

A. INTRODUCTION

AMS Acquisitions, LLC, and its affiliates (the “Applicant”) propose to develop a transit-oriented, mixed-use development (the “Proposed Project”) at three sites (each a “Site,” and collectively, the “Project Sites”) within the downtown of the City of Yonkers (the “City”), New York. To facilitate the Proposed Project, the Applicant has petitioned the City of Yonkers City Council (“City Council”) for amendments to the City’s Zoning Map and Zoning Ordinance (the “Proposed Zoning”). Together, approval by the Planning Board of the City of Yonkers (the “Planning Board”) of the Site Plan for the Proposed Project and City Council approval of the Proposed Zoning and of amendments to affected urban renewal plans and the City’s Downtown Master Plan are referred to as the “Proposed Action.”

The Proposed Action includes the following:

Teutonia Site

1. Amend *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance and the regulations of the D-MX District to permit a maximum building height of 435 feet; and,
2. Increase the maximum tower footprint from 12,000 sf per lot to an aggregate of 24,000 sf in two towers.

Chicken Island Site

1. Amend *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance and the regulations of the D-MX District to permit a maximum building height of 400 feet.
2. Amend the Yonkers Zoning Ordinance to permit an increase to the maximum tower footprint from 12,000 sf to 38,000 sf and a maximum aggregate tower footprint in up to six towers to:
 - a. 80,000 sf, up to 250 feet in height; and,
 - b. 28,000 sf, from 250 in height to 400 feet in height.

North Broadway Site

1. Rezone tax Lots 8 and 25 to the D-MX District;
2. Amend *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance and the regulations of the D-MX District to permit a maximum building height of 300 feet; and,
3. Amend the Yonkers Zoning Ordinance to permit an increase in the maximum tower footprint from 12,000 sf to 13,000 sf and a maximum aggregate tower footprint to 26,000 sf in two towers.

PROPOSED ZONING

Within the D-MX: Mixed-Use District, the Proposed Zoning would:

1. Amend the parking ratio for “apartments” to 1 per dwelling unit within 0.5 miles of a train station and 1 per dwelling unit plus 0.33 per bedroom beyond 0.5 mile (from one per unit within 0.25 mile of a train station and 1 per unit plus 0.33 per bedroom beyond 0.25 mile) for Designated Development Sites (based on agreed upon amendments to the Applicant’s Zoning Petition); and
2. Amend the parking ratio for “Business, Commercial and Office Uses,” as listed in Table 43-10¹, to 1 per 500 sf for Designated Development Sites (based on agreed upon amendments to the Applicant’s Zoning Petition); and
3. The Proposed Zoning would revise the definition of a “Designated Development Site” in Section 43-8 of the Zoning Ordinance as well as the supplementary regulations for Designated Development Sites in Section 43-6. The primary purpose of these revisions is to permit the City Council to designate sites in the D-MX District mapped on *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance as maximum permitted height (250 feet) 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 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 site. The Proposed Zoning would permit the City Council to designate a Designated Development Site only after the Planning Board has approved a site plan for the site.

URBAN RENEWAL AREAS

As noted above, the Teutonia Site is within the Riverview Urban Renewal Area while the Chicken Island Site and three of the North Broadway Site lots are within the Getty Square Urban Renewal Area. In order to facilitate the Proposed Project, the two Urban Renewal Plans require certain modifications.

Pursuant to the rules and regulations of the New York State Environmental Quality Review Act (SEQRA, Article 8 of the Environmental Conservation Law and its implementing regulations at 6 NYCRR 617), the Planning Board, acting as Lead Agency, by resolution on November 18, 2020, determined the Proposed Action has the potential to result in one or more significant adverse environmental impacts and that an Environmental Impact Statement (EIS) shall be prepared. This Scoping Document was prepared to guide the preparation of the Draft EIS (DEIS), and describe the Proposed Project, the approvals required for implementation of the Proposed Project, and the proposed scope of analysis for the DEIS.

B. PROJECT DESCRIPTION

The Applicant owns or controls three sites proposed for development: the Teutonia Site; the North Broadway Site; and, the Chicken Island Site (see **Figure 1**, **Figure 2**, and **Figure 3**). Each site is

¹ Uses include, “banks and financial use,” “building supply store,” “convenience store,” “dry-cleaning establishment,” “eating and drinking establishment,” “fast-food restaurant,” “food and beverage store,” “health club and gymnasium,” “medical and dental office,” “personal service establishment,” “restaurant,” “retail establishment,” “retail craft use,” “supermarket,” “veterinary office.”

within the downtown area of the City of Yonkers and each is within one-half mile walk of the Yonkers Train Station.

In several phases over approximately ten years, the Applicant proposes to develop the Project Sites with approximately 3,556 residential rental units, including between approximately 178 and 356 Affordable Units, approximately 97,000 square feet (sf) of retail, personal service and other first floor commercial uses, approximately 38,000 sf of commercial and/or medical office, and approximately 2,906 parking spaces.

This section of the Scope identifies the Project Sites, summarizes the development proposed for each Site, and summarizes the zoning amendments proposed to facilitate the Proposed Project.

THE TEUTONIA SITE

SITE LOCATION

The Teutonia Site (known as 41 Buena Vista Avenue and Section 1, Block 512, Lot 11) is approximately 1.15 acres and is located on the west side of Buena Vista Avenue just south of its intersection with Hudson Street, generally north of Prospect Street (see **Figure 1**, **Figure 2**, and **Figure 3**). The Teutonia Site is currently undeveloped and is located within the City's Downtown Mixed Use (D-MX) zoning district (the "D-MX District"), 1/8th mile from the Yonkers Metro-North Railroad station and approximately 500 feet from the Hudson River (see **Figure 4**). The Teutonia Site is also located within the Riverview Urban Renewal Area, Hudson River Critical Environmental Area, and the New York State Coastal Zone. The Teutonia Site is the location of the former Teutonia Hall, which was constructed in 1892 as a German-American music and literary venue. Teutonia Hall had been vacant for more than 25 years before it was demolished in 2014. The property was the subject of remedial work under the NYS Brownfield Cleanup Program (BCP). The remediation was completed, and a certificate of completion was issued by NYSDEC in September 2017.

TEUTONIA PROJECT

On the Teutonia Site, the Applicant proposes to construct a transit oriented, mixed-use project with approximately 906 multi-family residential units (currently anticipated to be rental units), including between 45 and 91 Affordable Units, approximately 10,000 sf of street level commercial/retail space, and approximately 956 on-Site parking spaces (the "Teutonia Project"). Vehicular access to the Teutonia Site would be provided from two driveways along Buena Vista Avenue. The Teutonia Project would include two (2) residential towers above a six-story, 66-foot tall podium and having a maximum building height of 435 feet (see **Figure 5** and **Figure 6**). The Teutonia Project is proposed to be built in two phases. The first phase would include the construction of approximately 510 residential units in the northern tower, as well as approximately 5,000 sf of ground floor commercial and approximately 556 parking spaces within the northern portion of the podium. The second phase would include 396 residential units in the southern tower as well as approximately 5,000 sf of ground floor commercial and parking within the southern portion of the podium. The unit mix of the Teutonia Project is currently anticipated to include approximately 227 studio units, 272 one-bedroom units, 316 two-bedroom units, and 91 three-bedroom units. It is the Applicant's intent to incorporate the former Teutonia Hall façade into the design of the Teutonia Project.

PROPOSED REZONING

The Teutonia Site is located within the City’s D-MX District. Adjacent to the Teutonia Site to the north and east are properties in the D-MX District. To the south of the Teutonia Site are the UR-LD Low Density Urban Residential and the UR-MD Medium Density Urban Residential Zoning Districts.

With respect to the Teutonia Project, the Proposed Zoning would:

- Amend *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance and the regulations of the D-MX District to permit a maximum building height of 435 feet; and,
- Increase the maximum tower footprint from 12,000 sf per lot to an aggregate of 24,000 sf in two towers.

THE CHICKEN ISLAND SITE

SITE LOCATION

The Chicken Island Site is approximately 5.25 acres and consists of two tax lots: Section 1, Block 485, Lot 1; and, Section 1, Block 475, Lot 51 (see **Figure 1**, **Figure 2**, and **Figure 3**). The larger of the two lots, Block 485, Lot 1 or the “Palisade Avenue Parcel”, is generally located to the south of Palisade Avenue, the north of Nepperhan Avenue, and the west of New School Street and is currently developed with a surface municipal parking lot as well as portions of two privately owned streets, Henry Herz Street and John Street. The smaller of the two lots, Block 475, Lot 1, is located on the eastern side of New School Street and is unimproved (the “New School Street Parcel”). The Saw Mill River flows generally along the Site’s eastern boundary. The Chicken Island Site is within the D-MX District and all but the portions of the Site within 80 feet of Palisade Avenue are currently mapped on *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance as maximum permitted height (i.e., 250 feet shown on the map in purple) (see **Figure 4**). The entirety of the Chicken Island Site is within the Getty Square Urban Renewal Area.

CHICKEN ISLAND PROJECT

The Applicant proposes to develop a six-building transit-oriented, mixed-use development on the Chicken Island Site (the “Chicken Island Project”). The Chicken Island Project would include approximately 2,000 multi-family residential units, including between 100 and 200 Affordable Units, approximately 70,000 sf of street-level retail/personal service/commercial space, approximately 17,000 sf of office space, and approximately 2,200 parking spaces (see **Figure 7** and **Figure 8**).

The Chicken Island Project is anticipated to be built in five phases. The first phase would include approximately 650 residential units, 39,000 sf of commercial, and 17,000 sf of office space. Approximately 650 parking spaces would be constructed and approximately 200 spaces in the existing surface lot would be utilized. The second phase would include approximately 425 residential units, 10,000 sf of commercial space, as well as additional structured parking. This phase would also utilize approximately 80 spaces in the existing surface lot. The third phase would include an additional 425 dwelling units and approximately 10,000 sf of commercial as well as structured parking. This phase would also remove a temporary (approximately 4,000 sf) commercial space constructed in the first phase. The fourth phase would include 250 dwelling units and approximately 10,000 sf of commercial. The fifth phase of the Chicken Island Project

would include approximately 250 dwelling units and 5,000 sf of commercial, as well as additional structured parking. When complete, the Chicken Island Project residential units, which are anticipated to be rental units, would include approximately 500 studios, 597 one-bedroom units, 702 two-bedroom units, and 201 three-bedroom units.

PROPOSED REZONING

With respect to the Chicken Island Project, the Proposed Zoning would:

- Amend *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance and the regulations of the D-MX District to permit a maximum building height of 400 feet.
- Amend the Yonkers Zoning Ordinance to permit an increase to the maximum tower footprint from 12,000 sf to 38,000 sf and a maximum aggregate tower footprint in up to six towers to:
 - 80,000 sf, up to 250 feet in height; and,
 - 28,000 sf, from 250 in height to 400 feet in height.

NORTH BROADWAY

SITE LOCATION

The North Broadway Site is approximately 1.85 acres and includes several tax lots² on the east side of North Broadway, between Baldwin Place, Overlook Terrace, and Locust Hill Avenue (see **Figure 1**, **Figure 2**, and **Figure 3**). The North Broadway Site contains a mix of undeveloped parcels and parcels improved with multifamily residential uses (primarily along Baldwin Pl., Overlook Ter., and Locust Hill Ave.) as well as parcels improved with commercial uses (primarily those lots along North Broadway). Three of the parcels within the North Broadway Site (tax Lots 51, 56, and 57) are within the Getty Square Urban Renewal Area. With the exception of tax Lots 8 and 25, which are within the “A” zoning district, the North Broadway Site is located in the D-MX District (see **Figure 4**).

NORTH BROADWAY PROJECT

On the North Broadway Site, the Applicant proposes to construct a transit-oriented, mixed-use project with approximately 650 residential units, including between 33 and 65 Affordable Units, approximately 17,000 sf of commercial space, approximately 21,000 sf of office space, and approximately 750 parking spaces (the “North Broadway Project”). The North Broadway Project would include two, 23-story towers each approximately 300 feet in height, a parking structure, and commercial and retail buildings stepping down the existing topography from Overlook Terrace and providing a pedestrian connection to North Broadway (see **Figure 9**, **Figure 10**, and **Figure 11**). The existing multifamily building located on Lot 18, known as 23 Overlook Terrace, would be retained with the North Broadway Project, while the remaining structures on the North Broadway Site would be removed. Vehicular access to the North Broadway Project would be from Overlook Terrace.

The North Broadway Project is anticipated to be built in two phases. The first phase would include the south residential tower, with approximately 300 units, the parking garage, approximately

² Included in the North Broadway Site are the following tax lots within Section 2, Block 2018: 8, 12, 16, 18, 20, 25, 48, 50, 51, 56, 57, 67, 71, 75.

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15,000 sf of commercial, the publically accessible private stair stepping down from Overlook Terrace to North Broadway, and approximately 13,000 sf of office. The second phase would include the north residential tower with approximately 350 units, and approximately 2,000 sf of commercial along North Broadway and an additional approximately 8,000 sf of office space. The North Broadway Project residential units, which are anticipated to be rental units, would include approximately 162 studio units, 195 one-bedroom units, 228 two-bedroom units, and 65 three-bedroom units.

PROPOSED REZONING

With respect to the North Broadway Project, the Proposed Zoning would:

- Rezone tax Lots 8 and 25 to the D-MX District;
- Amend *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance and the regulations of the D-MX District to permit a maximum building height of 300 feet; and,
- Amend the Yonkers Zoning Ordinance to permit an increase to the maximum tower footprint from 12,000 sf to 13,000 sf and a maximum aggregate tower footprint to 26,000 sf in two towers.

OTHER ZONING AND PLAN AMENDMENTS

PROPOSED ZONING

Within the D-MX: Mixed Use District, the Proposed Zoning would:

- Amend the parking ratio for “apartments” to 1 per dwelling unit within 0.5 mile of a train station and 1 per dwelling unit plus 0.33 per bedroom beyond 0.5 mile (from one per unit within 0.25 mile of a train station and 1 per unit plus 0.33 per bedroom beyond 0.25 mile) for Designated Development Sites (based on agreed upon amendments to the Applicant's Zoning Petition); and
- Amend the parking ratio for most “Business, Commercial and Office Uses,” as listed in Table 43-10³, to 1 per 500 sf for Designated Development Sites (based on agreed upon amendments to the Applicant's Zoning Petition).

The Proposed Zoning would revise the definition of a “Designated Development Site” in Section 43-8 of the Zoning Ordinance as well as the supplementary regulations for Designated Development Sites in Section 43-6. The primary purpose of these revisions is to permit the City Council to designate sites in the D-MX District mapped on *Map B: Height District Map* (43 Attachment 14) of the Yonkers Zoning Ordinance as maximum permitted height (i.e., 250 feet shown on the map in purple) 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 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 site. The Proposed Zoning would

³ Uses include, “banks and financial use,” “building supply store,” “convenience store,” “dry-cleaning establishment,” “eating and drinking establishment,” “fast-food restaurant,” “food and beverage store,” “health club and gymnasium,” “medical and dental office,” “personal service establishment,” “restaurant,” “retail establishment,” “retail craft use,” “supermarket,” “veterinary office.”

permit the City Council to designate a Designated Development Site only after the Planning Board has approved a site plan for the site.

URBAN RENEWAL AREAS

As noted above, the Teutonia Site is within the Riverview Urban Renewal Area while the Chicken Island Site and three of the North Broadway Site lots are within the Getty Square Urban Renewal Area. In order to facilitate the Proposed Project, the two Urban Renewal Plans require certain modifications.

REQUIRED APPROVALS

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

Table 1
Involved and Interested Agencies

Involved Agencies	Approval/Review
Yonkers City Council	Zoning Amendments; URP Amendments; Downtown Master Plan Amendments; [Other plan changes TBD]
Yonkers Planning Board	Site Plan Approval
Yonkers City Departments: Engineering, Water, Traffic Engineering, Housing and Building, Department of Public Works (DPW)	Street opening permit; Stormwater and Sanitary Sewer Design Water Main Extension; Sprinkler Connection; Access and Parking; Demolition, Building, Plumbing and Electrical permits Sanitation
Westchester County Departments of Planning and Transportation	Referral per General Municipal Law §239-m/ County Administrative Review
Yonkers Industrial Development Agency	Project financial assistance
Westchester County Department of Health	Water/Sewer Connections Air Emission Registration
New York State Department of State (DOS)	Coastal Zone Consistency Review Potential State Code Variances (Uniform Code Regional Board of Review);
NYS Department of Transportation (NYSDOT)	Highway Work Permit
NYS Office of Parks, Recreation and Historic Preservation	Historic resources review
NYS Department of Environmental Conservation	SPDES General Permit Water Quality Certification/Section 404 of Clean Water Act
Yonkers Economic Development Corporation	Potential financial assistance
Westchester County Board of Legislators	Potential financial assistance
Metropolitan Transportation Authority/Metro-North Commuter Railroad	Entry permits
NYS HCR/HFA	Potential financial assistance
Interested Agencies	
City of Yonkers School District	
Yonkers Community Development Agency	URP Amendments
City of Yonkers Emergency Service providers	
NYS OPRHP	Section 14.09 review
US Army Corps of Engineers (USACE)	TBD (Saw Mill River)
Palisades Interstate Park Agency	

C. POTENTIAL ENVIRONMENTAL IMPACTS

The SEQRA Determination of Significance adopted by the Planning Board identified potential environmental impacts in the following areas based on the Full EAF (“FEAF”) prepared for the Proposed Project by the Applicant, dated August 18, 2020:

LAND USE, ZONING, AND PUBLIC POLICY

Land Use: Potential changes in the use, or intensity of use, of land or other natural resources, capacity of the Project Sites to support such change in use, and potential impacts to the character of the surrounding and adjacent neighborhoods from changes in land use.

Zoning: Potential modifications and additions to the City of Yonkers Zoning Ordinance and Zoning Map to allow the Proposed Project.

Public Policy: Consistency with adopted policies and plan, including the City's Comprehensive Plan, Downtown Master Plan, Riverview Urban Renewal Plan, Getty Square Urban Renewal Plan, and New York State Coastal Zone policies.

GEOLOGY, SOILS AND TOPOGRAPHY

The Proposed Project would include excavation and regrading of soils for the new buildings and associated foundations and utility infrastructure.

VISUAL AND COMMUNITY CHARACTER

The Proposed Project would result in changes to existing views of the Project Sites, and would increase the height and bulk of the development permitted on the Project Sites. The Proposed Project would also construct buildings greater in height than are allowed by the current zoning. The taller buildings have the potential to create shadows on sensitive resources as well as the potential to change the view of the Hudson River, Palisades, and/or New York City skyline from certain sites.

SOCIOECONOMIC AND FISCAL IMPACTS

The Proposed Project would increase the residential population of Yonkers creating a new demand for local goods and services. The commercial component of the Proposed Project would generate sales tax revenue and the increase in value of the overall Project Site would increase property tax revenues for the County, City and School District. In addition, construction of the Proposed Project, and post-construction operation of the Proposed Project, will generate jobs. There are currently approximately three commercial establishments and approximately 33 residential units on the three Project Sites. The Proposed Project has the potential to directly displace these existing businesses and 15 of the residential units, and indirectly displace other area residents and businesses. The new commercial and offices uses also have the potential to displace existing commercial uses in the Getty Square area.

COMMUNITY FACILITIES

The Proposed Project would create an additional demand for community services, including police, fire, emergency medical services, and schools. In addition, new residents would create a demand for open space and recreational facilities, and for solid waste and recycling services.

INFRASTRUCTURE AND UTILITIES

The Proposed Project would result in additional demand on the municipal water and sanitary wastewater systems. Utilization of electricity and gas would increase.

TRAFFIC AND TRANSPORTATION

The Proposed Project will generate an increase in vehicle trips, which could create impacts to vehicular operating conditions. The Proposed Project may increase traffic volumes in certain areas with low levels of existing traffic. The Proposed Project could create impacts to transit providers, including the Bee Line Bus and Metro-North.

AIR QUALITY

New vehicular traffic and HVAC emissions could create localized air quality impacts and greenhouse gas emissions within the overall roadway network.

NOISE

New vehicular traffic and the introduction of different sources of stationary noise generators, vibration from construction, could create localized noise and vibration impacts.

CONSTRUCTION

Construction of the Proposed Project may have temporary impacts on neighboring properties related to noise, vibration, air quality, and erosion and sedimentation. Construction may also temporarily alter the existing traffic patterns. The Project Sites will need to be graded and excavated to accommodate new building foundations and other Project components. Because portions of the Project Site are in the Brownfield Cleanup Program (BCP), soils must be handled in accordance with Occupational Safety and Health Administration (OSHA) standards, as well as be disposed of in accordance with BCP criteria. Demolition, excavation, and construction activities would also create temporary localized air quality and noise impacts. It is the Applicant's intent to incorporate the former Teutonia Hall façade into the design of the Teutonia Project.

D. REQUIRED ELEMENTS OF THE DEIS

GENERAL GUIDANCE

The DEIS is intended to convey general and technical information regarding the potential environmental impacts of the Proposed Project to the City of Yonkers Planning Board (as Lead Agency) as well as the other agencies involved in the review of the Proposed Project. The DEIS is also intended to convey the same information to the interested public. Enough detail should be provided in each subject area to ensure that most readers of the document will understand, and be able to make decisions based upon, the information provided.

Narrative discussions should be accompanied by appropriate tables, charts, graphs, and figures whenever possible. If a particular subject can be most effectively described in graphic format, the narrative discussion should merely summarize and highlight the information presented graphically. Plans and maps showing the Project Sites and Proposed Project should include adjacent properties (if appropriate), neighboring uses and structures, and roads.

REQUIRED ELEMENTS

The DEIS shall contain an analysis of environmental impacts in the subject areas outlined below, and shall identify significant adverse environmental effects that cannot be avoided if the Proposed Action is implemented. Information for each of the subject areas shall be provided in individual

chapters describing existing conditions, conditions in the future without the Proposed Action (the “No Build Condition”), potential impacts of the Proposed Action, and mitigation measures for significant adverse impacts identified. Each chapter shall include a brief introduction identifying the major topics to be considered, relevant methodology used, and thresholds for determining if significant adverse impacts exist. The current conditions on the Project Sites shall be considered the existing conditions throughout the technical analyses. The analysis of the future without the Proposed Action should be based upon conditions projected in the “Build Year” (i.e., 2032) for the Proposed Project. An Executive Summary describing the Proposed Action, significant adverse impacts, and mitigation measures identified shall also be included.

E. ORGANIZATION AND EXPECTED CONTENT OF THE DEIS

COVER SHEET AND GENERAL INFORMATION

The Cover Sheet shall identify: the Proposed Project; its location; the name, address, and phone number of the Lead Agency; the name and address of the Preparer of the DEIS; the document as a Draft Environmental Impact Statement; the Date of Acceptance of the DEIS by the Lead Agency; and the date of the Public Hearing and the closing of the Public Comment Period.

Additional information, to be provided on pages following the Cover Sheet, shall list the name(s) and address(es) of all consultants involved in the preparation of the DEIS and their respective roles.

The DEIS shall include a list of Involved and Interested Agencies to which copies of the DEIS and supporting material will be distributed.

A Table of Contents followed by a List of Tables and List of Figures shall be provided.

EXECUTIVE SUMMARY

- Introduction
- Description of the Proposed Action
- List of Approvals Required
- List of Interested and Involved Agencies
- Statement of Proposed Project Purpose and Need
- Summary of potential significant adverse environmental impacts identified in each subject area
- Summary of mitigation measures proposed for potential significant adverse environmental impacts
- Description of Alternatives Analyzed

CHAPTER 1: PROPOSED ACTION DESCRIPTION

A. Introduction

1. The introduction should identify the document as the Draft Environmental Impact Statement for the Proposed Action, and should describe the location and main programmatic elements of the Proposed Action.

B. Proposed Action Description

1. Location Description – Include local and regional geographic descriptors, tax map designation(s), size of parcel(s) affected by Proposed Project, existing zoning designation(s), adjoining streets, and land uses on-Site and proximate to the Project Sites. The project description will identify and describe the Project Sites in text and graphics. Include a description of current access to the Project Sites and the Project Sites’ relationship to the central business district and transit center. Describe the Proposed Project’s height in relation to its neighboring buildings and community character. Describe the Applicant’s ownership status with respect to the Project Sites.
2. Project Description – Include information necessary to describe the Project and its component parts. The text will include a description of the proposed development plan, including a description of the unit mix and type, the number of Affordable Units proposed to be built on- and off-Site by phase (including potential locations preliminarily identified for the proposed off-Site affordable housing), the design and use of proposed publicly accessible open space. In addition, a detailed description of the proposed “retail” and “commercial office” uses will be provided and the parking ratios associated with specific “retail” or “commercial office” uses will be discussed. Charts showing how the parking, dwelling units and commercial and office space will be brought online during each phase of Project Site construction will be provided.
3. Information should be provided on the operation of the Project Site, including vehicular, pedestrian, and service vehicle circulation. A description of the parking and loading facilities for each project component should be included. Include a description of the Proposed Project’s schedule and phasing.
4. Building Design – The chapter will include graphic depictions of the Proposed Project, including conceptual site plans, grading plans, landscaping plans, building elevations, and renderings to supplement the narrative descriptions provided.
5. Description of Proposed Amendments to the Zoning Ordinance and Zoning Map and why such amendments are necessary to achieve the Proposed Project objectives. The applicability of certain of the amendments to other sites in the Downtown or the City as a whole will be provided. The Proposed Zoning shall be included as an Appendix to the DEIS.

C. Project Purpose and Need

1. Description of the purpose and need for the Proposed Project, including potential impacts from the COVID-19 pandemic.

D. Summary of Approvals Required

1. List of approvals required by Federal, State, County, and City agencies.

CHAPTER 2: LAND USE, ZONING, AND PUBLIC POLICY

A. Introduction and Summary of Findings

1. Summarize the key findings of the consistency of the Proposed Action with existing proximate land uses and applicable public policies, and measures proposed to mitigate impacts from the Proposed Action.

B. Land Use

1. Existing Conditions – Describe existing conditions on the Project Sites and in the vicinity using narrative, photographs, and maps. The study area for the land use survey shall include land uses within ¼ mile of the Project Site boundaries (the “Land Use Study Area”).
2. Future without the Proposed Project – Using information provided by the City Planning Department, describe known changes in land uses proximate to the Project Site that are expected to occur in the future without the Proposed Project by the Build-Year (i.e., 2032).
3. Future with the Project (the “Build Condition”) – Describe the relationship of the Proposed Project with adjoining uses and discuss the effects of the proposed use on the general land use pattern within the Land Use Study Area for the Build-Year.
4. Mitigation Measures Proposed, if required.

C. Zoning

1. Existing Conditions – Describe the existing zoning for the Project Sites. Include information on current allowed uses and building bulk and required setbacks. Describe the maximum permitted heights of the neighboring properties. Describe current approvals maintained by the Applicant.
2. Future without the Proposed Action – Describe known changes in zoning within the City’s downtown that are expected to occur in the future without the Proposed Action.
3. Future with the Proposed Action – Describe the proposed amendments to the Zoning Ordinance and Zoning Map. In particular, the allowable uses, bulk and setback requirements, and design standards. Describe the Proposed Project’s conformance with other applicable zoning provisions in general terms. The Proposed Zoning shall be included as an appendix to the DEIS.

Description of Proposed Amendments to the Zoning Ordinance and Zoning Map and why such amendments are necessary to achieve the Proposed Project objectives. The applicability of certain of the amendments to other sites in the Downtown or the City as a whole will be provided, as well as a description of the potential impacts thereof. The impacts of the change in the definition of “Designated Development Site” will also be assessed.

4. Mitigation Measures Proposed, if required.

D. Public Policy

1. Existing Conditions – Describe the relevant policies contained in the following plans:
 - a) *Yonkers Comprehensive Plan (2000)*
 - b) *Rezoning for Downtown Yonkers & Downtown Master Plan (2010-2011)*
 - c) *Riverview Urban Renewal Plan*
 - d) *Getty Square Urban Renewal Plan*

- e) *Westchester 2025-Context for County and Municipal Planning and Policies to Guide County Planning*, adopted by the Board on May 6, 2008, amended January 5, 2010.
 - f) *Hudson River Valley Greenway Strategic Plan (2014)*
 - g) *The Greenprint for a Sustainable Future (2005)*; Westchester County Greenway Compact
 - h) Hudson River Critical Environmental Area
 - i) *New York State Coastal Zone Management Program*
2. Future without the Proposed Action – Describe known public policy initiatives expected to occur in the future without the Proposed Action with respect to the Project Sites and transit oriented development in general.
 3. Future with the Proposed Action – Assess the compatibility of the Proposed Project with the policies listed above. Describe the need for any proposed amendments to any of the policies listed above.

For the New York State Coastal Zone Management Program, the evaluation of the State Coastal Policies that address fish and wildlife resources will include an assessment of the potential for the Proposed Project to affect birds due to daytime and nighttime bird collisions. Measures that would be implemented to reduce potential bird collisions will be discussed, such as use of bird-safe materials for building façades and minimizing indoor and outdoor lighting at night (especially during spring and fall migration) and having obstruction lighting be flashing rather than steady-burning. In addition, impacts to the Hudson River from shadows resulting from the Teutonia Site development will be addressed.

4. Mitigation – Describe mitigation measures proposed (i.e., policy/plan amendments), if necessary. Include any plan amendments as an Appendix to the DEIS.

CHAPTER 3: VISUAL AND COMMUNITY CHARACTER

- A. Introduction and Summary of Findings – Summarize the key findings of the existing conditions survey, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts from the Proposed Project.
- B. Existing Conditions – Describe the visual character of the Project Sites within the context of the surrounding area. The description should include text and graphics describing on- and off-Site structures, land-forms – including topography, vegetative/tree cover, existing shadows, and illumination patterns. Existing condition photographs of the areas adjacent to the Project Sites should be provided.

Describe the role that the Project Sites play with respect to the character of the surrounding area and the Project Sites' role as major development sites in the City's downtown core.

Identify and describe significant views into the Project Sites from a range of representative publicly accessible vantage points (see **Figure 12**), including:

- Washington Park/City Hall;
- Riverdale Avenue and Prospect Street (to the northwest and to the northeast);

- Palisade Avenue and High Street;
- Nepperhan Avenue and Elm Street;
- Buena Vista Avenue, south of Prospect Street, looking north and northeast
- Larkin Plaza/Van Der Donck Park looking south and east;
- Dunwoodie Golf Course;
- Fleming Park;
- Park Hill (Overcliff Street and Alta Avenue);
- Alpine Lookout of the Palisades Interstate Parkway;
- JFK Marina;
- Beczak Park;
- O'Boyle Park

Additionally, identify and describe street level views within the neighborhood:

- Views looking north and south along Buena Vista Avenue;
- View down Hudson Street to the Project Site;
- Views at street level around the Chicken Island Site development in all directions; and
- Views at street level around the Locust Hill portion of the North Broadway Site.

C. Future without the Proposed Project – Describe potential changes to the Land Use Study Area that would be expected to change the visual and community character of the Project Sites or alter the views of and into the Project Sites from the vantage points listed above in the future without the Proposed Project by the Build-Year (i.e., 2032).

D. Future with the Project (Build Condition) – Analyze the impacts to the existing visual and community character described above as a result of the Proposed Project. Specifically, analyze the changes to the community character as a result of the proposed building, lighting, and landscaping program and overall streetscape (including the proposed stairs on North Broadway) on the Project Sites. Use street level views and view shed analysis from around the community to assess community character impacts. Describe the impacts from new open space acreage within the Project Sites from both ground and elevated perspectives. Describe the potential impact of new shadows on sensitive resources, including public open spaces (Saw Mill River Daylighting, public space at Cromwell Towers, sidewalks and other public areas), parks, school yards, and historic resources using the shadow methodology contained in the New York City Environmental Quality Review (CEQR) Technical Manual⁴. Describe the relationship of the Proposed Project to the City's Daylighting project.

Include a quantitative assessment of potential wind impact of the Proposed Project on the pedestrian environment.

Describe and visually demonstrate the changes to the views into the Project Sites from the publicly accessible vantage points described above using a combination of photographs depicting the existing conditions and simulations depicting the proposed future conditions.

⁴ https://www1.nyc.gov/assets/oc/technical-manual/08_Shadows_2020.pdf

Discuss the visual and architectural character of the building program proposed. Assessment of impacts shall be based on the NYSDEC Program Policy document “Assessing and Mitigating Visual Impacts” dated July 31, 2000.

Describe and locate on a map the general locations of proposed outdoor lighting and signage.

E. Mitigation Measures Proposed, if required.

CHAPTER 4: CULTURAL RESOURCES

Because the Proposed Project will require the preparation of a Stormwater Pollution Prevention Plan (SWPPP), the Proposed Project is subject to compliance with the January 2015 Letter of Resolution (LOR) executed among the New York State Department of Environmental Conservation (NYSDEC) and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) pursuant to Section 14.09 of the New York State Park Recreation and Historic Preservation Law (Section 14.09). Therefore, the cultural resources analysis will be prepared in conformance with SEQRA and Section 14.09.

A. Introduction and Summary of Findings – Summarize the conclusions of the cultural resources analysis and consultation with OPRHP. Describe measures proposed to mitigate potential adverse impacts to cultural resources that could result from the Proposed Project.

B. Archaeological Resources – The Project Sites are located in areas indicated as potentially sensitive for archaeological resources by OPRHP. However, portions of the Project Sites have been disturbed to varying degrees as a result of previous construction, demolition, and, in certain instances, brownfield remediation, which may minimize the potential for archeological resources to remain. This section will analyze the potential for the Proposed Project to affect archaeological resources that may be present within the Project Sites and will be based on consultation with OPRHP. Measures to avoid or mitigate potential adverse impacts to archaeological resources, if necessary, will be described.

C. Historic Resources

1. Existing Conditions – Map and describe known or potential architectural or historic resources within ¼-mile of the Project Sites, the “Historic Resources Study Area.” Known architectural resources include properties listed in or determined eligible for listing on the State or National Registers of Historic Places (“S/NR”) by OPRHP and properties designated as landmarks and historic districts by the City of Yonkers. Potential architectural resources are those that appear eligible for listing on the S/NR. These resources include, but are not limited to, the Bell Place S/NR-listed historic district, which is located to the north of the North Broadway Site and the Trolley Barn, which is located to the north of Teutonia Site.

Five of the tax lots comprising the North Broadway Site are located within the boundaries of the S/NR-eligible Yonkers Downtown Historic District. The properties at 18 and 30-32 North Broadway (i.e., tax Lots 51 and 57, respectively) are noted as not contributing to the significance of the Historic District. The property at 14 North Broadway (i.e., tax Lot 48) is noted as contributing to the significance of the Historic District; however, the North Broadway Site only includes the unbuild backyard and not the building along North Broadway. The property at 28 North Broadway is identified as contributing to the historic district’s significance; however it appears that the building may have been altered since its determination of significance. The DEIS

should summarize the consultation with OPRHP with respect to whether 28 North Broadway (i.e., Lot 56) remains a contributing building to the S/NR-eligible district. The property at 52 North Broadway (i.e., Lot 68) is identified as contributing to the significance of the Historic District.

2. Future without the Proposed Project – Describe likely changes to historic resources in the Historic Resources Study Area that are expected to occur in the future without the Proposed Project by the Build-Year (i.e., 2032).
3. Future with the Project (Build Condition) – Describe the potential impacts of the Proposed Project on known and/or potential historic resources within the Historic Resources Study Area, including potential direct (physical) and indirect (contextual and visual) impacts. This analysis will be based on consultation with OPRHP. Removal of buildings that are determined to contribute to the significance of an S/NR-eligible Historic District is considered a significant adverse impact. Describe the impact to the existing historic core of Downtown if development becomes more desirable as a result of the proposed zoning text amendments.
4. Mitigation Measures Proposed, if required – If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be developed in consultation with OPRHP. This section will describe the Applicant’s intent to incorporate the former Teutonia Hall façade into the design of the Teutonia Project.

CHAPTER 5: GEOLOGY, SOILS AND TOPOGRAPHY

- A. Introduction and Summary of Findings – Summarize the key findings of the existing site conditions, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts from the Proposed Project, if required.
- B. Existing Conditions – Identify the major geologic, soil, and topographical conditions on the Project Sites, focusing on the suitability of the Project Sites for development using published data (i.e., NRCS Soils Survey, NYS surficial geology) and Site-specific information that has been obtained by the Applicant, if available.
- C. Future without the Proposed Project – Describe changes to the Project Sites’ geology, soils, or topography that are expected in the future without the Proposed Project.
- D. Future with the Project (Build Condition) – Describe potential impacts to bedrock and soil conditions as a result of the Proposed Project. Impacts of grading and excavation should be quantified (i.e., cut and fill) and discussed. Potential impacts with regard to soil erosion should be discussed. The consistency of the Proposed Project with the provisions of §43-105 of the Zoning Ordinance with respect to steep slopes shall be evaluated.
- E. Mitigation Measures Proposed – Describe measures that will be implemented to mitigate potentially adverse impacts resulting from construction of the Proposed Project, including proposed sediment and erosion control measures.

CHAPTER 6: SOCIOECONOMICS, FISCAL IMPACTS, & ENVIRONMENTAL JUSTICE

- A. Introduction and Summary of Findings – Summarize the key findings of the existing conditions, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts from the Proposed Project, if required.
- B. Existing Conditions – Describe the current demographic and socioeconomic characteristics of the Socioeconomic Study Area using information available from the US Census (see **Figure 13**)⁵. Compare these characteristics to those of the City of Yonkers and the County of Westchester. Describe the commercial (e.g., employment, types of businesses, general vacancy rates), residential (e.g., housing type, tenure (e.g., rental or owner), vacancy rates), and economic (e.g., area median income, poverty status) conditions for the area proximate to the Project Sites. Describe the property tax revenues and fees to all taxing jurisdictions attributable to the Project Sites over the past three years. Describe the Yonkers Affordable Housing Ordinance (Article XV of the Zoning Ordinance), including the definition of “affordable” as used in the Zoning Ordinance.
- C. Future without the Proposed Project – Using projections from the New York Metropolitan Planning Council (NYMTC) and other sources, estimate the increase in population expected to occur in the future without the Proposed Project by the Build-Year (i.e., 2032).

Using historical trends, project the changes in property and other taxes and fees attributable to the Project Sites that are expected to occur in the future without the Proposed Project.

- D. Future with the Project (Build Condition) – Estimate the changes to population and other demographic characteristics that are expected to occur as a result of the Proposed Project using census data for New York. Analyze the consistency of the Proposed Project’s residential program with the characteristics of the Socioeconomic Study Area. Estimate the changes in property taxes and fees to all taxing jurisdictions generated by the Project Sites with the Proposed Project and discuss the potential for the Proposed Project to make use of financial incentives, including tax abatements. In order to analyze the impacts to the local economy related to the increased population and increased commercial development, the DEIS shall utilize the IMPLAN™ program to estimate the direct, indirect and induced benefits of the Project, including tax revenues and fees, the number and type of jobs (and compensation), and economic activity generated by the Proposed Project’s operation and construction.

Assess the potential for impacts related to primary (direct) and secondary (indirect) displacement of residents and businesses as a result of the Proposed Project. The assessment of secondary residential and commercial displacement will consider whether the Proposed Project significantly influence Socioeconomic Study Area demographics and market conditions, potentially resulting in displacement. Specifically discuss the impact that the proposed commercial and office uses will have on the existing commercial and office environment in the Getty Square area, the City of Yonkers and the County. The assessment of potential residential displacement will identify the low-income population in the Socioeconomic Study Area, existing affordable housing stock, rent protected units, and the population that may be vulnerable to secondary displacement if their rents were to increase.

⁵ The Socioeconomic Study Area is the same as was utilized by the City in its GEIS for the downtown rezoning and Downtown Master Plan GEIS.

Discuss potential for changes to the real estate market due to the Proposed Project's investment and increase in market-rate and affordable housing units, and whether such changes could lead to the displacement of identified vulnerable populations. Include a qualitative assessment of the potential for displacement of existing businesses within the Socioeconomic Study Area and a discussion of how the Project's design and program will encourage neighborhood commercial vitality.

Describe the affordable housing required and proposed for the Project and its mitigating effects on potential secondary displacement.

- E. Mitigation Measures Proposed, if required.

CHAPTER 7: COMMUNITY FACILITIES

- A. Introduction and Summary of Findings
- B. Police – Describe existing police protection to the Project Sites and proximate area. Describe changes to service levels in the future without the Proposed Project. Assess potential impacts of the Proposed Project on police protection on- and off-Site.
- C. Fire – Describe existing fire protection to the Project Sites and proximate area. Describe anticipated changes to service levels in the future without the Proposed Project. Assess potential impacts of the Proposed Project on fire protection. Describe the ability of the Yonkers Fire Department to provide service to the buildings proposed.
- D. Emergency Medical Services – Describe existing emergency medical services to the Project Sites and proximate areas. Describe any anticipated changes to service levels in the future without the Project. Assess the potential impacts of the Proposed Project on emergency service provision on- and off-Site.
- E. Public Education
 - 1. Existing Conditions – Describe the current facility and enrollment status of the public schools that serve the Project Sites using publicly available information and information supplied by the City of Yonkers School District. Summarize the current budget of the City of Yonkers School District, including expenditures and sources of revenue.
 - 2. Future without the Proposed Project – Describe and analyze changes to the affected public schools' enrollment or facilities expected to occur in the future without the Proposed Project by the Build-Year (i.e., 2032). Describe changes to the school budget (expenses and revenues) that are expected to occur in the future without the Proposed Project.
 - 3. Future with the Project (Build Condition) – Estimate the number of public school age children (PSAC) that would be expected to enroll in the City of Yonkers School District as a result of the Proposed Project using census data for New York. If data are available, benchmark the census-based estimates with case-study data from recently constructed residential buildings in the City that are similarly proximate to transit. Analyze the potential marginal cost of the PSAC expected to enroll in the School District as a result of the Proposed Project and compare this cost to the property tax estimated to be generated for the School District. Analyze the potential impacts to school facility capacity as a result of the Proposed Project.
 - 4. Mitigation Measures Proposed, if required.

F. Parks, Recreation and Open Space

1. Existing Conditions – Using text and graphics, describe the parks and recreation facilities proximate to the Project Sites.
2. Future without the Proposed Project – Describe planned changes to the parks and recreation facilities in the future without the Proposed Project by the Build-Year (i.e., 2032).
3. Future with the Project (Build Condition) – Describe the potential increased demand for parks and recreation spaces as a result of the Proposed Project. Utilize a standardized and industry-accepted square foot per resident standard in the design and installation of new parkland within the project area. Describe on-Site publicly accessible open space and recreational resources included as part of the Proposed Project.
1. Mitigation Measures Proposed, if required, including provision of additional project-generated open space.

G. Solid Waste and Recycling

1. Existing Conditions – Describe existing City of Yonkers sanitation, solid waste and recycling services provided to the Project Sites. Identify the transfer station and Westchester County Refuse District to which solid waste is transported from the Project Sites.
2. Future without the Proposed Project – Describe planned changes to City of Yonkers or Westchester County solid waste and recycling handling and disposal practices in the future without the Proposed Project.
3. Future with the Project (Build Condition) – Describe potential impacts to City of Yonkers or Westchester County solid waste services from the Proposed Project. Estimate the amount of solid waste and recycling that would be generated from the Proposed Project. Describe how solid waste and recycling would be stored and collected at the Project Sites. Describe how solid waste and recycling vehicles would access and maneuver on the Project Sites.

Include an assessment referencing the Westchester County recycling regulations and the City of Yonkers solid waste and recycling management plan requirements.
4. Mitigation Measures Proposed, if required.

H. Other City Services – Describe other city services that may experience increased demand from the Proposed Project (e.g., Department of Buildings). Describe changes to these services in the future without the Proposed Project. Assess potential impacts of the Proposed Project on the relevant City Services.

CHAPTER 8: INFRASTRUCTURE AND UTILITIES

This Chapter will discuss and analyze the impacts of the Proposed Project on water supply and sanitary wastewater. Impacts to stormwater, electricity and gas, and roadway infrastructure are discussed in other chapters, as noted in this Scoping Document.

A. Introduction and Summary of Findings – Summarize the key findings of the existing conditions survey, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts from the Proposed Project.

- B. Existing Conditions – Using information obtained from the Yonkers Department of Public Works (DPW) and other available sources, describe in text and graphics the size, location, age, condition, and capacity of the municipal infrastructure to, and surrounding, the Project Sites. Provide the results of fire flow tests performed at the locations of the proposed interconnection. Describe existing infrastructure for water and wastewater on the Project Sites.

Identify the wastewater treatment plant that receives the sanitary wastewater flow from the Project Sites and the capacity and current flow conditions at the plant.

Identify the source of potable water for the Project Sites and the capacity of, and current demand on, that source.

- C. Future without the Proposed Project – Using information from the DPW, identify planned improvements to the water or sanitary sewer conveyance system and new water and wastewater demands planned or expected to be undertaken in the future without the Proposed Project. Discuss the projected increase in sewer flows to Westchester County wastewater facilities.

- D. Future with the Project (Build Condition) – Quantify the anticipated water demand (domestic and fire) and sanitary sewer flow generated by the Proposed Project. Calculate the anticipated water and sewer fees anticipated to be paid by the Proposed Project.

Determine if the existing water and sanitary wastewater conveyance systems are adequate to serve the projected flows from the Proposed Project, taking into account any planned improvements to those systems.

Determine the capacity of the water supply and sewage treatment plant to serve the anticipated demands of the Proposed Project. Investigate the need to improve the area's combined stormwater and wastewater system and explore separating the systems to serve the project if necessary to mitigate impacts of the Proposed Project.

- E. Mitigation Measures – Describe measures, if any, which will be implemented to mitigate potentially adverse impacts from the Proposed Project, including necessary improvements to the water or wastewater conveyance systems and reductions in inflow and infiltration (I&I).

CHAPTER 9: STORMWATER MANAGEMENT

- A. Introduction and Summary of Findings – Summarize the key findings of the existing conditions, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts resulting from the Proposed Project.

- B. Existing Conditions – Identify and describe existing drainage patterns on the Project Sites and within surrounding off-Site areas located within the same drainage basin(s). (Mapping should be provided). Calculate and describe the pre-development peak runoff rates for the 1-, 10-, and 100-year storm events.

- C. Future without the Proposed Project – Identify changes to the drainage patterns, systems, and rates anticipated in the future without the Proposed Project.

- D. Future with the Project (Build Condition) – Describe and show in graphics the proposed post-construction stormwater management system, including changes to existing drainage patterns and subsurface conveyance systems and potential impacts to receiving waterbodies. Calculate and describe the post-development peak run-off rates for the 1-, 10- and 100-year storm events. Prepare preliminary stormwater quality calculations to satisfy the requirements of the

City of Yonkers and NYSDEC. Demonstrate compliance with City and State stormwater regulations, including those with respect to stormwater quality, quantity, and green infrastructure. Include a preliminary Stormwater Pollution Prevention Plan (SWPPP) in an Appendix to the DEIS.

CHAPTER 10: ENERGY USAGE (ELECTRICITY AND GAS)

- A. Introduction and Summary of Findings
- B. Existing Conditions – Describe the existing electricity and gas service and infrastructure, including location and conditions, to and within the Project Sites. Describe the current Con Edison moratorium on new natural gas hookups.
- C. Future without the Proposed Project – Using information provided by the utility provider, identify improvements to the electric or gas systems planned or expected to be undertaken in the future without the Proposed Project.
- D. Future with the Project (Build Condition) – Quantify the anticipated electric and gas demand from the Proposed Project. Determine if the capacity of the electric and gas systems are adequate to meet the projected demand of the Proposed Project, considering the impacts of the current Con Edison gas moratorium.
- E. Mitigation Measures Proposed, if required.

Describe the need to use environmental building and mechanical equipment design technologies as part of the building design of the Proposed Project to maximize energy efficiency, procure the energy required given the current Con Edison gas moratorium, and reduce greenhouse gas emissions. Discuss compliance with the Yonkers Green Building Code and consistency with the NYS “stretch” energy code. Describe operational policies that will be considered to minimize the use of energy and resultant greenhouse gas emissions during the Project’s operation.

CHAPTER 11: TRAFFIC AND TRANSPORTATION

- A. Introduction and Summary of Findings – This Chapter should summarize the key findings of the Traffic Impact Study (TIS), which should be included as an appendix to the DEIS. The summary should include the existing conditions survey, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts from the Proposed Project on the traffic and transportation systems.
- B. Existing Conditions – Describe the roadway characteristics in the area surrounding the Project Site. Existing pedestrian and non-automobile infrastructure shall also be described for an area within two blocks of the Project Sites.

Determine the estimated existing conditions traffic volume within the Traffic Study Area during the weekday AM and PM peak hours, and where indicated, the Saturday midday peak hour. The Traffic Study Area shall include the following intersections (* indicates intersection will also be studied during the Saturday peak hour):

- | | |
|--|--|
| 1. Buena Vista Avenue and Main Street* | 4. Prospect Street and Hawthorne Street* |
| 2. Buena Vista Avenue and Hudson Street* | 5. Hawthorn Avenue/Market Place and Main Street* |
| 3. Buena Vista Avenue and Prospect Street* | |

- | | |
|--|--|
| <ul style="list-style-type: none"> 6. Hawthorne Avenue and Hudson Street* 7. Warburton Avenue and Ashburton Avenue 8. Warburton Avenue and Wells Avenue* 9. Warburton Avenue and Nepperhan Street* 10. Riverdale Avenue and Main Street* 11. Riverdale Avenue and Hudson Street* 12. Riverdale Avenue and Prospect Street* 13. Riverdale Avenue and Vark Street 14. North Broadway and Ashburton Avenue 15. North Broadway and Manor House Way* 16. North Broadway/South Broadway and New Main St/Palisade Avenue* 17. South Broadway and Hudson Street* 18. South Broadway and Nepperhan Avenue/Prospect Street* 19. South Broadway and Vark Street/Park Hill Ave 20. Locust Hill Avenue and Palisade Avenue* 21. Locust Hill Avenue and Ashburton Avenue | <ul style="list-style-type: none"> 22. New Main Street and Nepperhan Avenue* 23. Palisade Avenue and Ashburton Avenue 24. Palisade Avenue and Lafayette Place 25. Palisade Avenue/School Street and Elm Street* 26. School Street and Nepperhan Avenue* 27. Waverly Street and Nepperhan Avenue* 28. Nepperhan Avenue and Ashburton Avenue 29. Nepperhan Avenue and Copcutt Lane 30. Nepperhan Avenue and Elm Street* 31. Yonkers Avenue and Walnut Street 32. Yonkers Avenue and Prescott Street 33. Yonkers Avenue and Ashburton Avenue 34. Yonkers Avenue and Saw Mill River Parkway Southbound Ramps 35. Yonkers Avenue and Saw Mill River Parkway Northbound Ramps 36. Yonkers Avenue and Wasylenko Lane 37. Yonkers Avenue and Midland Avenue (east) 38. Yonkers Avenue and Midland Avenue (west) |
|--|--|

Due to the currently ongoing COVID-19 pandemic resulting in atypical levels of vehicular traffic, field measurements of traffic volumes would not be sufficient to represent expected traffic conditions upon completion of the Proposed Project. Therefore, existing conditions traffic volumes for the TIS shall be based on a combination of existing volumes documented in recently completed traffic studies in the vicinity of the Project Sites, data collected by NYSDOT along various roadways in and around the Traffic Study Area, and data collected from Streetlight™, which aggregates anonymized travel data from mobile carriers. Where necessary, trips from recently completed projects that were not otherwise captured in the prior reports would be added to the existing data.

Once the existing condition volumes is established, the TIS shall conduct capacity analysis (Level of Service, or “LOS”) for each of the above intersections using the SYNCHRO software. The TIS and DEIS shall summarize the existing conditions LOS in tabular format.

The public transportation systems and pedestrian/bicycle facilities within the Traffic Study Area will be summarized, including the location of Bee-Line bus stops, frequency of service, and the presence of passenger amenities.

The most recent 3 years of available crash data records from the City of Yonkers Police Records Division for the Traffic Study Area intersections will be obtained and summarized in tabular form to determine general vehicular safety conditions in the Traffic Study Area.

Summarize the City of Yonkers Complete Streets policy.

Describe existing roadway and parking characteristics in the area surrounding the the Project Sites. Existing parking, pedestrian and non-automobile infrastructure shall be described.

- C. Future without the Proposed Project – Estimate traffic volumes in the Traffic Study Area in the future without the Proposed Project (i.e., the “No Build Condition”) utilizing a background growth factor based on historical data, and estimated traffic volumes from other pending or approved projects in the area, if any, as identified and provided by the City. In addition, identify planned improvements in the transportation network, such as the Yonkers Greenway project.

Calculate the No-Build traffic volumes for each of the peak hours and show on a figure. Conduct capacity analysis (i.e., LOS) for the intersections in the Traffic Study Area using the SYNCHRO software for the No-Build Condition. (The Design Year is the estimated year of completion of the Proposed Project, 2032.) Summarize the LOS in tabular format for the No-Build Condition. Describe planned or pending changes to the parking, pedestrian and non-automobile facilities within two-blocks of the Project Sites.

Identify potential increases in Metro-North and Westchester County Bee-Line ridership associated with other planned and anticipated residential growth in the Yonkers, Glenwood, and Greystone Metro-North station service areas and within downtown Yonkers for the Bee-Line bus system.

- D. Future with the Project (Build Condition) – Estimate Site Generated Traffic based on information published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. Assign the Site Generated Traffic Volumes to the roadway network based on the anticipated arrival and departure distributions.

Combine the Site Generated Traffic Volume with the Design Year No-Build Condition traffic volumes to obtain the Build Condition Traffic Volumes for each of the peak hours.

Conduct capacity analysis (i.e., LOS) for intersections in the Traffic Study Area using the SYNCHRO software for the Build condition. Summarize LOS in tabular format for the Build Condition.

Describe on-Site circulation of vehicles (auto, truck, and bus) and pedestrians. Identify on-Site parking proposed for the Project, including the basis for the parking ratios utilized. Demonstrate that sufficient on-Site parking would be provided during each phase of construction. Analyze whether the proposed reduction of parking ratios in the proposed zoning will lead to sufficient on-site parking.

Discuss impacts to, benefits from, and services provided by transportation systems in the downtown including the Bee-Line bus service and Metro-North Railroad. Identify potential impacts to Metro-North infrastructure and operations from increases in ridership and, in the case of the Teutonia Project, from on-Site lighting. Discuss how the Proposed Project’s streetscape improvements and retail amenities will accommodate the movements of existing and future Bee-Line Bus passengers within the bus network proximate to the Project Sites.

- Review the consistency of the Proposed Project with the City of Yonkers' Complete Streets policy, including the proposed streetscape design for Nepperhan Avenue, the potential for pedestrian malls on Main Street, proposed bicycle and pedestrian infrastructure, and how it may impact the flow of traffic.
- E. Mitigation Measures Proposed, if required. The benefits of proposed improvements shall be identified consistent with the methodology and format of the Project-impact analysis. In addition, Transportation Demand Management recommendations will be identified. These mitigation measures will be identified based on the full build-out of the Proposed Project.
 - F. Mitigation Implementation Analyses – Due to the long time frame of this project and the magnitude of the project developments, conduct analyses to determine at what level of Project-generated traffic the various mitigation measures identified for the “full-build” must be implemented. Based on these several analyses, establish an overall phasing schedule that links implementation of specific traffic mitigation measures to the phasing of construction of the overall project. It is anticipated that this will result in the identification of approximately three to four “Monitoring Phases” of development (across the three Project Sites), which would be the subject of post-construction traffic analysis, described below.
 - G. Traffic Monitoring Studies – Define the parameters of post-implementation traffic studies that shall be conducted for each development Monitoring Phase, as defined above. It is anticipated that these studies would allow for updates to base traffic volumes and background growth, and would inform the mitigation measures required for subsequent phases and the timing thereof.

CHAPTER 12: AIR QUALITY

- A. Introduction and Summary of Findings – Summarize the key findings of the existing conditions survey, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts from the Proposed Project.
- B. Existing Conditions – Describe existing ambient air quality using information from NYSDEC's Ambient Air Quality Monitoring Network. In addition, describe the latest information regarding the status of the State Implementation Plan (SIP) and attainment status.
- C. Future without the Proposed Project – Describe the potential cumulative impacts to air quality resulting from the No Build projects included in the TIS.
- D. Future with the Project (Build Condition)
 - 1. Stationary Source Analysis

Perform a screening level analysis to determine whether emissions from on-Site fuel-fired heat and hot water systems (for example, boilers or hot water heaters) are significant. The screening analysis should use the procedures outlined in the New York City CEQR Technical Manual that consider the distance of the heat and hot water system exhausts to the nearest building of equal or greater height, the proposed building sizes, the heights of the exhaust, and the types of fuel used. The analysis will identify the location and nature of new combustion sources and will assess the emissions and potential impacts from these units and shall include a building on proposed building analysis.

If the potential for air quality impacts are identified using the screening level analysis, a refined air quality modeling analysis will be performed using the United States Environmental Protection Agency (EPA) AERMOD dispersion model, detailed building and receptor information, and five years of meteorological data and upper air data to determine if significant adverse air quality impacts are expected.

2. Mobile Source Analysis

i. Carbon Monoxide (CO)

Perform a screening analysis of intersections included in the Traffic Study Area to determine the potential for significant carbon monoxide impacts and which locations may need further detailed study. Intersections will be chosen based on the procedures outlined in the NYSDOT The Environmental Manual (TEM), or latest available NYSDOT guidance and the EPA Guidelines for Modeling Carbon Monoxide Roadway Intersections.

For intersections with a Level of Service of “D” or worse in the Build Condition, use the TEM capture criteria to determine whether intersections require further study. If any of the capture criteria are met, perform a volume threshold screening analysis at affected intersections. The intersections selected for the screening analysis will be based on the traffic network.

If any intersections do not pass the volume threshold screening criteria, a mobile source analysis would be performed using vehicular CO engine emission factors from EPA’s MOVES model based on provided speed and vehicle mix data and EPA’s CAL3QHC dispersion model to predict the maximum change in carbon monoxide concentrations, and to determine if the potential for exceedances of the carbon monoxide ambient standard exists at intersections near the Project Sites. The area to be included in this modeling effort will be determined using EPA’s recommendations in the Guideline for Modeling Carbon Monoxide from Roadway Intersections (i.e., all significant mobile source emissions within 1,000 feet of the intersection of concern).

ii. Particulate Matter (PM)

Perform a screening analysis for particulate matter (PM) less than 10 microns and less than 2.5 microns in diameter (PM10 and PM2.5) from mobile sources. Based on EPA guidance regarding PM, traffic data for the intersections that would be affected by the Proposed Project, such as the LOS, the increase in the number of diesel vehicles, and potential receptor locations will be considered to determine whether a refined microscale modeling analysis would be warranted for PM10 and PM2.5.

If the screening analysis indicates the need for a refined PM analysis, maximum predicted PM10/PM2.5 concentrations will be determined using appropriate MOVES emission factors and applying corresponding traffic data included in the TIS. Following the procedures outlined in the Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (November 2013), 24-hour PM10 and PM2.5 and annual average PM2.5 concentrations will be determined using the EPA’s CAL3QHCR model at simulated receptors for

the critical analysis year. Using the procedures in the Transportation Conformity Guidance four peak hour periods (morning peak, midday, evening peak, and overnight) will be analyzed using the latest available 5-year data-set from the most representative meteorological station near the Project Sites. Maximum predicted PM10 /PM2.5 concentrations will be compared to the NAAQS and the potential for significant adverse air quality impacts would be determined.

- E. Mitigation Measures Proposed, if required

CHAPTER 13: NOISE

- A. Introduction and Summary of Findings – Summarize the key findings of the existing conditions analysis, the analysis of the potential impacts of the Proposed Project, and measures proposed to mitigate impacts from the Proposed Project.

Describe the fundamental effects and characteristics of noise as they relate to the noise analysis.

- B. Existing Conditions – Determine existing noise levels and noise characteristics within the Noise Study Area. The Noise Study Area will include areas of noise-sensitive land use (e.g., residences, schools, hospitals, open space, etc.) adjacent to the Project Sites or along routes used by vehicular traffic traveling to and from the Project Sites. Due to the currently ongoing COVID-19 pandemic resulting in atypical levels of vehicular traffic and rail activity, field measurements of noise levels may not be sufficient to represent expected noise exposure at the Proposed Project. Consequently, existing noise levels would be established using a combination of noise levels measured at and adjacent to the Project Sites for previous environmental reviews, mathematical models, and projections of typical vehicular and rail traffic volumes.

- C. Future without the Proposed Project – At each receptor location, determine the noise levels without the Proposed Project using the existing condition noise levels described above and proportional modeling techniques or other approved analysis methodologies to account for changes in vehicular or rail traffic volumes. Compare existing noise levels and future noise levels without the Proposed Project with various noise standards, guidelines, and other noise criteria.

- D. Future with the Project (Build Condition) – At each receptor location identified above, determine the noise levels with the Proposed Project for the analysis years using existing noise levels, and proportional modeling techniques or other approved analysis methodologies to account for changes in traffic volumes due to the Proposed Project, and consider potential increases in noise levels due to operation of proposed new parking garages and on-Site mechanical equipment (i.e. HVAC equipment).

Compare noise levels with standards, guidelines, and other criteria, and impact evaluation. Existing noise levels and future noise levels with and without the Proposed Project will be compared with various noise standards, guidelines, and other noise impact criteria, including NYSDEC noise impact criteria as well as the City’s noise ordinance.

Compare the predicted noise levels at the proposed new residential and commercial uses to generally accepted noise level standards for residential and commercial uses.

- E. Mitigation Measures Proposed, if required.

CHAPTER 14: HAZARDOUS MATERIALS

A. Introduction and Summary of Findings – Summarize the previously completed remediation and on-going site management requirements at the Teutonia and Chicken Island Sites and the potential subsurface conditions of the North Broadway Site.

B. Existing Conditions – With respect to the Teutonia and Chicken Island Sites, summarize the remediation previously completed in accordance with the BCP as well as the on-going requirements set forth in the respective Site Management Plan (SMP) for each Site.

With respect to the North Broadway Site, summarize the potential subsurface conditions disclosed in one or more Phase I Environmental Site Assessments (ESA). The Phase I ESAs should be included as an Appendix to the DEIS.

C. Future without the Proposed Project – Describe potential changes to subsurface environmental conditions at the Project Sites in the future without the Proposed Projects.

D. Future with the Proposed Project – Describe the potential for impacts from subsurface environmental conditions during the construction and operation of the Proposed Project. Describe the measures anticipated to be taken during construction and operation of the Proposed Project to avoid, minimize, and mitigate potential adverse impacts from subsurface environmental conditions. Describe changes required to the approved SMPs for the Teutonia and Chicken Island Sites and the process for NYSDEC approval of those changes.

CHAPTER 15: CONSTRUCTION

A. Introduction and Summary of Findings – Summarize the major phases of construction, potential significant adverse impacts expected to result from construction, and measures proposed to mitigate those significant adverse impacts.

B. Construction Schedule – Generally describe the construction schedule and timeline by phase of construction. Describe the main construction elements included in each phase, with attention to those elements with the potential to adversely impact neighboring properties (e.g., pile driving, chipping and blasting, excavation). Preliminarily identify the location of major construction equipment (e.g., tower cranes). Identify preliminary construction staging areas and areas for construction worker parking. Identify locations for material storage.

C. Construction Period Impacts and Mitigation

1. Traffic and Transportation – Identify temporary impacts to the traffic network resulting from construction activity. This assessment will consider increases in vehicle trips from construction workers and equipment and potential impacts from truck traffic.

Describe preliminary Maintenance and Protection of Traffic (MPT) plans. Identify mitigation measures necessary to mitigate potential significant adverse impacts to traffic and transportation during the Proposed Project’s construction.

2. Air Quality – Qualitatively discuss potential air quality impacts from mobile source emissions from construction equipment and worker and delivery vehicles and fugitive dust emissions, and how emissions impacts will be avoided, minimized, and mitigated.

3. Noise and Vibration – Qualitatively discuss potential noise impacts from each phase of construction activity and describe the City’s requirements and limitations on hours of

construction work in residential areas. Discuss the potential for vibration impacts to occur from any piling driving that may be required during project construction.

4. Blasting and Subsurface Investigations – Identify whether blasting is anticipated during the Project’s construction. If blasting is anticipated, discuss the blasting protocol that would be followed to minimize or mitigate significant adverse impacts from the blasting activities.
5. Construction Management Protocol – Discuss the City’s Construction Management Protocol, including the requirements for a Construction Management Plan. Identify the key elements of the Construction Management Plan that are relevant to the Proposed Project.

CHAPTER 16: SUSTAINABILITY

This Chapter shall summarize the overall sustainability goals and strategies included in the Proposed Project. While most, if not all, of these elements will have been described in previous chapters of the DEIS, this Chapter will integrate the various sustainability measures proposed into a single, cohesive narrative informed by the City’s status as a NYS DEC Climate Smart Community. Included in this Chapter will be an analysis of the Project’s sustainability impacts with respect to:

- Land use & transportation
- Energy use & conservation, including potential on-Site energy generation
- HVAC and ventilation requirements in light of COVID-19 concerns
- Potable water use & conservation
- Stormwater management and green infrastructure, including impacts to receiving waterbodies and mapped floodplains
- Landscaping, vegetation, and streetscape improvements, including their relationship to urban heat island impacts and the public realm

CHAPTER 17: ALTERNATIVES

As outlined in Section 617.9(b)(5)(v) of SEQRA regulations, the DEIS shall provide a narrative description of each impact issue and evaluation for each alternative identified below. The description and evaluation of each alternative should be at a level of detail sufficient to permit a comparative assessment of the alternatives discussed and should focus on those environmental impacts that are likely to differ from the Proposed Action. The range of alternatives must include the no action alternative. Site alternatives may be limited to parcels owned by, or under option to, a private project sponsor.

- A. No Action Alternative: This alternative analyzes the potential environmental impacts of not approving the Proposed Action and not redeveloping the Project Sites.
- B. Development Under Existing Zoning Alternative: This alternative analyzes the potential environmental impacts of not approving the Proposed Action and having the Project Sites redeveloped pursuant to the current zoning. This includes a discussion of Applicant’s current approvals on the Teutonia site.
- C. Environmental Mitigation Alternative: Mitigation Alternative: The Applicant shall in consultation with the Lead Agency and its representatives develop an alternative that mitigates

to the maximum extent practicable any potential significant adverse impacts of the Proposed Action identified by the analyses described in Section E of this Scoping Document, including but not limited to significant adverse traffic and parking impacts, that cannot be avoided or adequately mitigated in the opinion of the Lead Agency without Project modifications, which may include changes to the proposed zoning and development program or development phasing, or redistribution or reduction of residential units **at or** between the three Project Sites and potential corresponding changes in the height and density of certain Project buildings. This could lead, depending upon the analysis, to an alternative regarding over-all project density that is lower than the Proposed Action. Where feasible, the Applicant shall conduct sensitivity analyses to determine at what reduced levels the identified significant impacts can be adequately mitigated, and the Project modifications needed to achieve those levels.

- D. Alternative Chicken Island Design Alternative: This alternative analyzes the potential environmental impacts of an alternative design for the Chicken Island Site that incorporates the same development program, but in which the Applicant acquires and develops City-owned property to the east of City Hall.

CHAPTER 18: MITIGATION

Identify proposed mitigation for significant adverse environmental impacts identified in the DEIS. Because these measures, once recommended, would become part of the Proposed Action, their formulation and analysis of their effectiveness would be undertaken in close coordination with the Lead Agency and other agencies, if necessary. Identify the agency or entity responsible for implementing the identified mitigation measures.

CHAPTER 19: GROWTH-INDUCING ASPECTS

Identify growth-inducing aspects related to the Proposed Action.

CHAPTER 20: IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Identify irreversible and irretrievable commitments of environmental resources that would be associated with the Proposed Project should it be implemented.

CHAPTER 21: UNAVOIDABLE ADVERSE IMPACTS

Identify those adverse environmental impacts that cannot be avoided or adequately mitigated if the Proposed Action is implemented.

APPENDICES

Certain procedural documentation, as well as technical studies summarized or referenced in the DEIS should be provided in full in an appendix to the DEIS:

- SEQRA Documentation: FEEAF, Positive Declaration, Final Scoping Document
- Official Correspondence related to DEIS
- Proposed Amendments
- Proposed Amendments to Urban Renewal Plans and Policy Documents
- Full Size Site Plan drawings

- Preliminary SWPPP
- Traffic Impact Study
- Phase I ESAs

F. ISSUES NOT INCORPORATED INTO THE SCOPING DOCUMENT

Pursuant to §617.8(e)(7), the DEIS scoping document shall include a brief description of the prominent issues that were considered in the review of the environmental assessment form or raised during scoping, or both, and determined to be neither relevant nor environmentally significant or that have been adequately addressed in a prior environmental review and the reasons why those issues were not included in the final scope.

GENERAL COMMENTS

- The Lead Agency has considered comments raised during scoping that generally expressed support for, or opposition to, the Proposed Project or certain components thereof. These comments are not germane to the Scoping Document, which establishes the framework for the analysis of potential environmental impacts of the Proposed Project and therefore these comments were not incorporated into the Scoping Document.
- The Lead Agency received comments requesting Project information or analyses that were included in the *Draft* Scoping Document as required elements of the DEIS (e.g., number of existing housing units to be displaced and potential impacts to traffic, parking, school system, and from shadows).
- The Lead Agency received comments proposing mitigation measures for potential impacts. Appropriate mitigation measures will be analyzed based on the impacts identified during the environmental analyses.

SPECIFIC COMMENTS

- Expand the proposed 38 intersection Traffic Study Area. The Traffic Study Area was established in coordination with the City based on trip generation estimates for the Proposed Project and assignments of those trips to the roadway network. Based on consultation with the City's traffic engineer and consulting traffic engineer, the Lead Agency confirms the Traffic Study Area is appropriately delineated to evaluate the potential impacts of the Proposed Project to the roadway network.
- Expand traffic analysis to include hours from 6:00 a.m. to 11:00 p.m. – The traffic study focuses on the weekday AM and PM peak hours when traffic is historically the highest; therefore, any potential impacts and associated mitigations would address “off-peak” hour operations as well.
- Analyze traffic impacts on Tuckahoe Road from the Sprain Brook Parkway to Saw Mill River Road – Given the distance between the Project Site and the Tuckahoe Road corridor, it is unlikely that the amount of vehicle trips generated by the Proposed Project traveling to or from that corridor would warrant analysis.
- Expand area of analysis for pedestrian and non-motorized vehicles – The Proposed Project is unlikely to significantly impact pedestrian or non-motorized transportation beyond the immediate area of the Project Site.

AMS Yonkers Downtown Development

- Utilize the City's previously conducted "TKS" historic building survey – The *Draft Scoping Document* required an analysis of the Proposed Project's impacts to known of potential historic properties proximate to the Project Site. As such, impacts to buildings identified in the TKS survey that have the potential to be impacted by the Proposed Project will be analyzed.
- Additional Alternatives – The *Draft Scoping Document* includes alternatives that have the potential to reduce or mitigate impacts from the Proposed Project. For example, the *Draft Scoping Document* requires the evaluation of lower-height buildings developed in accordance with the City's existing zoning requirements. While further changes to the proposed zoning or building design may be required as a result of the analyses in the DEIS, the study of additional alternatives is not likely to inform the need for, or type of, those changes. *