nitrates and sulfates.” As described in Chapter 12, “Air Quality,” the Proposed Project, including the Teutonia Project, would meet the NAAQS for all criteria pollutants, including acid rain precursors. Therefore, the Teutonia Project would be consistent with this policy. *