# Chapter 19: Growth-Inducing Aspects

This chapter assesses the potential for the Proposed Action to induce growth.

As described in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Action includes Zoning Amendments primarily related to permitted building heights, building footprints, parking requirements, and the regulations for "Designated Development Sites." The complete text of the Zoning Amendments is in Appendix A-4. The proposed changes to building height and tower footprint size would apply to any development on a site that meets certain conditions related to lot area and distance from the Yonkers Metro-North Commuter Railroad ("MNR") Station as described in Chapter 2, Section C.3.c.

The Zoning Amendments promote transit-oriented development by encouraging density in an area that can accommodate growth - within ½-mile of the existing Yonkers MNR Station. The proposed increased height and tower footprint size would be permitted only on lots of a certain size and within a specified distance to/from Yonkers Train Station thereby directing potential growth to sites on which it would be consistent with the character of its immediate surroundings.

It is anticipated that the Proposed Project would increase demand for public transit services, including at the Yonkers MNR Station and several Westchester County Bee Line Bus service lines. As described in Chapter 11, "Traffic and Transportation," MNR ridership would increase by 145 passengers during each of the weekday AM and weekday PM peak hours **(see Appendix L-7**). Bus ridership would be distributed among several routes and therefore a dramatic increase in ridership at any one bus line is not anticipated. In addition, it is the policy of the transit agencies (Metro-North Railroad and Westchester County) to adjust their operating schedules to reflect demand as needed.

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**). For other sites to be eligible for additional height and tower footprint, lots meeting the lot area requirements 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) of the D-MX District.

As described in Chapter 6, "Socioeconomic, Fiscal Impacts, and Environmental Justice," there is an existing observable trend in the Socioeconomic Study Area (SESA)[1] toward increased population, with higher income and residential rents. Development projects planned or underway in the SESA will add over 4,000 residential units by 2032, which at full occupancy would equate to over 10,600 new residents. The new residents would represent a nearly 22 percent increase in the SESA population. These projects, under construction, recently completed, and planned will introduce new residents that will result in growth and displacement pressure. These projects will also introduce additional jobs to the SESA. While these trends would be expected to continue in

[1] See Figure 6-1, Socioeconomic Study Area.

the future without the Proposed Project, it is anticipated that the Proposed Project would contribute to, and potentially accelerate, these ongoing trends.

At full buildout (in 2032), the Proposed Project would introduce 3,556 new residential units, with an estimated 9,246 residents[2] to downtown Yonkers. By 2032, the Proposed Project would introduce 95,000 square feet (sf) of retail, personal service, and other first floor commercial uses and 30,000 sf of commercial and/or medical office space uses broadening the range of goods and services, and employment opportunities, in the downtown.

The residential population generated by the Proposed Project would create a new consumer base and could therefore result in growth in both the commercial retail and residential market. New residential, retail, and office uses would broaden the commercial offerings in the SESA, generate pedestrian activity, and provide new job opportunities.

New residents and visitors to the Proposed Project's retail offerings would also frequent nearby existing storefronts. New investment generated by the Proposed Project would draw workers and visitors, who would be expected to shop at existing City of Yonkers businesses and the new commercial and retail establishments of the Proposed Project. This new population could also induce new commercial development.

The Proposed Project would introduce higher-income residents and new housing product that could encourage adjacent property owners to improve vacated units and redevelop vacant and underutilized properties with residential and commercial development. While the Proposed Project could result in some direct and indirect displacement of residences and businesses, business storefronts that are vacated due to indirect displacement would not remain vacant; they would turn over to other retail uses that could afford to pay higher rents. Given the high residential density and the strong residential market in the SESA, there would still be local demand for existing goods and services to be provided within the neighborhood.

As described in Chapter 8, "Infrastructure and Utilities," the Proposed Project would require extensions and upgrades to existing infrastructure, including sewer or water systems, electric and gas systems, to serve the Project Sites. Sewer, electric and gas systems would be sized and designed to accommodate demand generated by the Proposed Project and therefore would not result in growth inducement.

Existing water supply to all three Project Sites would require resizing of existing mains or water main extensions as described in Chapter 8, "Infrastructure and Utilities," of this DEIS. At present, water supply infrastructure serving the Teutonia Site is not sufficient to accommodate demand of the Teutonia Project. Therefore, the Teutonia Project would extend the existing 12-inch water main from the intersection of Prospect Street and Hawthorne Avenue to the Teutonia Site. The new 12-inch water main would continue west to the intersection of Prospect Street and Buena Vista Avenue where it would run north and connect to the existing 12-inch water main at Main Street. The new 12-inch water main would replace approximately 900 linear feet of existing water main.

For water service to the Chicken Island Project, the City of Yonkers Water Bureau has requested an upgrade of the water main in James Street, currently a 6-inch ductile iron pipe (DIP), to an 8-

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

inch DIP to complete the overall water service loop that is proposed to be constructed as part of the Chicken Island Project. This upgrade would include the construction of a new 12-inch water main extending from the existing 12-inch water mains in Ann Street and the former Henry Hertz Street, constructed during the Phase 3 of the City's Saw Mill River Daylighting Project, and would connect to the existing 12-inch water main in Palisade Avenue.

The existing 12-inch water main in Locust Hill Avenue is a low-pressure main and would not have adequate pressure to service the North Broadway Project. The Applicant would install approximately 2,000 linear feet of new water main in Locust Hill Avenue from Ashburton Avenue to Palisade Avenue.

Provision of additional capacity and new water supply infrastructure to the Project Sites may result in additional growth on intervening underdeveloped/vacant or underutilized properties. If/when those properties are developed, additional analyses would be required to confirm sufficient capacity to serve new project generated demand.

While the Proposed Project may induce growth, subsequent land development applications submitted to the City of Yonkers for review and approval would comply with State Environmental Quality Review Act (SEQRA) and City of Yonkers review requirements. These site-specific environmental reviews would evaluate existing conditions accounting for Project related growth as their baseline condition. ✷