

**3.0 ENVIRONMENTAL SETTING, POTENTIAL IMPACTS AND MITIGATION MEASURES**

The following sections sets forth an examination of the existing conditions within the Downtown Rezoning Area, as well as the potential impacts that could occur as a result of the adoption of the proposed Zoning amendments and amendments to Chapter 47, Outdoor Signs, of the Yonkers City Code, and any necessary mitigation measures needed to mitigate potential impacts. Given the generic nature of the action, the analysis that is performed in each of the following sections will generally be qualitative in nature.



### **3.1 LAND USE, ZONING, and PUBLIC POLICY**

The following section sets forth an examination of the existing land uses, zoning, and public policies within the Downtown Rezoning Area, as well as the potential impacts that could occur as a result of the adoption of the proposed Zoning Code specifically related to Downtown Yonkers, and any necessary mitigation measures needed to mitigate potential impacts.

#### **3.1.1 Existing Conditions**

##### **3.1.1.1 Land Use**

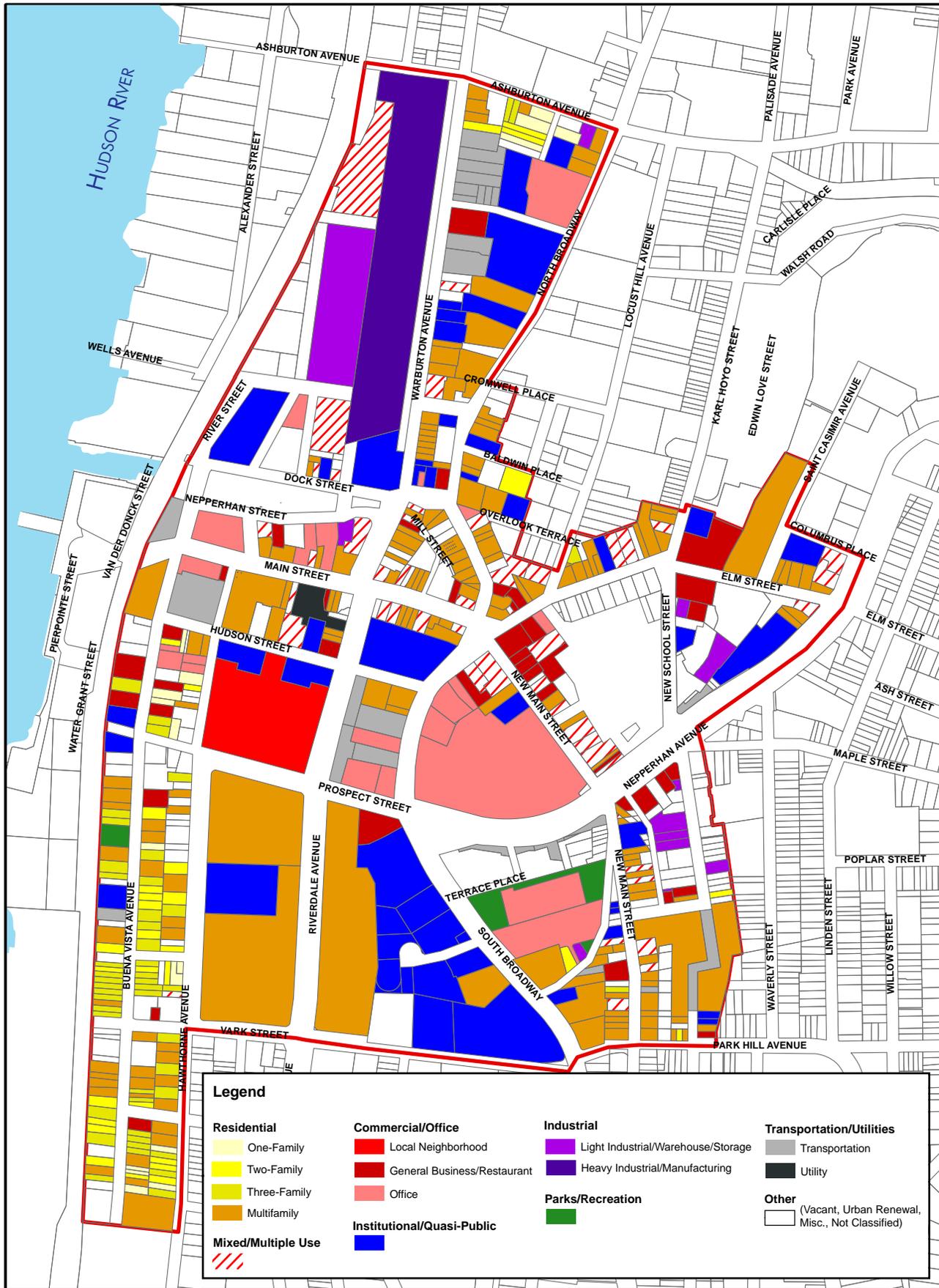
The Yonkers Downtown Rezoning Area encompasses approximately 192 acres. The Downtown Rezoning Area is bound by Ashburton Avenue (NYS Route 9A) to the north and the Metro-North railroad tracks to the west. To the south, the Downtown Rezoning Area extends past Vark Street and slightly past Highland Avenue. The intersection of Nepperhan Avenue and Columbus Place represents the most eastern point of the Downtown Rezoning Area.

Downtown Yonkers contains a diverse mix of land uses, including single- and multi-family residential, retail, restaurants, commercial, office, light to heavy industrial, institutional, parks, vacant land uses and associated parking typical for an older urban setting. (See Figure 3.1-1.) As shown in Table 3.1-1: Existing Generalized Land Use below, transportation/utilities are the predominant land use category, representing 24.2% of the Downtown Rezoning Area. This is due to the presence of roadways. Adjacent to the City's roads, residential uses are the predominant land use, representing 22.5% of the Downtown Rezoning Area. Residential uses are followed by an "Other" category, which represents 19.3% of the Downtown Rezoning Area and includes uses that area not classified, vacant land, land designated as urban renewal, and miscellaneous uses. Non-classified uses generally contain a mix of commercial and residential uses. The remaining generalized land uses are commercial/office (12.9%), institutional/quasi-public/public (9.8%), industrial (6.7%), mixed-use (3.9%), and parks/recreation (0.6%).

Table 3.1-1: Existing Generalized Land Use

Generalized Land Use Classification	Acreage	Percent of Downtown Rezoning Area
<b>Residential</b>		
One-Family	1.4	
Two-Family	2.6	
Three-Family	3.7	
Multifamily	34.4	
Multifamily - Senior Housing	0.6	
Other	0.6	
<b>Total</b>	<b>43.2</b>	<b>22.5%</b>
<b>Commercial/Office</b>		
Local Neighborhood	4.0	
General Business	6.9	
Office	13.1	
Restaurant/bar	0.6	
<b>Total</b>	<b>24.7</b>	<b>12.9%</b>
<b>Mixed/Multiple Use</b>	<b>7.6</b>	<b>3.9%</b>
<b>Industrial</b>		
Light Industrial/Warehouse/Storage	5.1	
Heavy Industrial	7.8	
<b>Total</b>	<b>12.9</b>	<b>6.7%</b>
<b>Institutional/Quasi-Public/Public</b>		
Hospital	2.3	
Other Health Facility	2.1	
Religious	7.3	
School	2.4	
Library	1.3	
Cultural	1.0	
Non-Profit	2.6	
<b>Total</b>	<b>18.9</b>	<b>9.8%</b>
<b>Parks/Recreation</b>	<b>1.2</b>	<b>0.6%</b>
<b>Transportation/Utilities</b>		
Parking Lot	2.7	
Parking Garage	0.5	
Road	42.9	
Utility	0.5	
<b>Total</b>	<b>46.6</b>	<b>24.2%</b>
<b>Other</b>		
Vacant	12.9	
Urban Renewal	4.7	
Miscellaneous	0.9	
Not Classified	18.6	
<b>Total</b>	<b>37.1</b>	<b>19.3%</b>
<b>TOTAL</b>	<b>192.2</b>	<b>100.0%</b>

Source: City of Yonkers Tax Assessor's Office, 2011



**3.1.1.2 Zoning**

In 1995, the City of Yonkers revised its Zoning Code pertaining to the downtown area. The CB (Central Business), DW (Downtown Waterfront), and GC (Government Center) districts were added to the code at that time. The proposed downtown rezoning will be the second time that Downtown Yonkers has been rezoned. The Yonkers Zoning Code, in its entirety, was recodified in September 2000 and has been amended from time to time since then. There are currently 10 zoning districts within the Downtown Rezoning Area, including the following districts: A District (Apartment Houses, high-density), BA District (General Business and Apartment Houses, high density), M District (Apartment Houses, medium-density), BR District (Restricted Business, apartments not permitted), CM District (Commercial, Storage and Light Manufacturing), I District (Industry), CB District, DW District, GC District, and PUR District (Planned Urban Redevelopment)<sup>1</sup>. As shown on Figure 3.1-2, the size and location of each zoning district varies.

**Residential Districts**

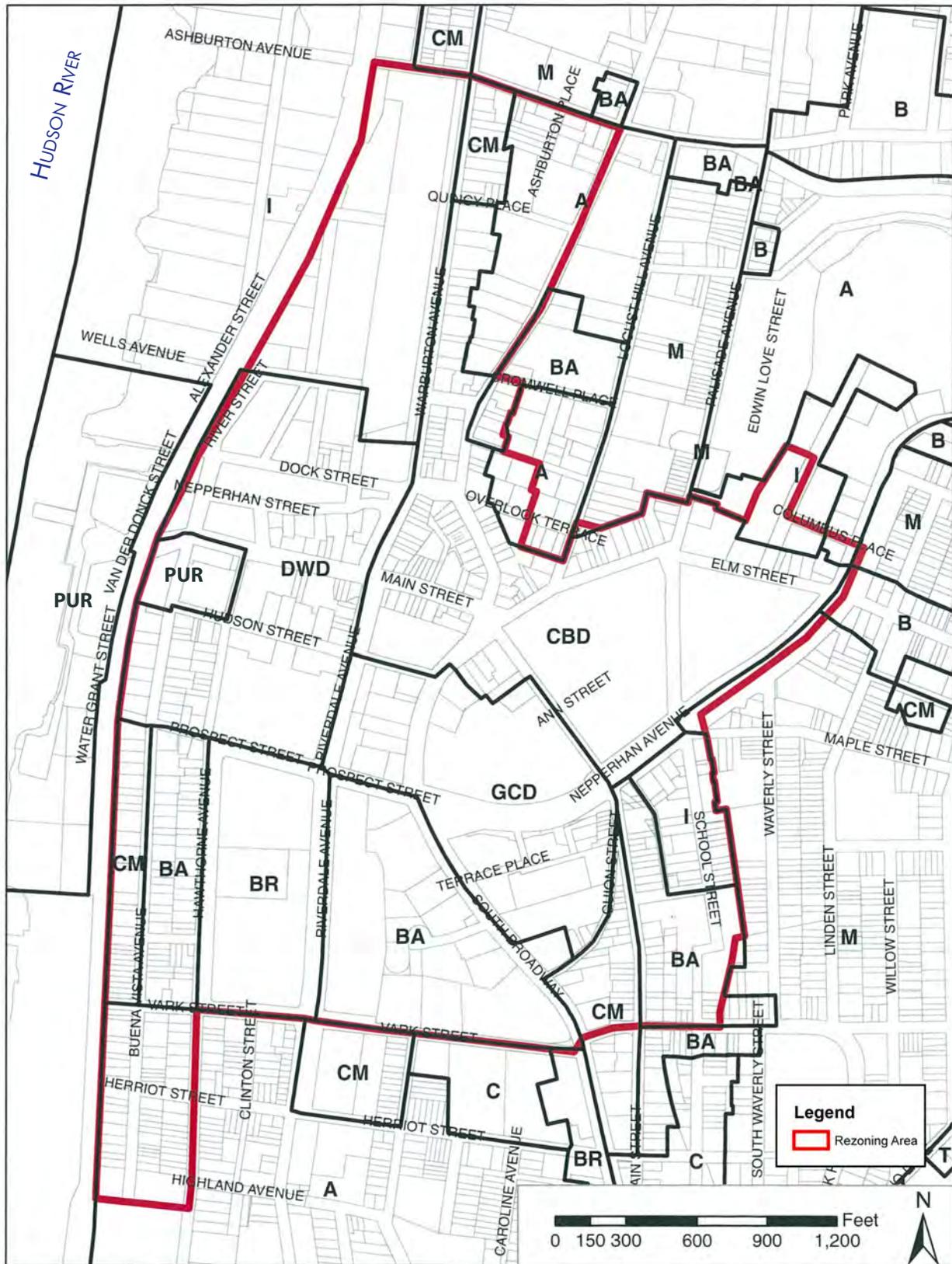
**A District (Apartment Houses, high-density)**

The A District is located at the north section of the Downtown Rezoning Area, along parts of North Broadway, Locust Hill Avenue, Quincy Place, Ashburton Place, and Overlook Terrace. The A District can also be found at the southwestern-most section of the Downtown Rezoning Area, along portions of Buena Vista Avenue and Herriot Street.

Principal permitted uses in the A District include apartment houses, single-family and two-family detached dwellings, and municipal uses (City of Yonkers). Permitted uses (with supplemental requirements) include community residential facilities for the disabled, nursing homes, planned apartment complexes, planned cluster developments, planned townhouse complexes, row houses (single-family attached dwellings), senior citizen apartment houses, parish houses, places of worship, and schools. Permitted uses subject to special use requirements include community residential facilities, planned unit residential developments (PURDs), planned urban redevelopments (PURs), residential health-care facilities, cemeteries and mausoleums, children’s day camps, convents, monasteries and seminaries, private marinas and seaplane landing docks, private recreational clubs or community swimming pools, private social and fraternal clubs and community centers, private not-for-profit recreational uses, and religious retreats.

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<sup>1</sup> The PUR District is not a zoning district but a special permit use that once granted is required to be mapped on the City’s Zoning Map. The special use can only be utilized in urban renewal areas. The PUR allows for variations in dimensional standards and uses in urban renewal areas in order to effectuate the urban renewal plan.



**BA District (General Business and Apartment Houses, high density)**

The BA District is scattered throughout different areas of Downtown Yonkers. To the south, the BA District contains a block within the Buena Vista neighborhood that is bound by Vark Street, Buena Vista Avenue, Prospect Street and Hawthorne Avenue, as well as the block that contains St. Joseph's Hospital, which is bound by Vark Street, Riverdale Avenue, Prospect Street and South Broadway. At the southeastern-most section of the Downtown area, sections of Main Street, Nepperhan Avenue and School Street are located within the BA District. Finally, to the north, sections of Cromwell Place and North Broadway are located within the district.

Permitted uses include apartment houses, single-family and two-family detached dwellings, municipal uses (City of Yonkers), banks and financial uses, indoor commercial recreation uses, commercial schools, eating and drinking establishments, fast-food restaurants, food and beverage stores, funeral parlors or mortuaries, health clubs and gymnasiums, indoor markets, medical and dental offices, other offices, personal service establishments, restaurants, retail establishments, and theaters and movie theaters. Permitted uses (with supplemental requirements) include community residential facilities, nursing homes, planned apartment complexes, planned cluster developments, planned townhouse complexes, row houses (single-family attached dwellings), senior citizen apartment houses, offices of philanthropic institutions, places of worship, banquet and catering facilities, building supply stores, day-care centers, drive-through banks and restaurants, dry-cleaning establishments, hotels, planned shopping centers, automobile rental and sales establishments, and automobile service stations and supply/service stores. Permitted uses subject to special use requirements include community residential facilities, PURDs, PURs, supermarkets, residential health-care facilities, government uses (non-City of Yonkers), hospitals, medical clinics, philanthropic institutions providing social services, private social and fraternal clubs and community centers, utility substations, veterinary offices or hospitals, and convenience stores in conjunction with automobile service stations.

**M District (Apartment Houses, medium-density)**

The M District represents the smallest portion of the Downtown Rezoning Area. Only one parcel on Locust Hill Avenue is contained by the district as part of a larger block that extends outside of the Downtown Rezoning Area.

Permitted Uses in the M District include apartment houses, single-family detached dwellings, two-family detached dwellings, and municipal uses (City of Yonkers). Permitted uses (with supplemental requirements) include community residential facilities for the disabled, nursing homes, planned apartment complexes, planned cluster developments, planned townhouse complexes, row houses (single-family attached dwellings), senior citizen apartment houses, parish houses, places of worship, and schools. Permitted uses subject to special use requirements include community residential facilities, PURDs, PURs, residential health-care facilities, cemeteries and mausoleums, children's day camps, convents, monasteries and seminaries, private recreational clubs or community swimming pools, private social and

fraternal clubs and community centers, private not-for-profit recreational uses and religious retreats.

**Commercial and Industrial Districts**

**BR District (Restricted Business, apartments not permitted)**

The BR District contains one block in the Downtown Rezoning Area within the Buena Vista neighborhood. The block is bound by Vark Street, Buena Vista Avenue, Prospect Street and Hawthorne Avenue.

Permitted uses in the BR District include municipal uses (City of Yonkers), banks and financial uses, commercial schools, eating and drinking establishments, fast-food restaurants, food and beverage stores, health clubs and gymnasiums, indoor markets, medical and dental offices, offices, personal service establishments, restaurants, retail establishments, and theaters and movie theaters. Permitted uses (with supplemental requirements) include offices of philanthropic institutions, banquet and catering facilities, building supply stores, cabarets and nightclubs, day-care centers, drive-through banks, drive-through restaurants, dry-cleaning establishments, garden centers, hotels, planned shopping centers, automobile rental and sales establishments, and automobile service stations. Permitted uses subject to special use requirements include government uses (non-City of Yonkers), philanthropic institutions providing social services, utility substations, PURs, supermarkets, veterinary offices or hospitals, wholesale price clubs and big-box retail stores, and convenience stores in conjunction with automobile service stations.

**CM District (Commercial, Storage and Light Manufacturing)**

Like the BA District, the CM District is scattered throughout the downtown area. To the southwest, the CM District includes a block that is bound by Vark Street, the Metro-North rail-line, Prospect Street and Buena Vista Avenue. To the southeast, the CM District is located along portions of South Broadway, Guion Street and New Main Street. The CM District is also bound by Quincy Place, Warburton Avenue and Ashburton Avenue to the north of the Downtown Rezoning Area.

Permitted uses in the CM District include municipal uses (City of Yonkers), banks and financial uses, indoor commercial recreation uses, commercial schools, eating and drinking establishments, offices, pawnshops and check-cashing stores, personal service establishments, restaurants, retail craft uses, telephone switching facilities, breweries and microbreweries, industrial parks and light industrial uses, printing plant, photo lithography or reproduction establishments, stonecutter and monument works, and warehousing, storage and wholesaling of nonhazardous and nonflammable materials. Permitted uses (with supplemental requirements) include offices of philanthropic institutions, audio, radio, video and television stations and studios, building supply stores, day-care centers, drive-through banks and restaurants, dry-cleaning establishments, garden centers, automobile rental and sale

establishments, repair shops, service stations, supply/service stores, storage yards and washes, transport and service businesses, truck and bus depots, rental, storage and sales establishments, truck and bus service stations and repair shops, building supply yards, mini-warehouse or self-storage warehouses, and motor truck freight terminals and distribution centers. Permitted uses subject to special use requirements include governmental motor vehicle yards, government uses (non-City of Yonkers), hospitals, medical clinics, philanthropic institutions providing social services, private recreational clubs or community swimming pools, utility substations, planned executive parks, PURs, sexually oriented businesses, convenience stores in conjunction with automobile service stations, commercial kennels, dry-cleaning plants, telecommunications towers, and testing laboratories and pilot plants.

**I District (Industry)**

The I District is mainly located in the northwestern portion of the Downtown Rezoning Area and includes I.park Hudson™, a major concentration of historic factory buildings built for Otis Elevator and other industrial companies in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. It is also located along sections of School Street and Nepperhan Avenue, across from the CB District, and contains some parcels along Columbus Place and St. Casimir Avenue at the northeastern-most section of the Downtown Rezoning Area.

Permitted uses include municipal uses (City of Yonkers), outdoor commercial recreation uses, commercial schools, eating and drinking establishments, offices, pawnshops and check cashing stores, restaurants, retail craft uses, telephone switching facilities, breweries and microbreweries, light, medium and heavy industrial uses, industrial parks, concrete batch plants (except manufacturing), printing and photo lithography plants, stonecutter and monument works, and warehousing, storage and wholesaling of nonhazardous and non-combustible materials. Permitted uses (with supplemental requirements) include offices of philanthropic institutions, audio, radio, video and television stations and studios, building supply stores, day-care centers, dry-cleaning establishments, automobile repair shops, service stations, storage yards, supply stores and washes, truck body repair shops, transport service businesses, truck and bus depots, rental, storage and sales establishments, truck and bus service stations and repair shops, building supply yards, mini-warehouse or self-storage warehouses, and motor truck freight terminals and distribution centers. Permitted uses permitted subject to special use requirements include governmental motor vehicle yards Government uses (non-City of Yonkers), utility substations, PURs, sexually oriented businesses, wholesale price clubs and big-box retail stores, convenience stores in conjunction with automobile service stations, commercial kennels, construction and demolition debris transfer stations, dry-cleaning plants, quarries, and sand and gravel pits, rock crushing operations, telecommunications towers, and testing laboratories and pilot plants.

## **Downtown Districts**

### **CB District (Central Business)**

The CB District is host to Getty Square, the center of Downtown Yonkers, as well as the Getty Square parking area (known locally as “Chicken Island”). The district extends up to Quincy Place to the north, Warburton Avenue to the west, and Nepperhan Avenue to the south and east.

Permitted uses in the CB District include apartment houses, municipal uses (City of Yonkers), banks and financial uses, outdoor and indoor commercial recreation uses, colleges/universities, commercial schools, department stores, eating and drinking establishments, fast-food restaurants, food and beverage stores, health clubs and gymnasiums, indoor markets, medical and dental offices, other offices, personal service establishments, planned shopping centers, restaurants, retail establishments and craft uses, telephone switching facilities, and theaters and movie theaters. Permitted uses (with supplemental requirements) include offices of philanthropic institutions, audio, radio, video and television stations and studios, banquet and catering facilities, building supply stores, cabarets and nightclubs, day-care centers, dry-cleaning establishments, garden centers, hotels, and automobile rental establishments. Permitted uses subject to special use requirements include planned urban redevelopments, medical clinics, live-work buildings, supermarkets, wholesale price clubs, and big-box retail stores.

### **DW District (Downtown Waterfront)**

The DW District includes Larkin Plaza, which is located directly to the west of the CB District. The district connects the waterfront and Metro-North Railroad Station with the Getty Square shopping area. The district is bound by Prospect Street, the Metro-North rail-line, Dock Street and Riverdale Avenue.

Permitted uses in the DW District include municipal uses (City of Yonkers), banks and financial uses, commercial schools, eating and drinking establishments, food and beverage stores, health clubs and gymnasiums, indoor markets, medical and dental offices, other offices, personal service establishments, restaurants, retail establishments, retail craft uses, telephone switching facilities, and theaters and movie theaters. Permitted uses (with supplemental requirements) include offices of philanthropic institutions, audio, radio, video and television stations and studios, banquet and catering facilities, cabarets and nightclubs, day-care centers, hotels, and automobile rental establishments. Permitted uses subject to special use requirements include private not-for-profit recreational uses, live-work buildings and PURDs.

### **GC District (Government Center)**

The GC District, which is located just south of the CB District, is home to City Hall and many City of Yonkers municipal departments and services. The vacant Proctor Theater and historic Philipsburgh Hall are also located in the district. The CB District is located along parts of South Broadway, Riverdale Avenue, Prospect Street, Nepperhan Avenue, Guion Street and Terrace Place.

Permitted uses in the GC district include colleges/universities, municipal uses (City of Yonkers), banks and financial uses, banquet and catering facilities, commercial schools, eating and drinking establishments, food and beverage stores, health clubs and gymnasiums, medical and dental offices, offices, personal service establishments, restaurants, retail establishments, telephone switching facilities, and theaters and movie theaters. Permitted uses (with supplemental requirements) include offices of philanthropic institutions, philanthropic institutions providing social services, audio, radio, video and television stations and studios, day-care centers, hotels, and automobile rental establishments. Permitted uses subject to special use requirements include live/work buildings, PURs, and medical clinics.

**PUR District (Planned Urban Redevelopment)**

The Planned Urban Redevelopment (PUR) designation is not a zone but rather a special use permit granted by the Planning Board and confirmed by the City Council. The PUR special use allows many deviations from the underlying zoning and may only be sought in an urban renewal area. After approval, the PUR special use is recorded on the City's Zoning Map leading to its misunderstood place as a zoning district. The PUR allows the development of a project that conforms to the goals of the urban renewal plan in place for the area when the zoning may otherwise not permit the uses or the dimensional requirements. Most of downtown Yonkers and the adjacent waterfront area are included in designated urban renewal areas, with some urban renewal plans that date back the 1970's. Like zoning, urban renewal plans regulate land use, density of development, parking, etc. They also provide design objectives and establish strategies for redevelopment. Anytime an area is designated as a PUR it is mapped as such on the Yonkers Official Zoning Map.

**Bulk Requirements**

The existing bulk requirements for the Downtown Yonkers rezoning area are shown below in Table 3.1-2. The maximum allowable height for residential zones (A, BA and M) is 65 feet/2 ½ stories, or 1 ½ times the street right-of-way (depending upon the width of the street). For commercial zones (BR, CM, CB, and DW), the maximum allowable height is 66 feet/five stories. The maximum allowable height in the I District is two times the street right-of-way, while 100 feet/eight stories is the maximum permitted height in the GC District.

Table 3.1-2: Summary of Current Zoning Bulk Requirements

Zoning Districts	Min. Lot Area (sq. ft.)	Max. FAR	Max. Bldg. Coverage (%)	Max. Height (ft.)	Max. # of Stories
<b>Residential</b>					
A	Res. : 5,000			SF/2F : 35	
	Nonres: 15,000	SF/2F : 1 MF: 3	40	MF: 1 1/2 x St. R.O.W.	SF/2F: 2 1/2 MF: --
BA	5,000	SF/2F : 1 MF: 3	40	SF/2F : 35 MF: 1 1/2 x St. R.O.W.	SF/2F: 2 1/2 MF: --
M	15,000	SF/2F : 1 MF: 1.25	40	SF/2F : 35 MF: 65	SF/2F : 2 1/2 MF: --
<b>Commercial/ Industrial</b>					
BR	10,000	1.5	40	48	4
CM	10,000	1	50	35	2
I	--	7.5	75	2 x St. R.O.W.	--
<b>Downtown</b>					
CB	--	5	90	50	--
DW	--	4.5	90	66	5
GC	--	9	90	100	8

**Note:**

1. Bulk requirements for the PUR (Planned Urban Redevelopment) District are determined by the approved site plan for a particular site.

**Key**

SF = Single-family dwelling

2F = Two family dwelling

MF = Multifamily dwelling

Res = Residential

Nonres = Nonresidential

St. R.O.W. = Street right-of-way, or the width of the mapped street, including sidewalks, carriage way, etc.

Source: *Yonkers Zoning Code, 2002 (amended 2009)*

**3.1.1.3 Public Policy**

The City of Yonkers has a history of comprehensive planning efforts to revitalize the downtown dating back over 50 years. Past efforts have recognized Downtown Yonkers as a major mixed-use retail and residential center. Regional planning policies have also recognized Downtown Yonkers as a major center with development potential, while recent development projects, such as SFC and the Buena Vista Planned Urban Redevelopment project have reinforced this idea.

Local and regional planning policies that apply to the downtown area are described in detail below (from most recent to oldest):

***Rezoning for Downtown Yonkers***

This Draft October 2010 vision study set the stage for the proposed zoning code amendments that are being evaluated in this DGEIS. The study involved extensive public participation to help form a vision for Downtown Yonkers. The major vision initiatives included the following:

1. Strengthen downtown Yonkers as a retail and entertainment destination by concentrating retail along Main Street from the Hudson River to Getty Square, and then to Nepperhan Avenue.
2. Redevelop “Chicken Island” as a major new regional retail and entertainment destination in downtown.
3. Increase the supply of office space with new development to increase employment and day time activity in the downtown. Concentrate office space in the downtown core and in the i.park Hudson™ area.
4. Protect and reuse historic structures and buildings to preserve the unique heritage and culture of the downtown.
5. Increase downtown residential supply with new development around the perimeter of the downtown core.
6. Redevelop substandard low-income housing projects into mixed-income, mixed-use development.

***Westchester 2025***

The Westchester County Department of Planning launched Westchester 2025 - a web-based format of its county-wide planning policies – in 2008. The project builds on 1995 plan, “Patterns for Westchester: The Land and the People”, with modified planning policies.

The following policies underline the Westchester County Planning Board’s recommendations for Westchester 2025 on land use, land acquisition, and capital projects and on matters referred to it by local governments. The County Planning Board developed these policies to help guide municipalities:

1. Channel development to centers.
2. Support development and preservation of permanently affordable housing.
3. Support capital improvements for physical facilities.
4. Define and protect community character. Support initiatives to adapt and establish land use policies and regulations that enhance that character through focus on location, setting, aesthetic design and scale of development.
5. Support transportation alternatives.

***The Greenprint for a Sustainable Future***

“Greenprint” is the Westchester County Greenway Compact Plan that was adopted in June 2005. The plan provides the basis for participating municipalities to qualify for incentives granted by the New York State Legislation through the Hudson River Valley Greenway Act of 1991. Westchester County is one of 13 counties that make up the Hudson River Valley Greenway (Greenway). The Greenway was created to facilitate the development of a voluntary regional strategy for preserving scenic, natural, historic, cultural and recreational resources while encouraging compatible economic development and maintaining the tradition of home rule for land use decision-making. Within the plan, Yonkers is designated as a “Major Center”, and it is recommended that development is to be channeled whenever possible to centers where infrastructure can support growth, where transportation can be provided, and where redevelopment can enhance economic vitality.

***Connections—The Yonkers Comprehensive Plan***

In September 2000, the City of Yonkers adopted a citywide comprehensive plan entitled Connections—The Yonkers Comprehensive Plan (“Connections”). The adoption of Connections was followed by the adoption of the recodified Zoning Code in 2000. The Connections plan recommended that Yonkers coordinate development planning with downtown planning efforts, strengthen shopping areas, such as Getty Square, provide affordable homeownership opportunities, and encourage a mix of uses related to or enhanced by proximity to the water’s edge. Connections built upon prior comprehensive plan documents, including the 1977 policy document and a 1988 downtown plan.

***New Direction for Downtown Yonkers—A Master Plan***

In 1988, the Yonkers Planning Bureau prepared a downtown plan entitled New Direction for Downtown Yonkers—A Master Plan (“New Direction”). Its long term goals included extending the range of stores available, increasing the range of housing opportunities for residents, expanding the range of job opportunities, providing more office space and consolidating it as a center of government, finding suitable alternatives for the vacant buildings and land, providing more off street parking, and preserving and enhancing its historic character. New Direction also recommended zoning changes, which were further studied in subsequent planning documents.

***Policies for Future Land Development***

In 1977, the City of Yonkers adopted Policies for Future Land Development, which established the following policies:

1. Create a stronger linkage between the downtown shopping area and the adjacent waterfront
2. Encourage the implementation of sound urban design principles
3. Improve the accessibility to, and parking in, the downtown area

### Urban Renewal Plans

A number of urban renewal and master plans have been conducted for areas that are completely or partially within the Downtown Rezoning Area. Urban renewal plans were prepared for Alexander Street, Ashburton Avenue, Getty Square and Riverview. The general intent of urban renewal plans is to remove blighted conditions, relocate affected households and businesses, encourage private investment, redevelop cleared sites, and create new opportunities for residents. These types of actions are controlled by New York State law, under Article 15, Urban Renewal. Urban renewal plans allow Yonkers to apply for funding unique to urban renewal actions and enable the city to implement any associated master plan. A brief description of these plans is as follows:

#### *Alexander Street Urban Renewal Area (November 2008)/Master Plan (2009)*

Only a portion of the Downtown Rezoning Area is contained by the Alexander Street Urban Renewal Area. The Urban Renewal Area includes several parcels along Alexander Street, between Wells Avenue and Ashburton Avenue. The Alexander Street Master Plan is a conceptual land use plan that establishes a framework for the redevelopment of a critical segment of Yonkers' Hudson River waterfront. Overall, the Master Plan reflects a vision of the Alexander Street waterfront area as a transit oriented development that is a vibrant mixed-use district of residences, offices, commercial areas, and parks, knit together and shaped by landscaped streets and boulevards.

#### *Ashburton Avenue Urban Renewal Area Plan/Master Plan (February 2006)*

Like the Alexander Street Urban Renewal Area, only a portion of the Downtown Rezoning Area is located within the Ashburton Avenue Urban Renewal Area, including the south side of Ashburton Avenue, between the Metro-North rail tracks and North Broadway. The plan's goals were to improve Ashburton Avenue so that it is a better housing and commercial street for local residents, revitalize existing housing stock with new residential and retail construction through infill construction and rehabilitation, and to provide appropriate parks, open space, infrastructure, and community facilities to support a revitalized neighborhood.

#### *Modified Urban Renewal Area - NDP 1 & 2 ("Riverview") (December 1998)*

The Riverview Urban Renewal Area plan aimed to achieve the goals of the City's Master Plan, Workable Program, including the re-establishment of the Central Business District to support commercial and office activities, revitalization of existing neighborhoods in the Central Business District and southwest portion of the Downtown Rezoning Area, and creation of urban design scheme for the area.

#### *Getty Square Urban Renewal Plan (Amended June 2007)*

Designed to achieve the goals of the City's 1977 Master Plan, Workable Program, the purpose of the Getty Square Urban Renewal Plan was to revitalize the Getty Square area in Downtown Yonkers as a viable Central Business District through the development of a major retail center,

expandable to office and hotel uses, while rehabbing existing commercial and residential areas and maintaining the downtown area for government functions and services. In addition, the plan sought to create an urban design scheme for the area that is reflective of the neighborhood characteristics, topography, and the built environment. In June 2007, the Urban Renewal Plan was updated as part of the Struever Fidelco Cappelli LLC (SFC) project.

### **Hazardous Materials**

Generally, hazardous materials are defined as those substances that pose a threat to human health and/or the environment. Hazardous materials are unwanted by-products of manufacturing processes and generally characterized as being flammable, corrosive, reactive or toxic. These substances include, but are not limited to, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) polychlorinated biphenyls (PCBs), pesticides and herbicides, and heavy metals. More specifically, hazardous waste is defined in the Environmental Conservation Law [Section 27-0901 (3)] as “waste or combination of wastes that because of their quantity, concentration, or physical, chemical or infectious characteristics may:

- a. Cause or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or
- b. Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed or otherwise managed.”

The list of Department of Environmental Conservation defined hazardous wastes is provided in 6NYCRR Part 371. These wastes are commonly found on certain manufacturing sites, and brownfields<sup>2</sup>. There are no significant brownfields in the Downtown Rezoning Area. However, there are currently some commercial sites, such as existing gas stations and Laundromats, that may contain hazardous substances that are contained to these smaller specific sites.

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<sup>2</sup> Brownfields are abandoned or underused properties, including but not limited to industrial and commercial facilities, where redevelopment or expansion may be complicated by possible environmental contamination (real or perceived). A brownfield site is defined in New York State Environmental Conservation law as “...any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant.” Specific examples of sites which could qualify include: abandoned gas stations, old factory and mill complexes and foundries. ([http://www.dec.ny.gov/docs/remediation\\_hudson\\_pdf/bftoolbox.pdf](http://www.dec.ny.gov/docs/remediation_hudson_pdf/bftoolbox.pdf))

### **3.1.2 Potential Impacts**

As described in Chapter 2.0, the Proposed Action is the adoption of amendments to the City of Yonkers Zoning Code (Chapter 43) and Zoning Map with respect to Downtown Yonkers. Included in the Zoning Code amendments are changes to the Downtown zoning districts (with associated use, bulk and setback requirements, design standards, and the creation of a modified form based zoning), as well as Zoning Code amendments to definitions, parking requirements, and use standards. In addition, the City proposes to adopt amendments to Chapter 47, Outdoor Signs (§47-7.F) of the Yonkers City Code.

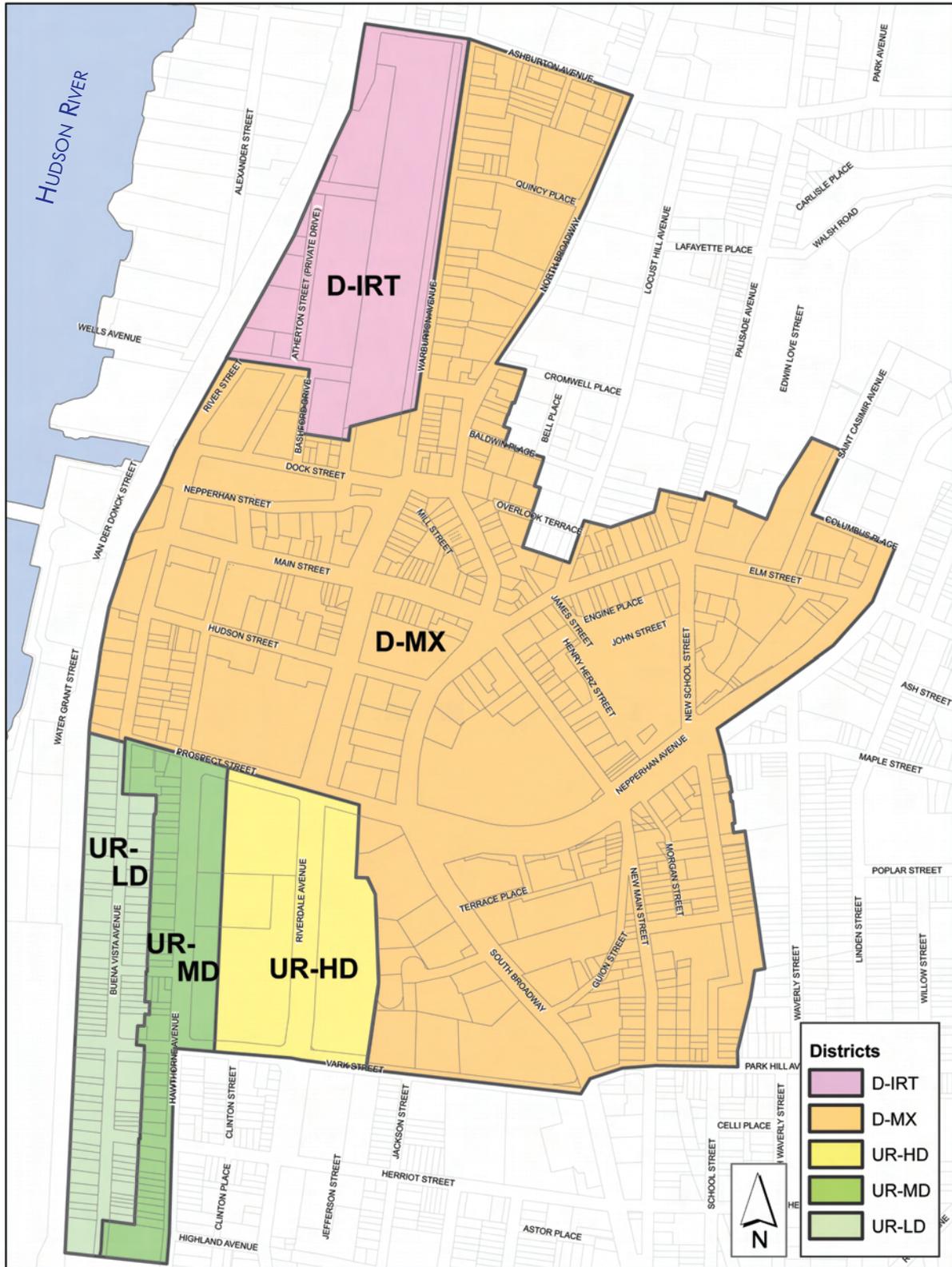
#### **3.1.2.1 Zoning**

The proposed Zoning Code amendments will replace 10 existing zoning districts with five districts, recognizing the mixed use nature of Downtown Yonkers and the lessened necessity of separating uses in a post-industrial economy, which will make it easier for development or redevelopment applicants to navigate through the city's regulatory process. The Zoning Code amendments also include new bulk and setback requirements, as well as design standards. (See below for a description of permitted uses, bulk and setback requirements, and design standards.)

A majority of Downtown Yonkers will feature one large zoning district, the D-MX Downtown Mixed-Use District. The D-MX District will generally replace the current CB (Central Business), DW (Downtown Waterfront), and GC (Government Center) districts in the center part of the rezoning area. The D-MX District will also replace all or parts of the A, CM, and I Districts in the northern portion of the Downtown Rezoning Area, as well as all or parts of the BA, CM and I Districts encompassing the southern portion of the Rezoning Area.

In addition to the D-MX District, the following new zoning districts are proposed: D-IRT Downtown Industrial Research and Technology District, UR-LD Urban Residential Low Density District, UR-MD Urban Residential Medium Density District, and UR-HD Urban Residential High Density District. The D-IRT District replaces the I District (Industry), which includes i.Park Hudson™, while the UR-LD, UR-MD and UR-HD districts replace the BA, BR, and CM districts, respectively.

The proposed Zoning Code amendments aim to preserve and enhance existing residential, commercial, and industrial neighborhoods by continuing the development patterns established in the mid- to late-19th and early-20th centuries and by establishing design criteria for new development. A description of each proposed zoning district is provided below. (See Figure 3.1-3 for a map of the proposed zoning. See Appendix A for a copy of the Zoning Code amendments. See below for description of proposed design standards.)



**D-MX Downtown Mixed-Use District**

The D-MX Mixed-Use District is a high concentration of commercial, residential and institutional developments in the Downtown. The D-MX District encourages ground floor commercial uses to activate the street level environment. In order to create a concentration of pedestrian-oriented commercial uses networked throughout the D-MX District, certain streets are designated “Key Streets” and require commercial ground floor uses within a storefront design. (See Figure 3.1-4.)

**D-IRT Downtown Industrial Research and Technology District**

The D-IRT District supports the industrial uses in the northern portion of Downtown. This district with its close proximity to the Metro-North and Amtrak train lines is a prime location for office, industrial, research and development and technology-based uses. It also allows certain commercial uses to serve the work force. Residential uses are prohibited to avoid conflicts with industrial users and encroachment into industrial land.

**UR-LD Low Density Urban Residential District**

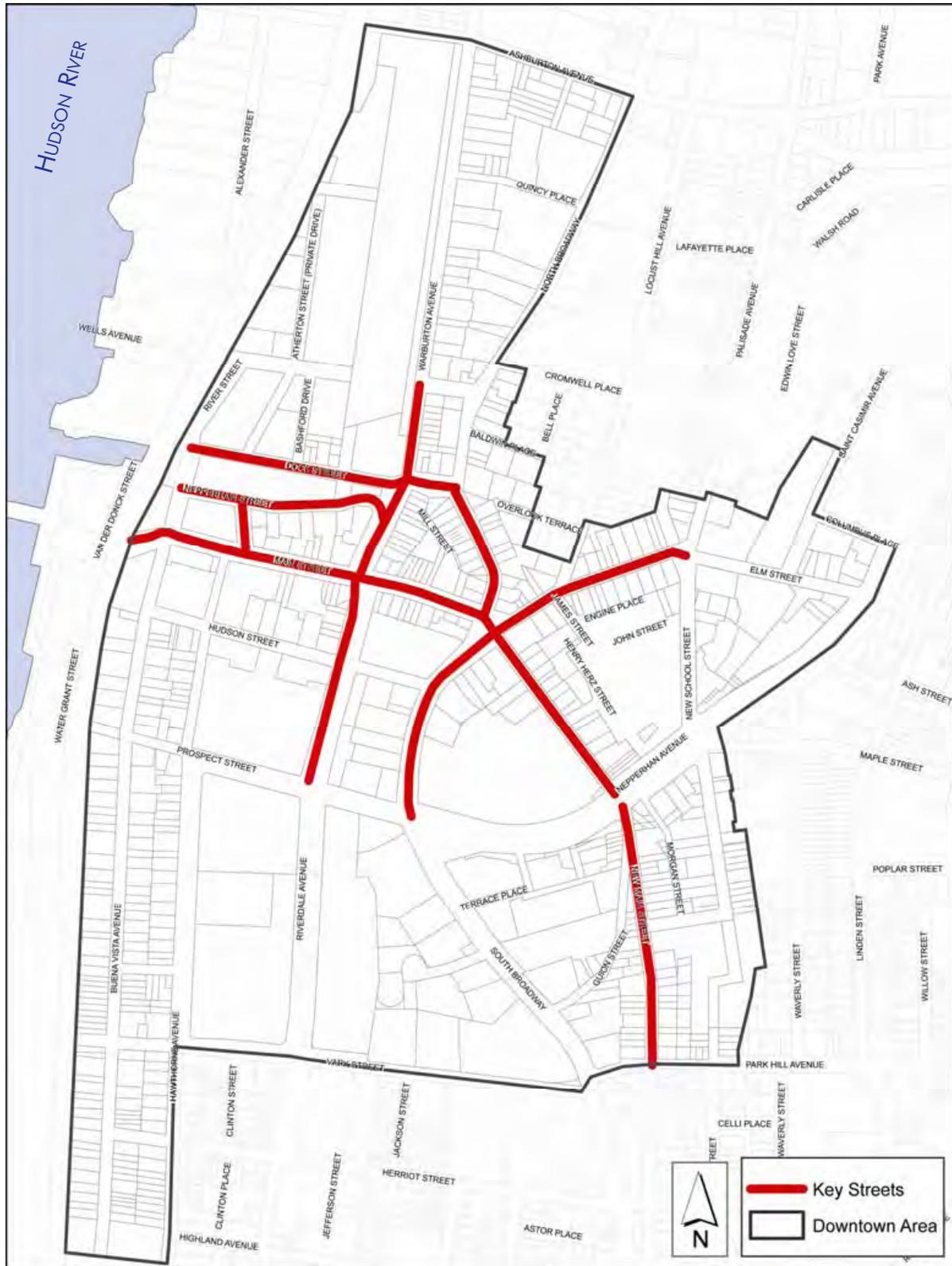
The UR-LD Urban Residential Low Density District is intended to address urban neighborhoods, adjacent to the Downtown, that contain a mix of single-family, detached and attached two-family, and townhouse dwellings. The UR-LD District is intended to maintain the residential environment of these urban neighborhoods, continuing the development patterns of these areas established in mid- to late-19th and early-20th centuries.

**UR-MD Medium Density Urban Residential District**

The UR-MD Urban Residential Medium Density District is intended to address urban neighborhoods, adjacent to the Downtown, that contain a mix of all dwelling types, including apartment house dwellings. The UR-MD District is intended to maintain the residential environment of these urban neighborhoods and to act as a buffer between neighborhoods contained by the UR-LD and UR-HD districts, while continuing the development patterns of these areas established in mid- to late-19th and early-20th centuries.

**UR-HD High Density Urban Residential District**

The UR-HD Urban Residential High Density District encourages a high density residential development, located adjacent to the Downtown to increase the Downtown residential population, build a critical mass for the commercial uses located Downtown, and take advantage of existing transportation resources. Limited commercial establishments are also allowed at select locations within the district.



The impacts on zoning arising from adoption of the proposed Zoning Code amendments are generally beneficial in nature because the proposed Zoning support the City’s vision to create a mixed-use “24/7” downtown with street level activity that will support local businesses, attract new residents, and realize the potential of the downtown as the center of the city and as a regional attraction. The proposed Zoning Code amendments would allow residential uses in the downtown, which by and large are not permitted in most of the current zoning districts. By allowing residential uses in the Downtown Rezoning Area and promoting economic development along the “key streets”, the City can achieve its 24/7 vision, which would support local businesses with pedestrian activity and enhance safety by having “eyes on the street”. In addition, development applications would be streamlined with less variances and/or special permits for residential uses.

**Bulk Requirements**

The proposed Zoning Code amendments include new bulk and setback requirements. As shown in Table 3.1-3: Schedule of Bulk Requirements for the D-MX and D-IRT districts, the maximum building height is 66 feet for both zoning districts. However, maximum heights also vary by location as part of the form based nature of the proposed Zoning Code amendments. In the D-MX District, the maximum height may be increased up to 250 feet if certain bulk and setback requirements are satisfied. In the D-IRT District, the maximum building height may reach up to 200 feet under the same bulk and setback requirements.

**Table 3.1-3: Schedule of Bulk Requirements (D-MX and D-IRT Districts)**

BULK & SETBACK REGULATIONS	DISTRICTS	
	D-MX	D-IRT
<b>BULK</b>		
<b>Maximum Building Height</b>	66’ (unless as otherwise shown on DGEIS Figure 3.1-5)	66’ (unless as otherwise shown on DGEIS Figure 3.1-5)
<b>Minimum Building Height</b>	25’ and 2 stories	25’ and 2 stories
<b>REQUIRED SETBACKS</b>		
<b>Front Build-To Line</b>	0 <sup>1,2</sup>	0 <sup>1,2</sup>
<b>Minimum Interior Side Setback</b>	0	0
<b>Side Front Build-To Line</b>	0 <sup>1,2,3</sup>	0 <sup>1,2</sup>
<b>Minimum Rear Setback</b>	Non-residential: 0 Residential: 10’	0

**Notes:**

1. See DGEIS Figure 3.1-6 for additional sidewalk width requirements.
2. A setback may be increased to a maximum of 25’ if a public plaza or public seating area is incorporated and located adjacent to a public street.

3. On a corner lot, where a rear yard is required because of residential uses, the side front build-to line requirement applies only up to the rear yard line, where no setback is required to the rear lot line.

The Schedule of Bulk Requirements for the UR-LD, UR-MD AND UR-HD districts is shown on Table 3.1-4 below. For single-family and two-family homes in the UR-LD and UR-MD districts, the maximum permitted height is 2 ½ stories/35 feet. Townhomes may reach up to three stories and 36 feet in the UR-LD, UR-MD and UR-HD districts, while non-residential uses in the UR-LD and UR-MD districts may reach the same height.

The greatest allowable building heights in residential districts is up to 150 feet in the UR-HD District and up to five stories/50 feet in height for apartments in the UR-MD District.

Table 3.1-4: Schedule of Bulk Requirements (UR-LD, UR-MD AND UR-HD Districts)

BULK AND SETBACK STANDARDS	UR-LD & UR-MD DISTRICTS			UR-LD, UR-MD & UR-HD DISTRICT	UR-MD DISTRICT	UR-HD DISTRICT	UR-LD & UR-MD DISTRICTS
	Detached Single-Family Dwelling	Two-Family Detached	Two-Family Attached	Townhouse	Apartment House	Apartment House	Non-Residential
<b>BULK</b>							
Minimum Lot Area	2,500sf	2,500sf	2,500sf	6,000sf	10,000sf	-	15,000sf
Minimum Lot Width	25'	25'	50'	20 ft/du but a minimum of 70'	70'	-	150'
Maximum Building Height	2.5 stories & 35'	2.5 stories & 35'	2.5 stories & 35'	3 stories & 36'	5 stories & 50'	66' (unless as otherwise shown on DGEIS Figure 3.1-5)	3 stories & 36'
Minimum Building Height	-	-	-	-	-	25' and 2 stories	-
Maximum Building Coverage	40%	40%	40%	50%	70%	-	40%
<b>SETBACKS</b>							
Minimum Front Setback	5'	5'	5'	5'	5'	-	5'
Maximum Front Setback	20'	20'	20'	20'	20'	See DGEIS Figure 3.1-6, or, if no setback indicated on this figure, a build-to line of 0' is required; for a corner lot, side front yard requirement applies only up to the rear setback line	None
Minimum Interior Side Setback	10% of lot width but no less than 2.5' & no more than 5' required	10% of lot width but no less than 2.5' & no more than 5' required	5'	5' - only required at end of development	10'	0'	12'
Minimum Side Front Setback	5'	5'	10'	5'	10'	See DGEIS Figure 3.1-6. If no setback indicated on this figure, a build-to line of 0' is required	25'
Minimum Rear Setback	25'	25'	25'	25'	20'	20'	20'

**Note:**

1. Setbacks are measured to the property line. Refer to DGEIS Figure 3.1-6 for additional setback requirements.

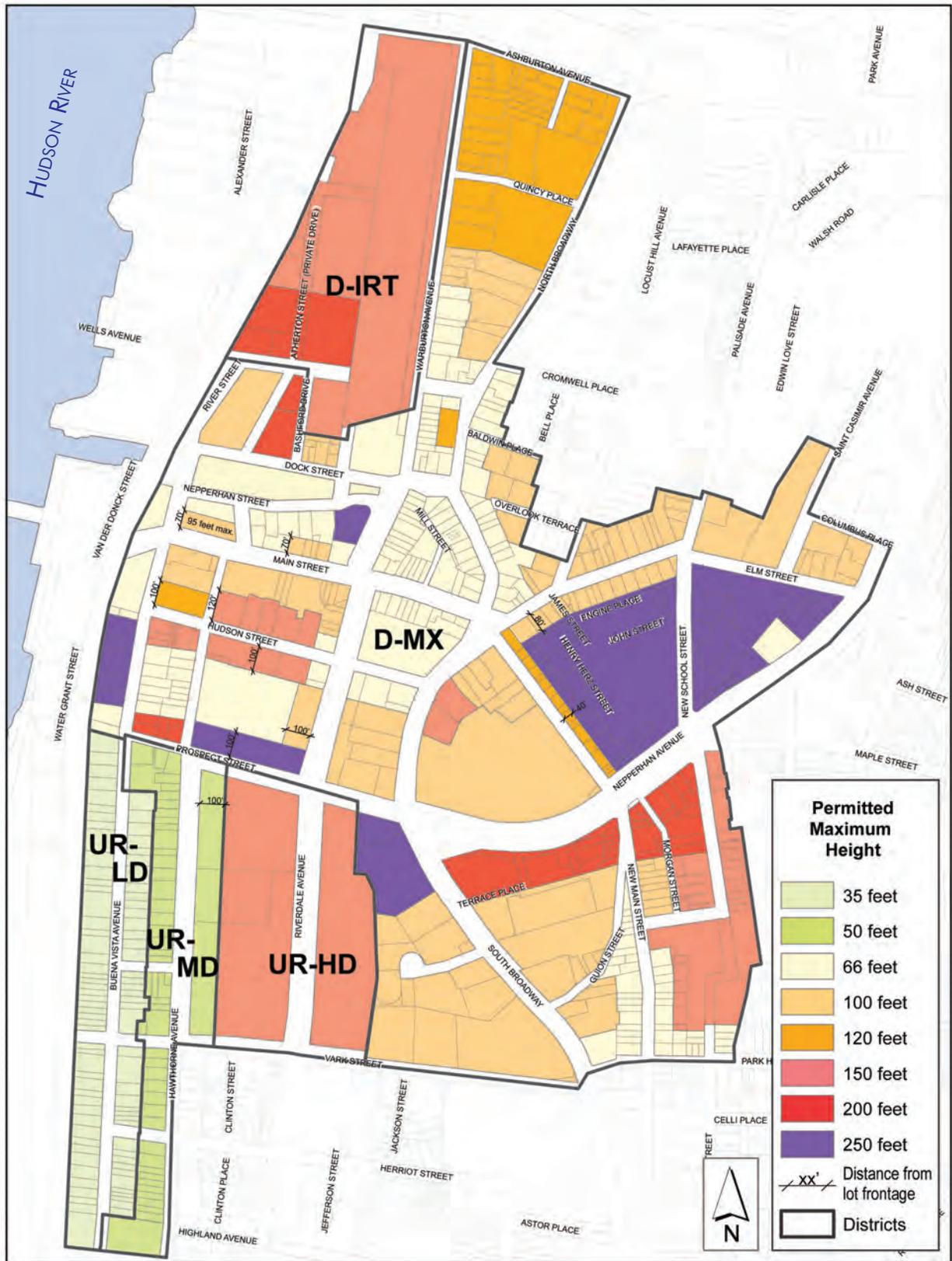


FIGURE 3.1-5: PROPOSED DOWNTOWN BUILDING HEIGHTS



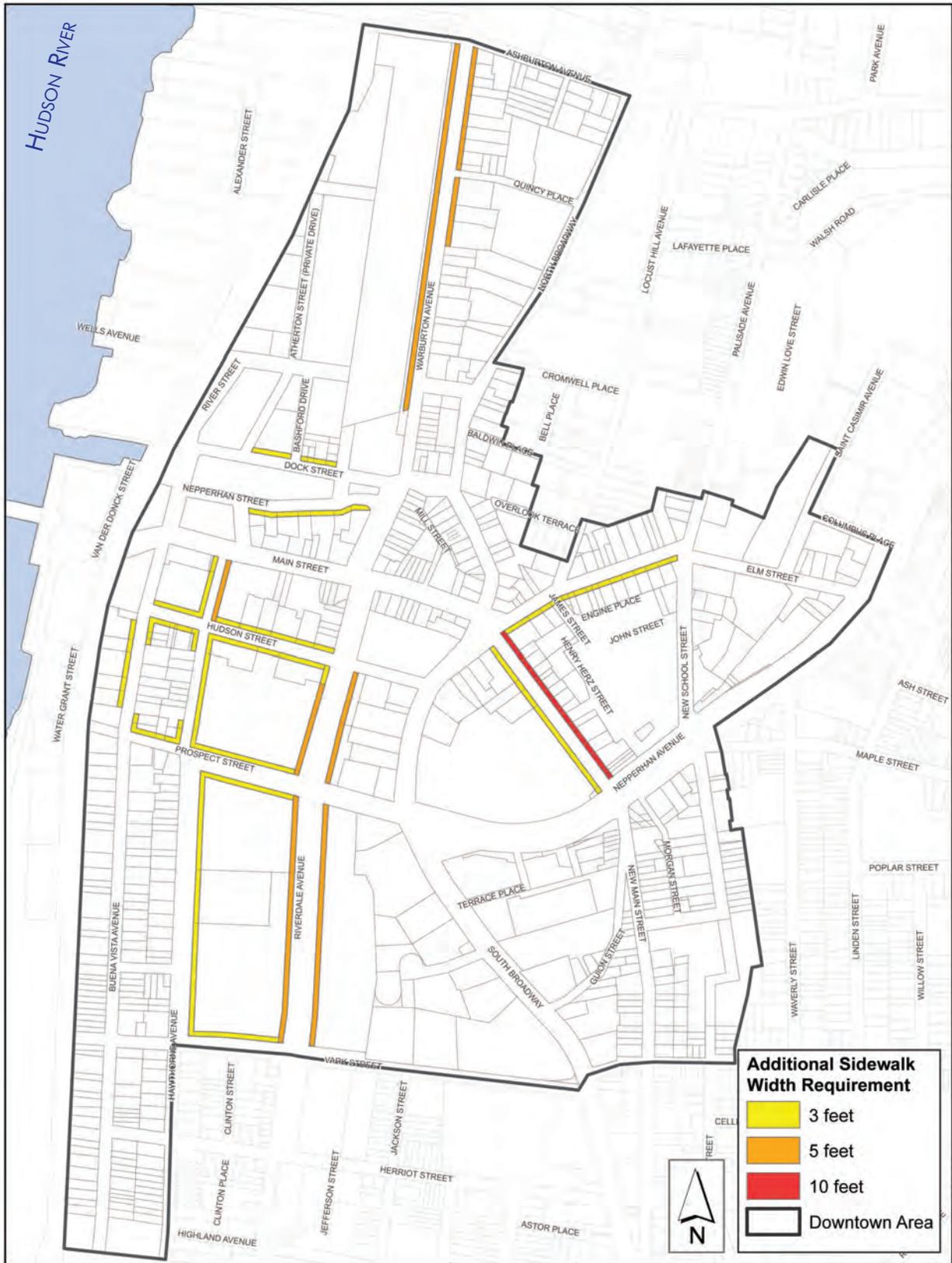
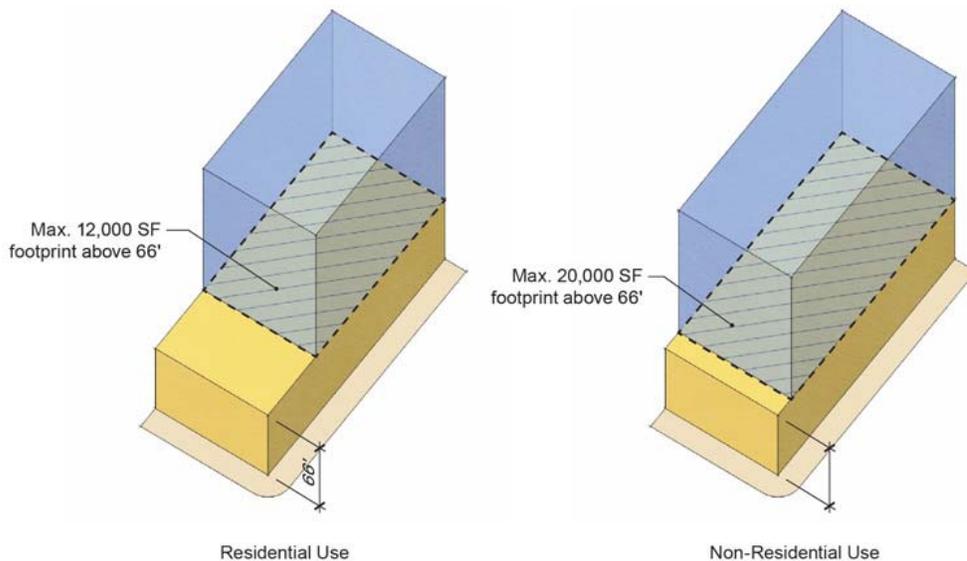


FIGURE 3.1-6: ADDITIONAL SIDEWALK WIDTH REQUIREMENT



Although the building heights are higher on average under the Proposed Action, the proposed maximum allowable height of 250 feet in the D-MX District is less than the 400 foot maximum height provision under existing zoning for large “designated development” projects located on at least 10 acres of land in the downtown area. In order to protect existing views, relate to the scale of buildings within existing neighborhoods, and reduce potential shadow impacts, the proposed Zoning Code amendments require that the first 66 feet of height must be built to the required setbacks, while heights above 66 feet must meet required and additional setbacks. There are also maximum building footprints for towers (the part of the building over 66 feet in height) for both residential and non-residential uses. As shown in Figure 3.1-7 below, residential towers may not exceed 12,000 square feet and non-residential towers may not exceed 20,000 square feet.

**Figure 3.1-7: Maximum Building Footprint above 66 Feet in Height**



### **Design Standards**

Within the proposed new zoning districts, new design standards for façades, massing, siting, parking, and landscaping are proposed, which will help to create a unifying architectural theme and further encourage attractive investment in Downtown Yonkers. In order to achieve the desired downtown density while protecting the character of the downtown, the City decided to use form base zoning. The intent is to place building height and density in specific locations to limit impacts on historic buildings and open spaces, while still providing a wide range of uses in the downtown.

Under the proposed Zoning Code amendments, design standards would apply to new buildings, structures, and uses located within the Downtown Rezoning Area. For non-residential, mixed-use, and apartment buildings, new façade articulation and massing standards would require buildings to have a defined base, middle, and top, with well defined public entrances visible from the street. For single-family and two-family dwellings, windows or other architectural features would be required on all facades in order to avoid the appearance of blank walls and facades. Similarly, the front façade of townhomes would be required to be articulated through windows, in addition to front porches and raised steps and stoops. New industrial uses or buildings would also be required to adhere to the proposed design standards. For example, accessory buildings, such as kiosks, would be required to be incorporated into a compatible design concept with the overall architectural concept of the main building and site. All of these standards would be beneficial to maintaining and enhancing community character, while creating a unifying architectural theme for new structures.

The provisions of the proposed City of Yonkers' Green Building Standards would also apply to the design, construction, addition, alteration, change of occupancy, enlargement, removal and demolition of every structure (except for attached one- and two-family dwellings). The proposed Green Building Standards would further promote sustainable design practices and better protect the health, safety and welfare of City residents.

### **Signs**

As described in Chapter 2.0, the Proposed Action includes the adoption of amendments to Chapter 47, Outdoor Signs (§47-7.F) ("Sign Code") of the Yonkers City Code. Specifically, the proposed amendments include changes to the Sign Code that would allow projecting signs in the Downtown Rezoning Area and South Broadway Special Districts.

Under the current zoning, wall signs are permitted to project a distance not to exceed 12 inches from the face of its supporting structure, provided that the lowest edge of such sign or any affixed device is a minimum of 10 feet above grade. The proposed Sign Code amendments would allow signs in the Downtown Rezoning Area and South Broadway Special Districts to project a maximum of four feet from the face of the building to which they are attached. The lowest point of the projected sign must be a minimum of 10 feet above sidewalk level, may not be self-illuminated and may not exceed eight square feet.

Although the proposed Sign Code amendments would allow an additional sign projection of three feet, the maximum allowable square footage of the projected sign (eight square feet) would generally be smaller than the permitted square footage under the existing Sign Code.

Currently, wall signs have a maximum allowable height of four feet with a maximum allowable width of 70% of the building façade. Additionally, the proposed Sign Code amendments would exclude self-illuminating projected signs, which is currently permitted under the existing Sign Code, and allow only one projected sign per street frontage. The proposed Sign Code amendments would be beneficial in their flexibility to business owners to be able to install projected signs in the Downtown Rezoning Area, while being less visually intrusive than the electronic signs that are currently permitted under the existing Sign Code.

**Parking**

The Proposed Action includes Zoning Code amendments to the Off-Street Parking and Loading section (Article X) of the Yonkers Zoning Code. The proposed off-street parking amendments are reflective of the proposed zoning changes within the Downtown Rezoning Area and are representative of typical downtown urban areas where people tend to park once and then walk to one or more destinations. As such, the proposed parking amendments are slightly less restrictive.

Table 3.1-5 below shows the proposed parking requirements that would change as a result of the Proposed Action, as well the current parking requirements for specific uses. All existing structures would be exempt from the below changes, except that existing structures that currently provide parking would be required to continue to maintain those spaces. Since the parking requirement changes would be more appropriate for an urban downtown setting, no significant adverse impacts are anticipated.

**Table 3.1-5: Existing Parking versus Proposed Parking Requirements**

Use	Existing Parking Requirements (Min. # of Spaces)	Proposed Zoning Requirements (Min. # of Spaces)
<b>Residential Uses</b>		
Apartments	1 per d.u. plus 0.33 per bedroom	1 per d.u. within 0.25 miles of train station; 1 per dwelling unit + 0.33 per bedroom
Row houses (attached single-family houses)	2 per d.u.	1.5 per d.u.
Senior citizen's apartment houses	0.5 per d.u.	0.25 per d.u.
Single-family detached dwellings	2 per d.u.	1.5 per d.u.

3.1 Land Use, Zoning, and Public Policy

Use	Existing Parking Requirements (Min. # of Spaces)	Proposed Zoning Requirements (Min. # of Spaces)
<b>Business, Commercial and Office Uses</b>		
Building supply stores	1 per 300 sf of GFA	1 per 400 sf of GFA
Cabarets and nightclubs	1 per 3 seats or 1 per 75 sf of GFA, whichever is greater	1 per 5 seats or 1 per 150 sf of GFA, whichever is greater
Commercial schools	1 per 100 sf of GFA	1 per 500 sf of GFA plus 1 per 5 seats
Convenience stores	1 per 175 sf of GFA	1 per 400 sf of GFA
Day-care centers	1 per staff member plus 1 per vehicle parked on the premises plus 1 per 20 registrants	1 per staff member plus 1 per vehicle parked on the premises plus 1 per 40 registrants
Dry-cleaning establishments	1 per 250 sf of GFA	1 per 300 sf of GFA
Eating and drinking establishments	1 per 150 sf of GFA	1 per 300 sf of GFA
Fast-food restaurants	1 per 2 seats or 1 per 75 sf of GFA, whichever is greater	1 per 4 seats or 1 per 300 sf of GFA, whichever is greater
Food and beverage stores	1 per 200 sf of GFA	1 per 300 sf of GFA
Health clubs and gyms	1 per 200 sf of GFA	1 per 350 sf of GFA
Live-Work Building	1.33 per unit	1 per d.u. within 0.25 miles of train station; 1 per dwelling unit + 0.33 per bedroom
Medical and dental offices	1 per 200 sf of GFA	1 per 350 sf of GFA
Offices	1 per 300 sf of GFA	1 per 500 sf of GFA
Personal service establishments	1 per 200 sf of GFA	1 per 350 sf of GFA
Restaurants	1 per 3 seats or 1 per 100 sf of GFA, whichever is greater	1 per 4 seats or 1 per 300 sf of GFA, whichever is greater
Retail establishments	1 per 200 sf of GFA	1 per 300 sf of GFA
Supermarkets	1 per 200 sf of GFA	1 per 300 sf of GFA
Telephone switching facilities	1 per 300 sf of GFA	1 per 500 sf of GFA

3.1 Land Use, Zoning, and Public Policy

Use	Existing Parking Requirements (Min. # of Spaces)	Proposed Zoning Requirements (Min. # of Spaces)
Veterinary offices or hospitals	1 per 200 sf of GFA	1 per 300 sf of GFA
<b>Public and Institutional Uses</b>		
Children's day camps	1 per employee + 1 per camp vehicle parked on premises + 5 visitor spaces	1 per employee + 1 per camp vehicle parked on premises + 5 visitor spaces; Existing spaces when using existing facility
Private clubs and community centers	1 per 4 seats or 1 per 100 sf of floor space used for public assembly, whichever is greater	1 per 4 seats or 1 per 250 sf of floor space used for public assembly, whichever is greater
Utility substations	1 for 400 sf of GFA devoted to office use and 1 per 750 sf of GFA for other uses	1 for 400 sf of GFA devoted to office use and 1 per 1,000 sf of GFA for other uses
<b>Motor Vehicle Uses</b>		
Auto rental establishments	1 per 200 sf of GFA, but not less than 3	1 per 350 sf of GFA, but not less than 3
Convenience stores in conjunction with auto service stations	1 per 250 sf of GFA in addition to the auto service station parking	1 per 350 sf of GFA in addition to the auto service station parking
<b>Industrial Warehouse and Storage Areas</b>		
Brewery and microbrewery	1 per 600 sf of GFA	1 per 1,000 sf of GFA
<b>Nonresidential Accessory Uses</b>		
Bar or lounge areas serving liquor, brew pubs	1 per 2 seats or 1 per 25 sf of area devoted thereto, whichever is greater	1 per 3 seats or 1 per 75 sf of area devoted thereto, whichever is greater
Laboratories	1 per 400 sf of GFA	1 per 600 sf of GFA
Live-work units	1.33 per unit	1 per d.u. within 0.25 miles of train station; 1 per dwelling unit + 0.33 per bedroom

### 3.1 Land Use, Zoning, and Public Policy

Use	Existing Parking Requirements (Min. # of Spaces)	Proposed Zoning Requirements (Min. # of Spaces)
Outdoor dining areas	1 per 3 seats	1 per 4 seats
Retail uses in conjunction with offices	1 per 200 sf of GFA	1 per 350 sf of GFA

The current parking requirements also allow shared parking within the existing Downtown Zoning Districts (CB, GC, and DW). Shared parking would continue under the Proposed Action, except that new construction in the Downtown Rezoning Area would be permitted an exemption of the first 10 required parking spaces, while the remaining spaces must be provided on-site. Any additional spaces above the first 10 spaces that cannot be provided on-site must be provided through a shared parking agreement, or by use of the fee-in-lieu provisions of the Zoning Code.

In addition to proposed changes in the parking requirements, the proposed Zoning Code amendments include new design standards for parking areas, including open air parking lots and parking structures. Proposed design standards would require interior and perimeter landscaping for open-air lots and façade design for parking structures that reflects the design of other structures in Downtown Rezoning Area. The proposed parking design standards would be beneficial to the character of the existing neighborhoods, while the proposed minimum landscaping requirements would assist with onsite stormwater management.

#### **Definition Amendments**

The Proposed Action includes updates to the definitions of the Zoning Code. These updates include new definitions that would be beneficial to the Zoning Code by informing the reader of new zoning concepts and general terms.

The Proposed Action itself is generic in nature and does not directly result in the construction of any future projects; rather it sets forth a general development framework for the downtown. Therefore, all future actions (i.e. policy or development) will be required to undergo future environmental review under SEQR (6 NYCRR Part 617).

**3.1.2.2 Land Use**

As set forth in Appendix A, “Proposed Zoning Amendments to Code”, the City intends to change the current zoning scheme to better protect the health, safety and welfare of City residents by allowing for increased development potential in the downtown area, which will help to strengthen Downtown Yonkers as a retail and entertainment destination. As noted in Chapter 2:0, the Proposed Action will result in increased density. However, the aim of the proposed Zoning Code amendments (“Proposed Action”) is to better serve the community by creating a walkable “24/7” downtown with street level activity that will support local businesses, attract new residents, and realize the potential of the downtown as the center of the city and as a regional attraction. In addition, the Proposed Action will help to reintroduce second floor and above residential uses on top of commercial uses, which will allow for a better use of underutilized single-use buildings.

As mentioned above, a majority of Downtown Yonkers will feature the D-MX Downtown Mixed-Use District. The D-MX District will generally replace the current downtown districts, including the CB, DW and GC districts. The D-MX District will also replace all or parts of the A, CM, and I Districts in the northern portion of the Downtown Rezoning Area, as well as all or parts of the BA, CM and I Districts encompassing the southern portion of the Rezoning Area. Unlike the current zoning districts, the D-MX District would allow some as-of-right residential uses, such as apartments and senior housing. By allowing residential uses in the Downtown Rezoning Area, the City can achieve its 24/7 vision, which would support local businesses with pedestrian activity and enhance safety by having “eyes on the street”. In addition, development applications would be streamlined with less variances and/or special permits for residential uses.

As a mixed-use zone, the D-MX District would also allow such uses as public and institutional, commercial businesses and offices, auto rental, and light industrial uses. These uses are already permitted within the zoning districts that the D-MX District will replace. One notable difference would be the absence of heavy industrial uses, which are currently permitted in the I District. This would be beneficial in helping to create a pedestrian-oriented mixed-use downtown with land uses that are more appropriate for a downtown area.

Within the southwest portion of the Downtown Rezoning Area, the proposed zoning replaces the BA District, BR District, and the CM District. The proposed zoning in this area would allow a range of low-density to high-density residential uses within the new UR-LD, UR-MD, and UR-HD districts. The proposed zoning districts would help to maintain the existing residential character of these urban neighborhoods by excluding warehousing, automobile repair shops, and light

manufacturing uses would no longer be permitted under the proposed Zoning Code amendments.

In the northwestern corner of the Downtown Rezoning Area and within a portion of the Hudson River CEA, the proposed zoning replaces the existing I District with the D-IRT District. The I District currently only allows light, medium and heavy industrial uses, while the new D-IRT would allow a mix of office, light and medium industrial, research, and technology-based uses. Since heavy industrial uses would no longer be permitted there would a more natural transition between the D-IRT District and the surrounding residential and mixed-use neighborhoods.

The Schedule of Permitted Principal Uses for the proposed Zoning Code Amendments is provided below in Table 3.1-6. Principal permitted uses are designated as (P); principal uses with supplemental standards as (Ps); and special uses as (S).

**Table 3.1-6: Schedule of Permitted Principal Uses under Proposed Zoning Code Amendments**

PRINCIPAL USES	DISTRICTS						
	D-MX	D-MX – KEY STREETS: Required ground floor uses	D-IRT	UR-LD	UR-MD	UR-HD	UR-HD: Non-Residential Accessory Uses allowed on ground floor of buildings that front Riverdale Avenue
<b>Residential Uses</b>							
Single-family detached dwellings				P	P		
Two-family attached dwellings				P	P		
Two-family detached dwellings				P	P		
Apartment houses	P				P	P	
Live/work buildings	P				P	P	
Townhouses				P	P	P	
Senior citizen apartment houses	P				P	P	
Community residential facilities – up to 14 persons				Ps	Ps	Ps	
Community residential facilities – over 14 persons					S	S	
<b>Public and Institutional Uses</b>							
Children’s day camps	S			S	S	S	S
Colleges/universities	P						
Convents, monasteries and seminaries				S	S		
Government uses (non-City of Yonkers)	S		S			S	
Hospitals	S						
Medical Establishment	Ps						
Municipal uses (City of Yonkers)	P		P	P	P	P	
Offices of philanthropic institutions	Ps						
Parish houses				Ps	Ps	Ps	
Places of Worship				Ps	Ps	Ps	
Philanthropic institutions providing social services	S						
Private recreational clubs or community swimming pools	S			S	S	S	

3.1 Land Use, Zoning, and Public Policy

PRINCIPAL USES	DISTRICTS						
	D-MX	<i>D-MX – KEY STREETS: Required ground floor uses</i>	D-IRT	UR-LD	UR-MD	UR-HD	<i>UR-HD: Non-Residential Accessory Uses allowed on ground floor of buildings that front Riverdale Avenue</i>
Private clubs and community centers	S					S	
Private not-for-profit recreational uses	S			S	S	S	
Schools	Ps			Ps	Ps	Ps	
<b>Business, Commercial and Office Uses</b>							
Audio, radio, video and television stations and studios	Ps		Ps				
Banks and financial uses	P	P					P
Banquet and catering facilities	P						
Cabarets and nightclubs	P	P					
Commercial recreation uses, indoor	p	P					
Commercial schools	P		P				
Conference centers	Ps		Ps				
Day-care centers	Ps	Ps	Ps				Ps
Department stores	P	P					
Eating and drinking establishments	p	P	P				P
Fast-food restaurants	P	P					
Drive-through Restaurants							
Food and beverage stores	P	P					P
Health clubs and gymnasiums	P	P	P				P
Hotels	P	P					
Indoor markets	P	P					
Live/work buildings	P						
Medical and dental offices	P	P	P				P
Offices	P	P	P				
Personal service establishments	p	P	p				P
Restaurants	P	P					
Retail establishments	P	P					P
Retail craft uses	P	P					

3.1 Land Use, Zoning, and Public Policy

PRINCIPAL USES	DISTRICTS						
	D-MX	<i>D-MX – KEY STREETS: Required ground floor uses</i>	D-IRT	UR-LD	UR-MD	UR-HD	<i>UR-HD: Non-Residential Accessory Uses allowed on ground floor of buildings that front Riverdale Avenue</i>
Supermarkets	S	S					
Telephone switching facilities	P						
Theaters and movie theaters	P	P					
Veterinary offices or hospitals	P						
<b>Motor Vehicle Uses</b>							
Automobile rental establishments – Within fully enclosed structure only	Ps						
Automobile supply and service stores	P						
<b>Industrial, Warehouse and Storage Uses</b>							
Breweries and microbreweries			P				
Industrial design uses	P	P	P				
Light industrial uses	P		P				
Medium industrial uses			P				
Printing plant, photo lithography or reproduction establishments			P				
Laboratories, research and development			P				
Testing laboratories and pilot plants			P				
Industrial Vivarium			P				

The Schedule of Accessory Permitted Uses permitted by the proposed Zoning Code amendments is shown below in Table 3.1-7. Accessory permitted uses are designated as (P); accessory uses with supplemental standards as (Ps); and special uses as (S).

**Table 3.1-7: Schedule of Permitted Accessory Uses under Proposed Zoning Code Amendments**

ACCESSORY USES	DISTRICTS				
	D-MX	D-IRT	UR-LD	UR-MD	UR-HD
<b>Residential Accessory Uses</b>					
Decks and patios	Ps		Ps	Ps	Ps
Doghouses and structures accommodating pets			Ps	Ps	
Family day care	Ps		Ps	Ps	Ps
Fences and walls	Ps		Ps	Ps	Ps
Group family day-care homes	Ps		Ps	Ps	Ps
Home-based businesses	S		S	S	S
Home occupations	P		Ps	Ps	Ps
Parish houses			Ps	Ps	
Radio and TV antennas	Ps		Ps	Ps	Ps
Refuse collection, storage and recycling facilities	Ps		Ps	Ps	Ps
Satellite antennas	S		S	S	S
Signs	Ps		Ps	Ps	Ps
Swimming pools and bathhouses	Ps		Ps	Ps	Ps
Tennis courts and other sports courts	Ps		Ps	Ps	Ps
Exercise facilities - Resident use only	P		P	P	P
<b>Non-Residential Accessory Uses</b>					
Amusement games and devices	Ps	Ps			
Automatic teller machines	Ps	Ps			Ps <sup>1</sup>
Awnings or canopies	Ps	Ps			Ps <sup>1</sup>
Bars or lounge areas serving liquor and brew pubs	Ps	Ps			Ps <sup>1</sup>
Christmas tree sales	Ps				Ps <sup>1</sup>
Fences and walls	Ps	Ps			Ps <sup>1</sup>
Greenhouses	Ps	Ps			Ps <sup>1</sup>
Helistops or heliports	S				
Laboratories	Ps	Ps			
Live entertainment	P	P			
Live/work units	P				
Loading berths or spaces	Ps	Ps			Ps <sup>1</sup>
Newspaper vending machines	Ps	Ps			Ps <sup>1</sup>
Outdoor dining areas	Ps	Ps			Ps <sup>1</sup>
Outdoor storage		Ps			
Railroad sidings		Ps			
Refuse collection, storage and recycling facilities	Ps	Ps			Ps <sup>1</sup>
Satellite antennas	S	S			
Signs	Ps	Ps			Ps <sup>1</sup>
Soda or candy vending machines	Ps	Ps			Ps <sup>1</sup>

ACCESSORY USES	DISTRICTS				
	D-MX	D-IRT	UR-LD	UR-MD	UR-HD
Temporary flea markets or carnivals	Ps				
Water tanks	P	P			P <sup>1</sup>
<b>Accessory Parking</b>					
Fee-in-lieu of parking	Ps	Ps			
Shared parking	Ps	Ps			Ps
Private garage	Ps	Ps	Ps	Ps	Ps
Private open-air parking	Ps	Ps	Ps	Ps	Ps
Semipublic garage	Ps	Ps			Ps
Semipublic open-air parking	Ps	Ps			Ps

**Note:**

1. Non-residential accessory uses within the UR-HD District are allowed only when accessory to commercial ground floor uses of apartment buildings on lots that front Riverdale Avenue.

**Hazardous Materials**

As discussed in the Existing Conditions section of this chapter, there are no significant brownfields in the Downtown Rezoning Area. Therefore, there is no further analysis required in this DGEIS. However, site specific impacts could occur with or without the Proposed Action. New in-ground construction may necessitate the need for a Phase 1 Environmental Site Assessment as part of future site plan and SEQR review.

**3.1.2.3 Public Policy**

The impacts on public policy arising from adoption of the proposed Zoning Code amendments are generally beneficial in nature because the proposed Zoning supports the City’s “24/7” downtown vision with street level activity that will support local businesses, attract new residents, allow for the better use of underutilized buildings, and realize the potential of the downtown as the center of the city and as a regional attraction. In addition, the proposed Zoning Code amendments are complementary of the draft vision plan that was prepared for Downtown Yonkers, titled “Rezoning for Downtown Yonkers” (dated October 2010) by Urban Design Associates. The proposed Zoning Code amendments support the recommendations of the draft vision plan.

**3.1.3 Mitigation Measures**

Impacts that are associated with the Proposed Action are either beneficial or similar to impacts that would occur under the existing zoning. Therefore, adoption of the proposed Zoning Code amendments is not anticipated to result in any significant adverse impacts to land use, zoning, or public policy and no mitigation measures are required. Future site specific actions must comply with SEQR (6 NYCRR Part 617).

## 3.2 COMMUNITY CHARACTER

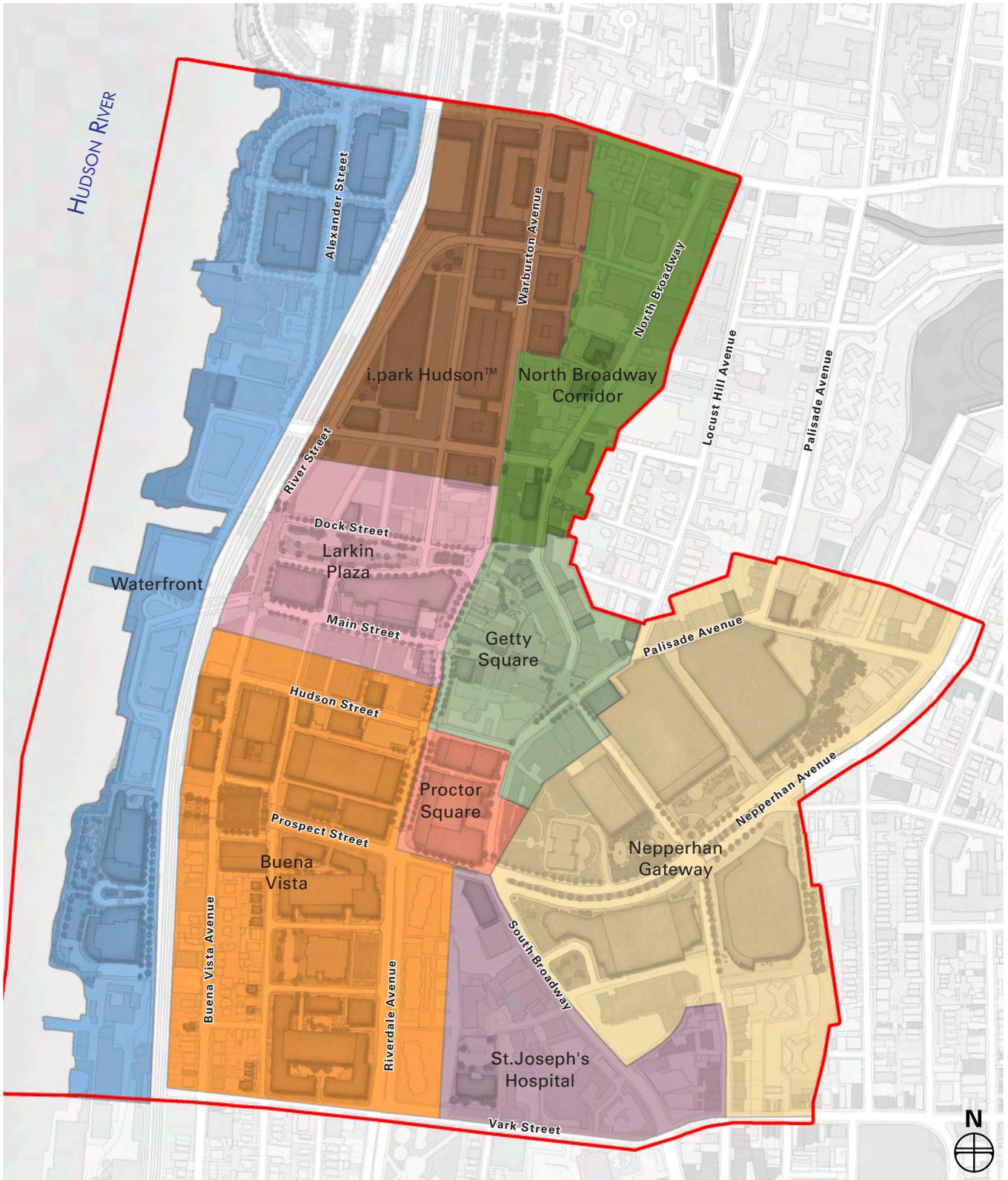
The following section sets forth an examination of the existing community character and neighborhoods within the Downtown Rezoning Area, as well as the potential impacts that could occur as a result of the adoption of the proposed Zoning Code specifically related to Downtown Yonkers, and any necessary mitigation measures needed to mitigate potential impacts.

### 3.2.1 Existing Conditions

The Downtown Rezoning Area is an area of rolling terrain in an urban setting, largely mid-rise in scale. Along its western border, the Downtown Rezoning Area is located directly adjacent to the Metropolitan Transportation Agency (MTA) Metro-North Railroad tracks. The Downtown Rezoning area is bound by Ashburton Avenue (NYS Route 9A) to the north, while the intersection of Nepperhan Avenue and Columbus Place represents the most eastern point of the area. To the south, the Downtown Rezoning Area extends past Vark Street and slightly past Highland Avenue. The Hudson River is located in close proximity to the Downtown Rezoning Area to the west of the railroad tracks. Located along the Hudson River's western bank, is the Palisades Sill – the geological name given to the massive Palisades cliffs or ridge – as well as Palisades Interstate Park.

Current development in the local area consists of a mix of uses and building heights that are typical of downtown urban areas. These uses include retail, office, neighborhood convenience, restaurants, single- and multi-family residential, institutional (i.e. government/public services, schools, hospitals, libraries, etc.), light to heavy industrial, parking, transportation, and open space/recreation. Downtown Yonkers is culturally, ethnically, and architecturally diverse and the urban fabric varies by neighborhood.

For purposes of this DGEIS, community character is juxtaposed with the eight neighborhood districts identified in the downtown vision study: I.park Hudson™, the North Broadway Corridor, Larkin Plaza, Getty Square, Buena Vista, Proctor Square, St. Joseph's Hospital, and the Nepperhan Gateway. (See Figure 3.2-1.)



### **1. i.park Hudson™**

i.park Hudson™ is a major concentration of historic factory buildings built for Otis Elevator in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The area is roughly bound by Ashburton Avenue to the north, slightly past Warburton Avenue to the east, slightly past Wells Avenue to the south, and the Metro-North railroad tracks to the west. Kawasaki is currently the major industrial tenant assembling subway cars in their plant. Firms in the biotechnology fields are populating the old loft buildings as the area transitions from heavy manufacturing to advanced design and research industries<sup>1</sup>. There is also a mixed residential and commercial element along Warburton Avenue that includes three- to four-story residential buildings, neighborhood commercial uses, and several light industrial/warehousing/storage uses.

### **2. North Broadway Corridor**

Located directly east of i.park Hudson™, at the northeastern section of downtown, lies one of the Downtown Rezoning Areas' major north-south corridors, North Broadway. The corridor leads to Getty Square to the south and includes apartment houses, single-family and two-family detached dwellings, institutional, and general commercial and neighborhood convenience uses.

### **3. Larkin Plaza**

Larkin Plaza contains 1.9-acres that are being transformed into a major new recreational amenity of the downtown with the daylighting of the Saw Mill River. The site is bounded by Dock Street to the north, Nepperhan Avenue to the south, Buena Vista Avenue to the west, and Warburton Avenue to the east. The Larkin Plaza area includes a mix of multi-family residential, commercial, community services, transportation, and warehouse/manufacturing uses. The main Yonkers U.S. Post Office building is located at the northeast quadrant of the intersection of Main Street and Buena Vista Avenue and is listed on the National Register of Historic Places. The area is also home to the 200,000 square foot Yonkers Riverfront Library and Yonkers Board of Education headquarters, the Westchester County Department of Social Services building, and New York State Department of Motor Vehicles.

### **4. Getty Square**

Getty Square is the major commercial hub within the Downtown Rezoning Area. The traditional central business district of the city, Getty Square anchors the city's downtown, where significant public and private investment has led to new construction and rehabilitation of residential and commercial properties over the past few years. Located at the intersection of Main Street, New Main Street, Palisade Avenue, North Broadway, and South Broadway, Getty Square contains retail stores, restaurants, and religious institutions, such as St. John's Episcopal Church. The key retail streets include Main Street and North and South Broadway leading into Getty Square. These tend to be the most vibrant streets in the neighborhood as some buildings contain residential or office uses above the ground floor retail uses.

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<sup>1</sup> "Rezoning for Downtown Yonkers", October 2010 (Draft).

### **5. Buena Vista**

Located at the southwestern portion of the Downtown Rezoning Area, the Buena Vista neighborhood centers on Buena Vista Avenue and sits atop a bluff overlooking the Hudson River. Streets that connect to Buena Vista Avenue in the vicinity of the neighborhood include Main Street, Hudson Street, and Prospect Street. The area is comprised of a diverse mix of land uses and includes the former Teutonia Hall building. Land uses are in flux and changing within the study area as a result of ongoing redevelopment efforts. Along the east and west side of Buena Vista Avenue are a mix of older two- to three-story multifamily residences converted from single-family detached dwellings and mixed commercial uses. The Metro-North Hudson Line right-of-way adjoins the neighborhood along its westerly boundary. At the northwest section of the area, just southwest of Larkin Plaza, lies the Trolley Barn, a multifamily live-work building that is on the National Register of Historic Places. A portion of the west side of Buena Vista Avenue is enrolled in the New York State Brownfield Cleanup Program. A recent redevelopment plan includes the privately sponsored Buena Vista Teutonia redevelopment project that is being developed as a Planned Urban Redevelopment (PUR). The project entails the redevelopment of a number of vacant and/or underutilized parcels on Buena Vista Avenue, south of Main Street, for a new 25-story apartment building with accessory parking. Along Prospect Street, multifamily buildings reach up to 16-stories, while several mixed-use buildings range from one- to five-stories in height<sup>2</sup>.

### **6. Proctor Square**

Proctor Square consists of one block contained by Hudson Street, Palisades Avenue, Prospect Street and South Broadway. The block includes the Proctor Theater building (53 South Broadway), once a major cultural destination in the city that is now vacant and gutted, as well as Philipsburgh Hall, an architectural landmark building of Downtown Yonkers.

### **7. St. Joseph's Hospital**

Located directly east of the Buena Vista neighborhood lies the St. Joseph's Medical Center neighborhood. The area generally follows South Broadway, south of Prospect Street, up to blank to the east and Vark Street to the South. Uses in this area are generally supported by the medical center, such the "Griffin House", a low income residential building for elders, and local businesses. The St. Mary's School (scheduled for closing) is also located in this neighborhood.

### **8. Nepperhan Gateway**

Nepperhan Avenue is a major approach to Downtown Yonkers from the New York State Thruway (NYS Route 87), the Cross County Parkway, and the Saw Mill Parkway to the east. This area includes Yonkers City Hall, which is set within Washington Park, 87 Nepperhan Avenue, which is an annex building to City Hall, and a mix of other offices, residential, commercial and industrial uses, parking and vacant land. It includes an open air parking area known locally as

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<sup>2</sup> Buena Vista Teutonia DEIS, December 9, 2010.

“Chicken Island”, the Government Center Garage, and the Cacace Justice Center, which is the home for the Yonkers Police Department headquarters and for the city courts.

Within the Nepperhan Gateway area is the planned +/- 13 acre River Park Center project and the +/- 4.3 acre Cacace Center site, which is located to the south of City Hall Like Larkin Plaza, the River Park Center and Cacace Center are subject to the SFC redevelopment project, which entails construction of new housing units, retail, restaurants, cinema, and hotel space, as well as a new City of Yonkers Fire Department Headquarters, a 6,500 seat minor league baseball stadium, and associated parking. SFC completed the Site Plan approval for 650,000 square feet of retail and entertainment, 475,000 square feet of office space, a 150 room hotel, the minor league ballpark, and nearly 1,400 units of residential housing<sup>3</sup>.

#### 3.2.2 Potential Impacts

It is likely the character of certain neighborhoods will change as a result of the proposed Rezoning due to the proposed increase in density; however these increases are appropriate for an urban downtown area and were previously supported by residents and business owners as part of the visioning process for the “Rezoning for Downtown Yonkers” vision plan. (See Appendix E.) This plan helped to develop a vision for the downtown, which is to continue to revitalize the City’s core with a mix of uses and densities using design standards to create an attractive downtown. The aim of the proposed Zoning Code amendments is to better serve the community by creating a walkable “24/7” downtown with street level activity that will support local businesses, attract new residents, and realize the potential of the downtown as the center of the city and as a regional attraction. In order to achieve the desired downtown density while protecting the character of the downtown, the City decided to use form base zoning as part of the proposed Zoning Code amendments. Within the proposed new zoning districts, new design standards for façades, massing, siting, parking, and landscaping are proposed, which will help to create a unifying architectural theme and further encourage attractive investment in Downtown Yonkers. The proposed design standards will have a positive impact on community character within the downtown.

#### Viewsheds

As discussed in Chapter 2.0: Proposed Action, the Proposed Action has the potential to result in an incremental increase of 1,377 dwelling units and 1,559,331 square feet of commercial floorspace as compared to development under existing zoning by a build-year of 2025. The projected increase in development under the proposed Zoning Code amendments would primarily consist of mixed-use commercial and residential developments with limited industrial type uses occurring within the northern portion of the Rezoning Area.

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<sup>3</sup> DEIS for River Park Center, Cacace Center, Larkin Plaza and Palisades Point (SFC project), March 18, 2008.

The Proposed Action will result in increased density and building heights within the Downtown Rezoning Area, which will mainly result in positive impacts to the City of Yonkers' skyline and overall community character. Under the Proposed Action, heights will range from 25 feet in the UR-HD District up to a maximum of 250 feet on limited sites within the D-MX District (see Figure 2-5: Proposed Building Height Locations in Chapter 2.0: Proposed Action). Maximum heights will vary by location as part of the form based nature of the proposed Zoning Code amendments. Although the building heights are higher on average under the Proposed Action, the proposed maximum allowable height of 250 feet (25 stories) in the D-MX District is less than the 400 foot (40-story) maximum height provision under existing zoning for large "designated development" projects located on at least 10 acres of land in the downtown area. These higher buildings are part of the City's existing Planned Urban Redevelopment (PUR) special uses, which allow many deviations from the underlying zoning and may only be sought in urban renewal areas. The PUR designation is not included as part of the proposed Zoning Code amendments.

As a comparison, one could look at the recently built 40-story luxury condominium building in New Rochelle, which is currently the highest building in Westchester County. In New Rochelle, the seventh largest city in New York State, this 40-story building can be seen from many viewpoints and is out of scale and incompatible with the character of New Rochelle. The impact on viewsheds from adoption of the proposed Zoning Code amendments are generally beneficial in nature because the proposed 25-story maximum building height is reasonable for an urban downtown area and likely won't be seen from neighboring towns in Westchester County or from the Borough of the Bronx. The City considered the potential impacts on viewsheds while formulating the allowable buildings heights and density under the proposed Zoning Code amendments.

As discussed in the Existing Conditions section of this chapter, the Downtown Rezoning Area is an area of rolling terrain in an urban setting, largely mid-rise in scale. The Downtown Rezoning Area primarily consists of both developed and vacant land that has previously been developed. Its proximity to the Hudson River provides the Downtown Rezoning Area with wide scenic views of the river and Palisades Ridge, located along the western bank of the river. It is anticipated that minor impacts on the wide vista of the Hudson River Palisades will occur when viewed from likely vista points and viewing areas. However, the City of Yonkers is already built with mainly mid-rise buildings and similar development would proceed under existing zoning, resulting in similar impacts to Hudson River viewsheds. In addition, there has not been a natural viewshed from the Palisades Ridge or Hudson River since the 1700's, prior to the City's status as the fourth largest city in New York State. Under the Proposed Action, future buildings will be a positive reflection of the long-term cityscape vista of Yonkers when viewed from the Palisades Ridge.

#### **Shadows**

One aim of the proposed Zoning Code amendments is to place building height and density in specific locations to limit impacts on historic buildings and open spaces, while still providing a

wide range of uses in the downtown. Within the proposed new zoning districts, new design standards for façades, massing, siting, parking, and landscaping are proposed, which will help to create a unifying architectural theme and further encourage attractive investment in Downtown Yonkers. The Proposed Action supports protecting the historical qualities of downtown Yonkers and seeks to regulate development in ways that will enhance the preservation of existing cultural resources through the proposed design guidelines. The design guidelines seek to preserve and build upon the existing architectural and historic character of downtown Yonkers; no such design criteria currently exists within the downtown.

The Proposed Action is not anticipated to result in any significant adverse shadow impacts on historic resources and/or open space and the proposed Zoning Code amendments may in fact result in beneficial impacts, as compared to the existing zoning, to historic resources and open space in the downtown as a result of the proposed design guideline requirements. The City considered the potential impacts of shadows on specific locations while formulating the allowable buildings heights and density under the proposed Zoning Code amendments. In addition, the proposed form based design standards consider the impacts of building heights in that they provide additional setbacks for towers, as well as a maximum allowable tower size that is less than the building's base.

In order to protect existing views, relate to the scale of buildings within existing neighborhoods, and reduce potential shadow impacts, the proposed Zoning Code amendments require that the first 66 feet of height must be built to the required setbacks, while heights above 66 feet must meet required and additional setbacks. There are also maximum building footprints for towers (the part of the building over 66 feet in height) for both residential and non-residential uses. As shown in Figure 3.1-7 in Section 3.1: Land Use, Zoning, and Public Policy, residential towers may not exceed 12,000 square feet and non-residential towers may not exceed 20,000 square feet. The result of this new zoning requirement is that building towers will have a lesser width than the base of the building, which will minimize potential adverse impacts on surrounding historic and/or open space properties within the Downtown Rezoning Area.

There are instances where shadows produced by new development within the downtown, if not properly controlled, may result in significant adverse impacts. Examples include sunlight sensitive open spaces and historic resources. Both of these types of resources were considered by the City of Yonkers Department of Planning and Development in the drafting of the proposed Zoning Code amendments.

The sites within the Downtown Rezoning Area where heights are permitted in excess of the maximum height currently permitted in the district were specifically selected as to minimize the extent and duration of shadow impacts on nearby historic properties and open space resources, while also keeping cognizant of the needs of property owners. For example, the City took into consideration the potential impacts of shadows to Philipse Manor Hall and Larking Plaza. While not considered a light-sensitive historic resource, Philipse Manor Hall is on the National Register

of Historic Places. Larkin Plaza was also analyzed since it is in the process of becoming a major new recreational amenity of the downtown with the daylighting of the Saw Mill River. According to the New York City *CEQR Technical Manual*, some open spaces contain facilities that are not sunlight sensitive, and do not require shadow analysis including paved areas (such as handball or basketball courts) and areas without vegetation.

A shadow assessment was prepared by the City of Yonkers Planning and Development Department for the southwest corner of Nepperhan Street and Warburton Avenue in order to determine the potential shadow impacts on both Philipse Manor Hall and Larkin Plaza. (See Appendix F.) At this location, the proposed Zoning Code amendments could allow up to a 25-story building. (See Figure 2-5: Proposed Downtown Building Heights in Chapter 2.0: Proposed Action.) A shadow assessment considers actions that result in new shadows long enough to reach a publicly accessible open space or historic resource (except within an hour and a half of sunrise or sunset). For actions resulting in structures less than 50 feet high, a shadow assessment is generally not necessary unless the site is adjacent to a park, historic resource, or important natural feature (if the features that make the structure significant depend on sunlight).

The Shadow Diagrams in Appendix F present an analysis of the shadow impacts on Philipse Manor Hall and Larkin Plaza for the four representative days of the March 21 vernal equinox, the September 21 autumnal equinox, the June 21 summer solstice, and the December 21 winter solstice. For Larkin Plaza, these diagrams show what the plaza will ultimately look like under future conditions as a major new recreational amenity of the downtown with the daylighting of the Saw Mill River, which is currently under construction. According to the *CEQR Technical Manual*, the longest shadow cast by any structure is 4.3 times the height of that structure and occurs on December 21, the winter solstice. However, due to the cold winter season and decreased amount of sunlight hours, open space resources, such as the future Larkin Plaza, would not be utilized to the same extent that they would be used by people during the warmer months.

As shown in the Shadow Diagrams in Appendix F, shadows cast by the Proposed Action during the cold weather months often overlap those shadows caused by the No Action condition. As these diagrams show, a potential 25-story building located at the southwest corner of Nepperhan Street and Warburton Avenue would not result in any new shadow impacts to Philipse Manor Hall or Larkin Plaza.

During the warmer seasons, shadows produced from any potential 25-story building located at the southwest corner of Nepperhan Street and Warburton Avenue would also not result in significant adverse shadow impacts as the duration and width of shadows that would occur would not be considered significant and deemed to have an impact on the historic nature of Philipse Manor Hall or recreational use of the new Larkin Plaza. The Proposed Action will not result in a decrease in the amount of sunlight (minimum required 4-6 hours per day) that Larkin

Plaza would receive during the growing season (March to October). Due to the proposed minimum setback and maximum allowable area requirements for towers under the proposed Zoning Code amendments, the actual width of the shadow caused by a potential 25-story building in this location is minor in nature.

The Proposed Action itself is generic in nature and does not directly result in the construction of any future projects; rather it sets forth a general development framework for the downtown. As no specific projects are contemplated by the proposed Rezoning, no detailed site-specific analysis has been conducted. However, the potential for site-specific shadow impacts associated with future development projects in the Downtown Rezoning Area does exist. All future development projects occurring within the Downtown will be subject to Site Plan Review and site specific review under SEQR (6 NYCRR Part 617), including an analysis of shadow impacts. If future projects are deemed to have potentially significant adverse shadow impacts on historical resources or open spaces, these impacts will be evaluated, and mitigation measures identified, during the individual approvals processes. This would also be a requirement of any development proceeding under existing zoning.

#### **Wind**

It is not anticipated that the proposed Zoning Code amendments, which propose increases in average building height and density, would create any significant adverse wind impacts that would not already occur under existing zoning. In addition, wind is currently generated over the Hudson River and from the Palisades Ridge along the western bank of the river. City-wide wind impacts would occur with or without the Proposed Action.

Within the proposed new zoning districts, new design standards for façades, massing, siting, parking, and landscaping are proposed. These new design standards will help to create a mix of building heights with varying setbacks, building orientation, landscaping, and open space. These variations will help to reduce accelerated wind speeds.

In New York State, based on National Oceanic and Atmospheric Administration data, prevailing winds are from the west (winds tend to be from the southwest in the warmer summer months and from the northwest during the winter months). For many of the downtown's north-south corridors it is unlikely that winds will be channeled through the street corridors due to their north-south orientation and since these streets would be perpendicular to prevailing winds. Generally, in order to get higher and accelerated wind speeds from a building canyon effect, streets would have to be parallel to the prevailing wind.

The Proposed Action itself is generic in nature and does not directly result in the construction of any future projects; rather it sets forth a general development framework for the downtown. As no specific projects are contemplated by the proposed Rezoning, no site-specific analysis has been conducted. However, the potential for site-specific wind impacts associated with future

development projects in the Downtown Rezoning Area does exist. Future developments could result in wind impacts along some of the downtown's street corridors that could in turn result in impacts to pedestrians as they walk along those corridors.

The construction of large buildings at locations that experience high wind conditions may result in an exacerbation of wind conditions due to 'channelization' or 'downwash' effects that may affect pedestrian safety. If appropriate, as part of future site-specific review of future development projects located within the Downtown Rezoning Area, the lead agency should consult with the City of Yonkers Department of Planning and Development to determine whether a pedestrian wind condition analysis is warranted for a proposed project. Factors that may be considered in making this determination include, but are not necessarily limited to:

- Locations that could experience high wind conditions, such as locations where winds from the Hudson River waterfront (located outside of the Downtown Rezoning Area) are not attenuated by buildings or natural features;
- The size and orientation of the buildings that are proposed to be constructed;
- The size of the project (generally only projects of a substantial size have the potential to alter wind conditions);
- The number of proposed buildings to be constructed; and
- The site plan and surrounding pedestrian context of the project.

All future development projects occurring within the Downtown will be subject to Site Plan Review and site specific review under SEQR (6 NYCCR Part 617), including an analysis of potential wind impacts. If future projects are deemed to result in potentially significant adverse wind impacts, these impacts will be evaluated, and mitigation measures identified, during the individual approvals processes. This would also be a requirement of any development proceeding under existing zoning.

#### 3.2.3 Mitigation Measures

Impacts that are associated with the Proposed Action are either beneficial or similar to impacts that would occur under the existing zoning. Therefore, adoption of the proposed Zoning Code amendments is not anticipated to result in any significant adverse impacts to viewsheds or from shadow impacts and no mitigation measures are required. Future site specific actions must comply with SEQR (6 NYCRR Part 617).

#### Wind

If determined to be necessary for site-specific actions, wind analysis may include computer modeling or the use of a wind tunnel, as appropriate, and should focus on the extent to which the massing and orientation of buildings and other features of the proposed development

### **3.2 Community Character**

contribute to an exacerbation of pedestrian wind conditions. In the event that studies indicate the potential for exacerbation of pedestrian wind conditions that could affect pedestrian safety, modifications to the urban design features of the project, including changes to building massing, landscaping and other measures, that are consistent with the overall urban design objectives of the project, should be considered. Future site specific actions must comply with SEQR (6 NYCRR Part 617).



### 3.3 NATURAL FEATURES

The following section sets forth an examination of the vegetation, wetlands, and wildlife communities within the Downtown Rezoning Area, as well as the potential impacts that could occur as a result of the adoption of the proposed Zoning Code specifically related to Downtown Yonkers, and any necessary mitigation measures needed to mitigate potential impacts. In addition, this section examines soils/geology, climate change, and coastal zone consistency as it relates to the Downtown Rezoning Area.

#### 3.3.1 Existing Conditions

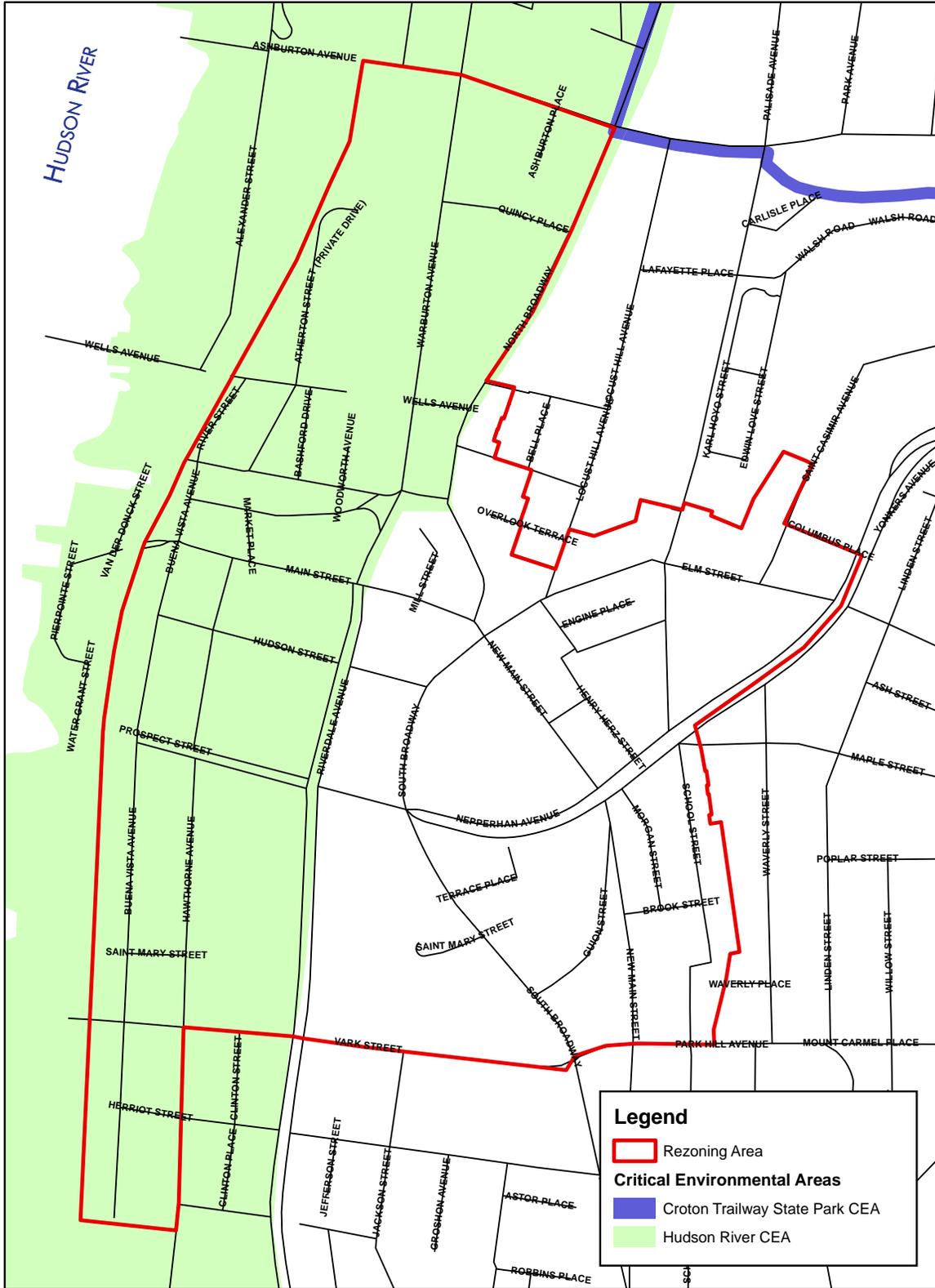
The Downtown Rezoning Area is a typical urban downtown environment that is fully developed. As such, ecologically important habitats, including wetlands and plant, animal, fish, and bird species are not prevalent. There are no threatened and endangered species and habitats or State or federally designated wetlands within the Downtown Rezoning Area. These types of habitats can instead be found outside of the Downtown Rezoning Area in less developed areas. However, a portion of the Downtown Rezoning Area is designated within two critical environmental areas, which is described in detail below.

#### Critical Environmental Areas

Under the New York State Department of Environmental Conservation's (DEC) Critical Environmental Area (CEA) program, local agencies may designate specific geographic areas within their boundaries as CEAs. State agencies may also designate geographic areas they own, manage, or regulate. The following two areas have been designated by the DEC as CEAs in the Downtown Rezoning Area: 1) Hudson River CEA; and 2) Croton Trailway State Park CEA.

As shown in Figure 3.3-1, the Hudson River CEA extends along the western boundary of the Downtown Rezoning Area. From the western boundary heading east, the Hudson River CEA roughly follows North Broadway between Ashburton Avenue and Nepperhan Street. South of Nepperhan Street, the CEA follows Warburton Avenue to the southern boundary of the Downtown Rezoning Area.

The Croton Trailway State Park CEA is also shown on Figure 3.3-1. The trailway is part of the Old Croton Aqueduct State Historic Park that runs from the border of the Bronx and Yonkers to the Croton Reservoir. In the Downtown Rezoning Area, the trailway runs east to west between Nepperhan Avenue (to the south) and Ashburton Avenue (to the north), at which point the trail redirects to the north, parallel with the Hudson River.



DOWNTOWN YONKERS REZONING DGEIS FIGURE 3.3-1: CRITICAL ENVIRONMENTAL AREAS



**Topography and Elevation**

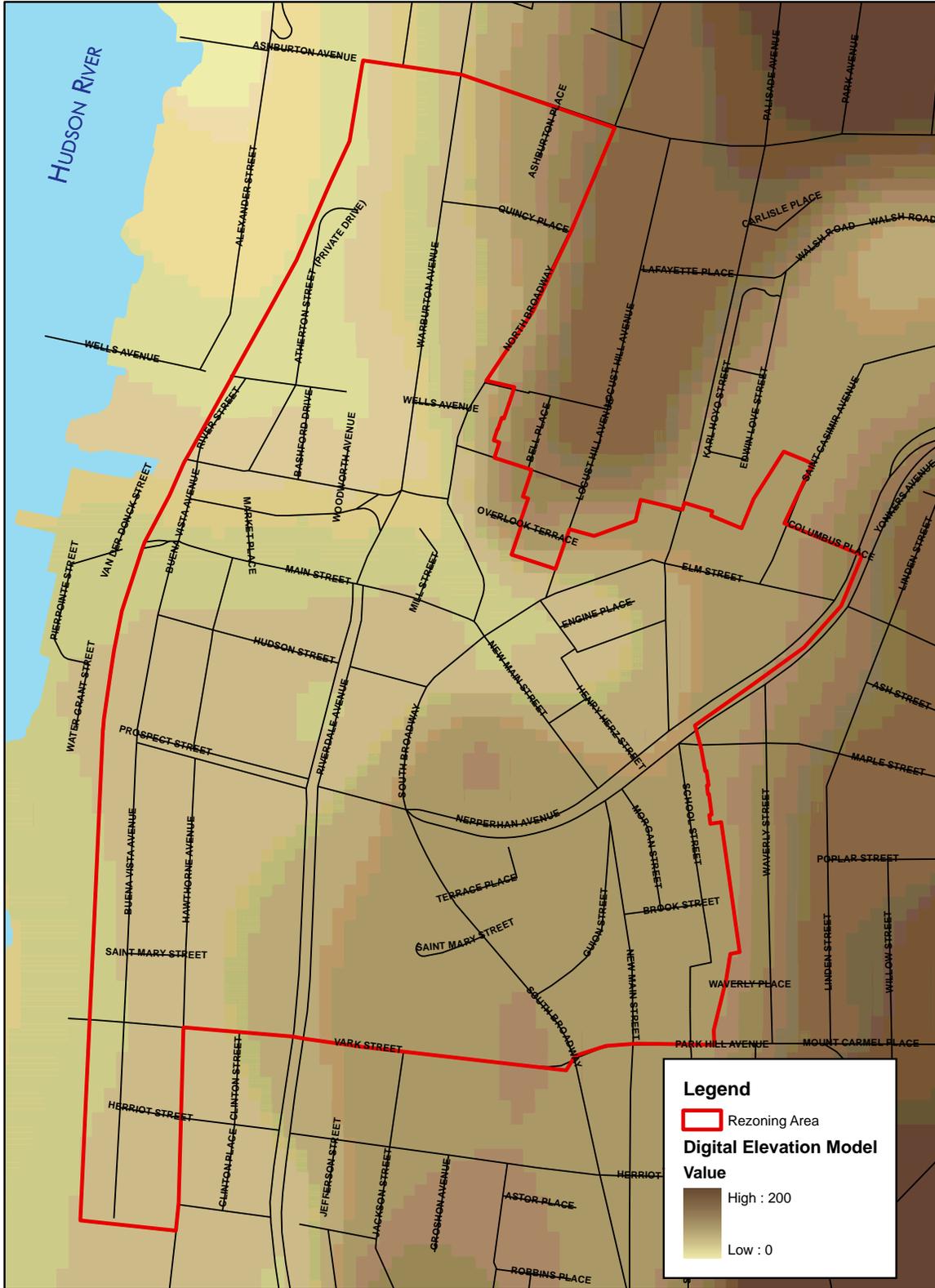
The City of Yonkers is spread out over hills with a series of ridges running north-south, parallel to the Hudson River. Elevation rises from five to 20 feet above sea level at the eastern bank of the Hudson River to a maximum elevation of roughly 140 feet above sea level near St. Joseph's Medical Center, which is located within the Downtown Rezoning Area. However, elevations are mainly between 50 feet and 100 feet, with City Hall reaching an elevation of roughly 100 feet above sea level. (See Figure 3.3-2.)

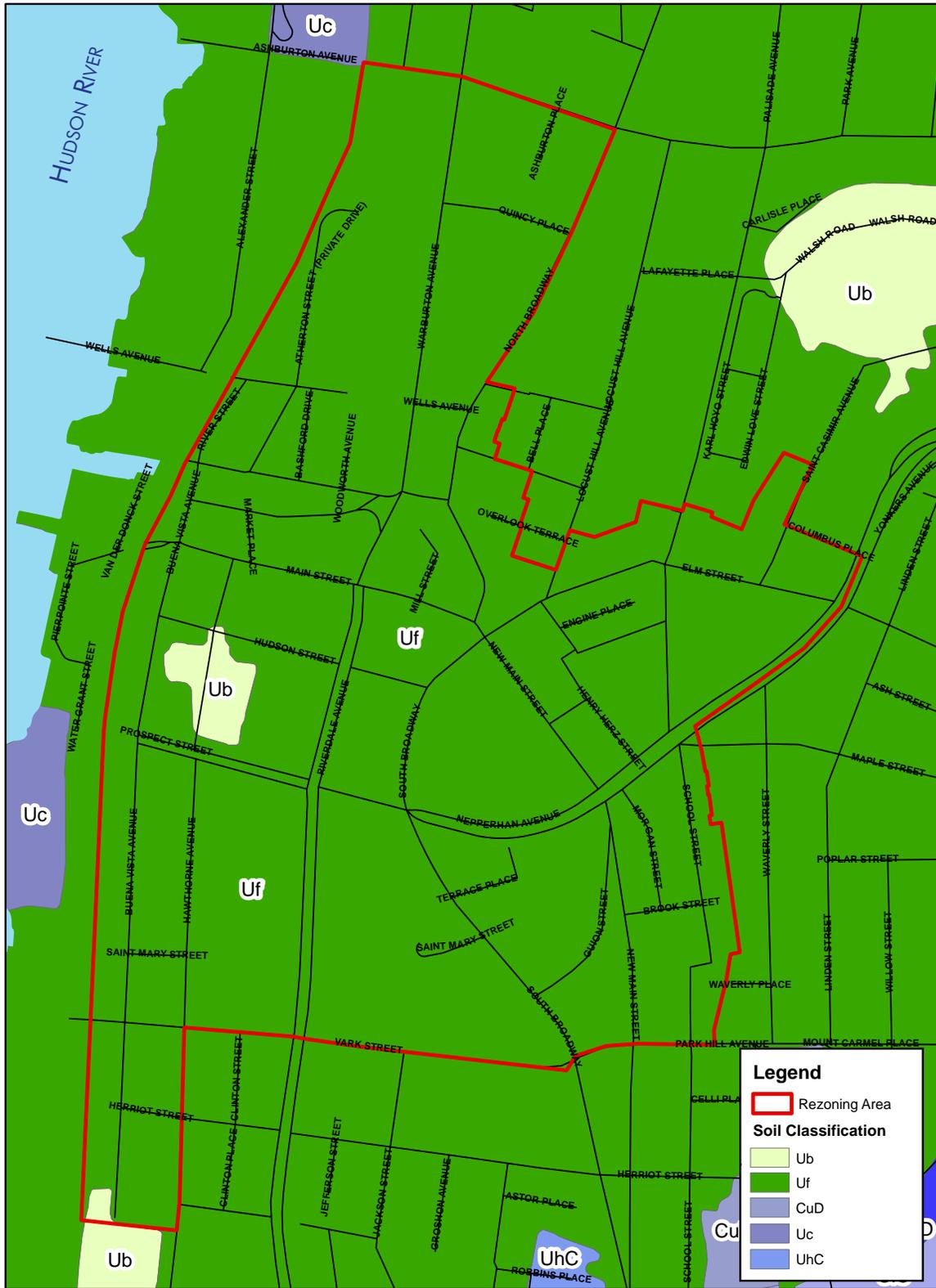
**Geology and Soils**

The Downtown Rezoning Area is underlain by Fordham Gneiss, which is made up of garnet-biotite-quartz-plagioclase gneiss, as shown on the Geologic Map of New York Lower Hudson Sheet (reprinted 1995). This rock is a hard, metamorphic rock commonly found in lower Westchester County. Manhattan Schist and Inwood Marble underlie portions just east of the Downtown Rezoning Area.

The physical properties of soils have a direct impact on land use and carry important implications for future development and runoff. However, consideration of the engineering properties of soils is generally done on a site specific basis as part of site design and development review.

A soil map from the United States Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey classifies the majority of soil within the Downtown Rezoning Area as Urban Land (Uf). (See Figure 3.3-3.) The Uf designation applies to soils which have been significantly altered by filling, regrading, and/or construction. According to the Soil Survey, Urban Land (Uf) soils consist of areas where at least 60 percent of the land surface is covered with buildings or other structures. These areas are conducive of downtown urban areas. Since the majority of the soils within the Downtown Rezoning Area are categorized as Uf, specific soil characteristics provided by the NRCS for this soil unit are unavailable, since the soil mapping unit consists of fill material from various sources and soil types.





A small portion (roughly 3.6 acres) of the Downtown Rezoning Area, on both sides of Hawthorne Avenue between Prospect and Hudson streets, is classified as Udorthents, smoothed (Ub). The Ub designation generally consists of gravelly loam to very gravelly loam, which are moderately well drained soils. A very minor portion (less than ¼ acre) of the southwest corner of the Downtown Rezoning Area is classified as Udorthents, wet substratum (Uc). The Uc designation also consists of gravelly loam to very gravelly loam; however, the soil type is somewhat poorly drained.

#### **Climate Change**

According to the DEC's policy for assessing energy use and greenhouse gas emissions in environmental impact statements (EISs), global climate change is a significant environmental challenge, and one that will continue to affect the environmental and natural resources (i.e. land, water, air, animal and plant habitats, etc.) of New York State. There is scientific consensus that human activity, such as land development and the use of private motor vehicles, is increasing the concentration of greenhouse gases in the atmosphere, and that this, in turn, is leading to climate change.

A recent report by the New York Academy of Sciences (NYAS) and New York State Energy Research and Development Authority (NYSERDA), titled "Climate Change in New York State: Developing A Research Strategy" (May 2007), identified several projected climate related impacts in the Northeast region, including increased temperatures, more frequent heat waves, changes in the length of seasons, higher precipitation during extreme storm events, more short-term droughts, and flooding as a result of sea-level rise. The NYAS and NYSERDA acknowledge that these potential impacts are contingent on the level of emissions of heat-trapping gases and local and State mitigation measures.

The City of Yonkers has taken an active role in addressing climate change and is a member of New York State's Climate Smart Communities program. This program, a partnership between the State and local governments, focuses on local actions that will lower operating costs, promote economic growth, improve operational efficiency and upgrade infrastructure, while protecting the climate. Climate Smart Communities seek to minimize the risks of climate change and reduce its long-term costs by reducing greenhouse gas emissions and adapting the built and natural environment in anticipation of predicted climatic changes or in response to actual changes.

#### **Coastal Zone Consistency**

The U.S. Congress recognized the importance of meeting the challenge of continued growth within the states' coastal areas by passing the Coastal Zone Management Act (CZMA) in 1972. The Act, administered by NOAA's Office of Ocean and Coastal Resource Management (OCRM), provides for management of the nation's coastal resources and balances economic development

with environmental conservation. The Coastal Zone Management Act requires that federal activities, as well as federally authorized and funded non-federal actions, within a state's coastal zone be consistent with that state's coastal zone management plan. The New York State Department of State (DOS) administers New York's coastal zone management program.

The New York Coastal Management Program was approved by NOAA in 1982. The DOS, through the Division of Coastal Resources, is the lead agency responsible for administering the program. The Waterfront Revitalization of Coastal Areas and Inland Waterways Act provides the DOS with the authority to establish a coastal program, develop coastal policies, define the coastal boundaries, and establish state consistency requirements. The Coastal Program works with local governments and communities to prepare Local Waterfront Revitalization Programs that define a local vision for the waterfront. The City of Yonkers has chosen not to prepare a draft Local Waterfront Revitalization Program (LWRP) that requires additional work and submission to the DOS in conformance with the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42).

According to the New York State Division of Coastal Resources Coastal Area Map, a portion of the Downtown Rezoning Area (west of Riverdale Ave/Warburton Avenue) is within the landward coastal boundary of the Hudson River. Although no portion of the Downtown Rezoning Area is located on the coast, the Proposed Action is evaluated in Section 3.3.2 below for consistency with the policies of the DOS Coastal Management Program relating to the use of coastal land and waters.

#### **3.3.2 Potential Impacts**

##### **Critical Environmental Areas**

As discussed in the Existing Conditions section above, the Downtown Rezoning Area is a typical urban downtown environment that is fully developed. As such, ecologically important habitats, including wetlands and plant, animal, fish, and bird species are not prevalent. However, portions of the Downtown Rezoning Area are located within two Critical Environmental Areas (CEAs), the Hudson River CEA and the Croton Trailway State Park. Within the southwest portion of the Downtown Rezoning Area, the proposed zoning replaces the BA District (General Business and Apartment Houses, high density), BR District (Restricted Business, apartments not permitted), and the CM District (Commercial, Storage and Light Manufacturing). The proposed zoning in this area would allow a range of low-density to high-density residential uses within the UR-LD, UR-MD, and UR-HD districts. The proposed zoning districts would help to maintain the residential environment of these urban neighborhoods, and would result in positive impacts to the natural environment as warehousing, automobile repair shops, and light manufacturing uses would no longer be permitted.

Within the western portion of the Downtown Rezoning Area and within a portion of the Hudson River CEA, the proposed zoning (D-MX Downtown Mixed-Use District) replaces the DWD District (Downtown Waterfront) and a PUR designation (Planned Urban Redevelopment). The permitted uses under the proposed Zoning Code amendments are similar to permitted uses under the existing zoning, with the exception of residential and light industrial uses now being permitted. Both uses reflect the current mixed-use nature of this already developed area; therefore, no significant adverse impacts to natural features are anticipated.

In the northwestern corner of the Downtown Rezoning Area and within a portion of the Hudson River CEA, the proposed zoning replaces the existing I (Industrial) District with the D-IRT Industrial Research and Technology District. The I District currently only allows light and heavy industrial uses, while the new D-IRT would allow a mix of office, light and medium industrial, research, and technology-based uses. Since heavy industrial uses are no longer permitted, no significant adverse impacts to natural features are anticipated.

A very small portion of the Downtown Rezoning Area also touches the Croton Trailway CEA. This area is currently zoned as the A District (Apartment Houses, high-density) and will be replaced by the D-MX District. Although the proposed D-MX district allows a mix of uses, these uses are not anticipated to adversely impact natural features along the Trailway since high-density residential uses are currently permitted.

#### **Topography, Elevation, Geology, and Soils**

As discussed in Chapter 2.0 Proposed Action, the Downtown Rezoning Area is currently developed and the projected increase in development under the proposed zoning amendments would primarily consist of mixed-use commercial and residential developments with limited industrial type uses occurring within the northwestern portion of the Downtown Rezoning Area. The proposed zoning replaces the existing I (Industrial) District with the D-IRT District. The I District currently only allows light and heavy industrial uses, while the new D-IRT would allow a mix of office, industrial, research and technology-based uses.

The general impacts to topography, elevation, geology, and soils if developed under the proposed Zoning Code amendments would be similar to impacts that would occur if the Downtown Rezoning Area is developed under the existing zoning; therefore, significant adverse impacts to natural features are anticipated.

#### **Climate Change**

As discussed in Sections 3.4: Traffic and Transportation and 3.5: Air Quality and Noise, adoption of the proposed Zoning Code amendments has the potential to result in approximately 14,829 new daily vehicle trips in and around the Downtown by 2025. Many of these new vehicle trips may cause emissions of CO<sub>2</sub>, NO<sub>x</sub> (NO<sub>2</sub> and NO), volatile organic compounds (VOCs), PM<sub>10</sub> and

PM<sub>2.5</sub> and other hazardous air pollutants (HAPs) which are associated primarily with vehicle exhaust and contribute to the production of ozone. However, as stated above, Westchester County is now currently in attainment for all monitored air pollutants with the exception of PM<sub>10</sub> and according to DEC overall levels of ozone have been systematically declining in New York State and other northeastern states during the past two decades. This decline is the result of motor vehicle exhaust emission controls, lower volatility fuels, stringent control of industrial pollution sources, and other measures that have reduced ozone precursors. This trend is expected to continue and air quality in the region is anticipated to improve as New York State continues to enforce its recently adopted low emissions vehicle (LEV) standards. In addition, as a result of the increased density in the downtown, there would be an increase in walking and street activity, as well as the use of public transit under the Proposed Action. These are viewed as positive impacts in the reduction of CO<sub>2</sub> emissions.

The predominant stationary source of air pollutants associated with development under the Proposed Action would be the individual fossil fuel-fired heating and hot water systems associated with any new buildings constructed in the Downtown in the future. The primary pollutants of concern when burning oil are SO<sub>2</sub> and particulate matter, while NO<sub>x</sub> is of concern when natural gas is used.

The Proposed Action itself is generic in nature and does not directly result in the construction of any future projects; rather it sets forth a general development framework for the downtown. In addition, the proposed Zoning Code amendments require that the provisions of the City of Yonkers' proposed Green Building Standards apply to the design, construction, addition, alteration, change of occupancy, enlargement, removal and demolition of every structure, which will further promote sustainable design practices and better protect the health, safety and welfare of City residents. Compliance with the Green Building Standards will further improve air quality within the downtown and should serve to mitigate any potential climate change impacts resulting from future development within the downtown. The proposed rezoning as a whole is not anticipated to result in a significant adverse impact on climate change. In addition, all future actions (i.e. policy or development) will be required to undergo future environmental review under SEQR (6 NYCRR Part 617).

#### **Coastal Zone Consistency**

The federal Coastal Zone Management Act and the New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act established direction for the appropriate use and protection of the nation's and the State's coasts and waterways. The New York State Coastal Policies are the articulation of that direction. This section addresses the Proposed Action's consistency with the DOS Coastal Management Program policies relating to the use of coastal land and waters. The program consists of 44 policies intended to ensure appropriate use of the coastal zone. The policies are grouped into the following categories: 1) Development; 2) Fish and Wildlife; 3) Flooding and Erosion Hazardous; 4) General; 5) Public Access; 6) Recreation; 7)

Historic and Scenic Resources; 8) Agricultural Lands; 9) Energy and Ice Management; 10) Air and Water Resources; and 11) Wetlands. Though the Downtown Rezoning Area is not directly located on the Hudson River, there are several policies that apply to the Proposed Action, which are described in Table 3.3-1 below.

**Table 3.3-1: DOS Coastal Management Program Consistency**

Policy #	Policy	Consistency
<b>Development Policies</b>		
1	Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.	N/A
2	Facilitate the siting of water-dependent uses and facilities on or adjacent to coastal waters.	N/A
3	Further develop the state's major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of state public authorities, of land use and development which is essential to, or in support of, the waterborne transportation of cargo and people.	N/A
4	Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.	N/A
5	Encourage the location of development in areas where public services and facilities essential to such development are adequate.	Yes - Downtown Yonkers is an existing downtown area that contains adequate public services and facilities.
6	Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.	Yes - the proposed Zoning Code amendments help streamline development applications by allowing development that is consistent with Downtown Yonkers with less variances and special permits.
<b>Fish and Wildlife Policies</b>		
7	Significant coastal fish and wildlife habitats will be protected, preserved, and where practical, restored so as to maintain their viability as habitats.	N/A
8	Protect fish and wildlife resources in the coastal area from the introduction of hazardous wastes and other pollutants which bio-accumulate in the food chain or which cause significant sublethal or lethal effect on those resources.	N/A
9	Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks, and developing new resources.	N/A

Table 3.3-1: DOS Coastal Management Program Consistency, Continued

Policy #	Policy	Consistency
10	Further develop commercial finfish, shellfish, and crustacean resources in the coastal area by encouraging the construction of new, or improvement of existing on-shore commercial fishing facilities, increasing marketing of the state's seafood products, maintaining adequate stocks, and expanding aquaculture facilities.	N/A
<b>Flooding and Erosion Hazards Policies</b>		
11	Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.	Yes - the proposed Zoning Code amendments applies to areas of higher elevation, mainly within the 500-year flood plain (0.2% annual chance of flooding), with the exception of a small area adjacent to the Saw Mill River, which lies within the 100-year flood plain (1% annual chance of flooding). Site specific actions will be required to utilize stormwater management controls consistent with State and local regulations.
12	Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs.	N/A
13	The construction or reconstruction of erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least thirty years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.	N/A
14	Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.	N/A
15	Mining, excavation or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.	N/A

Table 3.3-1: DOS Coastal Management Program Consistency, Continued

Policy #	Policy	Consistency
16	Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area to be able to function, or existing development; and only where the public benefits outweigh the long term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.	N/A
17	Non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.	Yes - Site specific actions will be required to utilize stormwater management controls consistent with State and local regulations.
<b>General Policy</b>		
18	To safeguard the vital economic, social and environmental interests of the state and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the state has established to protect valuable coastal resource areas.	N/A
<b>Public Access Policies</b>		
19	Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities.	N/A
20	Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses.	N/A
<b>Recreation Policies</b>		
21	Water-dependent and water-enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related used along the coast.	N/A
22	Development, when located adjacent to the shore, will provide for water-related recreation, whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.	N/A
<b>Historic and Scenic Resources Policies</b>		
23	Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the state, its communities, or the nation.	Yes - the proposed Zoning Code amendments contain form based zoning and design requirements that provide unifying architectural themes that are consistent with existing neighborhoods. Proposed maximum building heights take into consideration potential shadow impacts on historic buildings and sites. (See Section 3.9 of this DGEIS.)

Table 3.3-1: DOS Coastal Management Program Consistency, Continued

Policy #	Policy	Consistency
24	Prevent impairment of scenic resources of statewide significance.	N/A
25	Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the coastal area.	N/A
<b>Agricultural Lands Policy</b>		
26	Conserve and protect agricultural lands in the state's coastal area.	N/A
<b>Energy and Ice Management Policies</b>		
27	Decisions on the siting and construction of major energy facilities in the coastal area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.	N/A
28	Ice management practices shall not interfere with the production of hydroelectric power, damage significant fish and wildlife and their habitats, or increase shoreline erosion or flooding.	N/A
29	Encourage the development of energy resources on the outer continental shelf, in Lake Erie and in other water bodies, and ensure the environmental safety of such activities.	N/A
<b>Water and Air Resource Policies</b>		
30	Municipal, industrial, and commercial discharge of pollutants, including but not limited to, toxic and hazardous substances, into coastal waters will conform to state and national water quality standards.	Yes - future municipal, industrial, and commercial discharges will continue to be required to conform to State and national water quality standards.
31	State coastal area policies and management objectives of approved local waterfront revitalization programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already overburdened with contaminants will be recognized as being a development constraint.	N/A
32	Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.	Yes - Downtown Yonkers is a large urban area that currently contains a waste transfer station with sufficient capacity. Recyclables are delivered to a waste-to-energy plant in Peekskill. In addition, the City of Yonkers contains an Organic Waste Disposal Yard on Nepperhan Avenue.

Table 3.3-1: DOS Coastal Management Program Consistency, Continued

Policy #	Policy	Consistency
33	Best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into coastal waters.	Yes - site specific actions will be required to control stormwater runoff in compliance with State and local regulations, have the ability to implement low impact development and best management practices, and are subject to SEQR review.
34	Discharge of waste materials into coastal waters from vessels subject to state jurisdiction will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.	N/A
35	Dredging and filling in coastal waters and disposal of dredged material will be undertaken in a manner that meets existing State permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.	N/A
36	Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into coastal waters; all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.	N/A
37	Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters.	Yes - site specific actions will continue to be required to adhere to State requirements for stormwater runoff, including the preparation of Stormwater Pollution Prevention Plans as required by New York State Department of Environmental Conservation.
38	The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.	N/A - a small portion of the Downtown Rezoning Area, including the River Park Center and Cacace Center on Nepperhan Ave. has overland flow that discharges directly to the Saw Mill River or Nepperhan Avenue storm drain system that discharges to the river. This area is currently 100% developed.
39	The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural land, and scenic resources.	Yes - solid waste generated by private residences, apartment complexes, municipal housing complexes, public schools, municipal buildings, condominiums, cooperative units and non-profit organizations will continue to be collected by the City of Yonkers Environmental Services Division. Solid waste generated by commercial and industrial businesses and some multi-family dwellings will continue to be collected by private waste haulers.

**Table 3.3-1: DOS Coastal Management Program Consistency, Continued**

Policy #	Policy	Consistency
40	Effluent discharged from major steam electric generating and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.	N/A
41	Land use or development in the coastal area will not cause national or state air quality standards to be violated.	Yes - as discussed in Section 3.5 of this DGEIS, the Proposed Action will not result in adverse impacts to air quality. Site specific actions will be required to comply with SEQR.
42	Coastal management policies will be considered if the state reclassifies land areas pursuant to the prevention of significant deterioration regulations of the federal clean air act.	Yes – future site-specific actions will be required to comply with SEQR and coastal management policies.
43	Land use or development in the coastal area must not cause the generation of significant amounts of acid rain precursors: nitrates and sulfates.	Yes - the proposed Zoning Code amendments allow residential uses as-of-right in areas where these uses were not specifically permitted under the existing Zoning Code. The Proposed Action would not generate significant amounts of nitrates and sulfates above those typical of residential and commercial developments and associated increases in traffic. The proposed Zoning Code amendments will continue to allow light manufacturing, warehouse, and storage uses in the northwestern-most section of the Downtown Rezoning Area.
<b>Wetland Policy</b>		
44	Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.	N/A

**3.3.3 Mitigation Measures**

Impacts that are associated with the Proposed Action are either beneficial or similar to impacts that would occur under the existing zoning. Therefore, adoption of the proposed Zoning Code amendments is not anticipated to result in any significant adverse impacts to natural or land resources and no mitigation measures are required. Future site specific actions must comply with SEQR (6 NYCRR Part 617).



### 3.4 TRANSPORTATION AND PARKING

The following section sets forth an examination of the transportation network and parking within the Downtown Rezoning Area, as well as the potential impacts that could occur as a result of the adoption of the proposed Zoning Code amendments, and any necessary mitigation measures needed to mitigate potential impacts.

#### 3.4.1 Existing Conditions

The following existing conditions data has been synthesized from the Downtown Yonkers Mobility Framework report by Fuss & O'Neill, November 2010, unless otherwise noted.

##### Travel Patterns

###### Commute Trips

The most recent data regarding work trips in Yonkers is found in the 2008 Longitudinal Employer Household Dynamics (LEHD) survey. Figures 3.4-1A and 3.4-1B depict the commute shed and labor shed for the Yonkers Central Business District (CBD), respectively. The commute shed diagram shows locations where residents of the CBD work. The labor shed diagram shows the origination points (i.e. housing location) of CBD workers. Table 3.4-1 provides a quantification of the diagrams.

From Figure 3.4-1A , it can be seen that many CBD residents both live and work in the City of Yonkers, and significant numbers commute to Manhattan, followed by the City of White Plains and Bronx County. There are also significant employment clusters near the following corridors: Cross County Parkway, I-287, I-87, I-95, and all three East-of-the-Hudson Metropolitan Transportation Authority (MTA) Metro-North commuter rail lines, the Hudson, Harlem, and New Haven lines. A total of 54% of work trips by CBD residents are completely within Westchester County.

Figure 3.4-1B shows more varied origins and potential travel patterns for people that work in downtown Yonkers, though 55% of these workers live in Westchester County, primarily in the City of Yonkers. A large number of CBD workers commute from Bronx County and there are significant residential clusters in Mt. Vernon, northeast Yonkers, Bronxville, and Tuckahoe, as well as along the Metro-North rail lines in southern Westchester County.

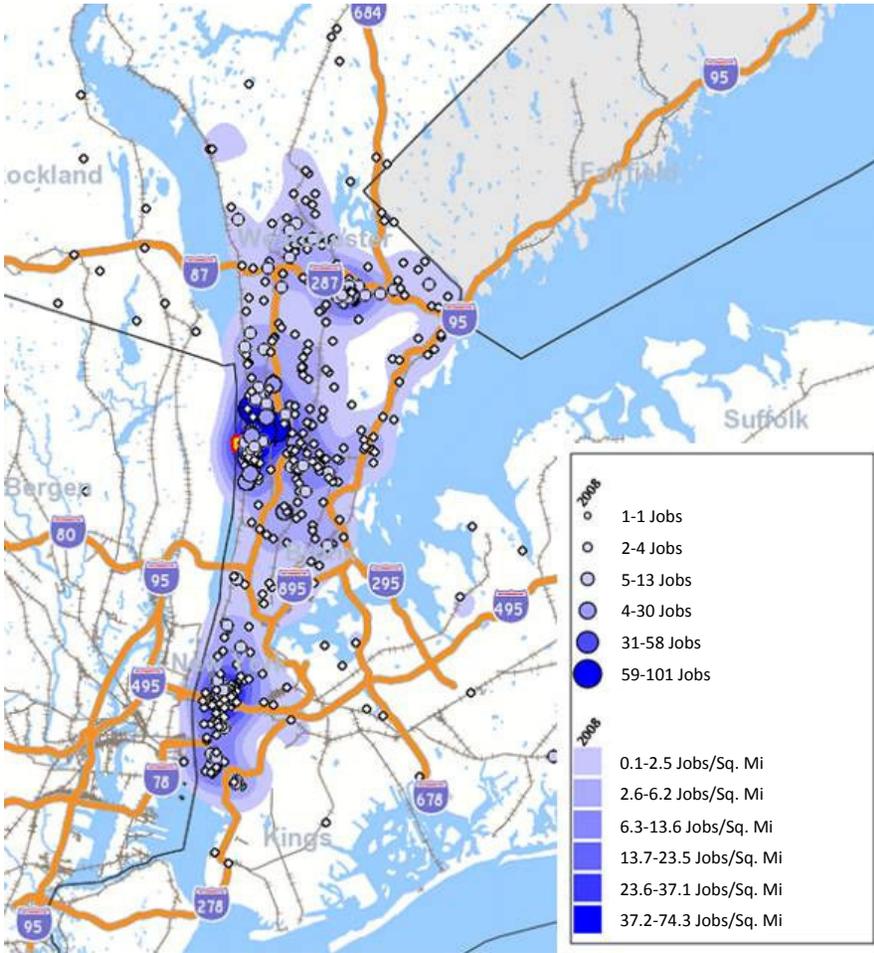


Figure 3.4-1A 2008 Commute Shed Map, Primary Jobs  
(i.e. Where CBD Residents Work. N=3,676)

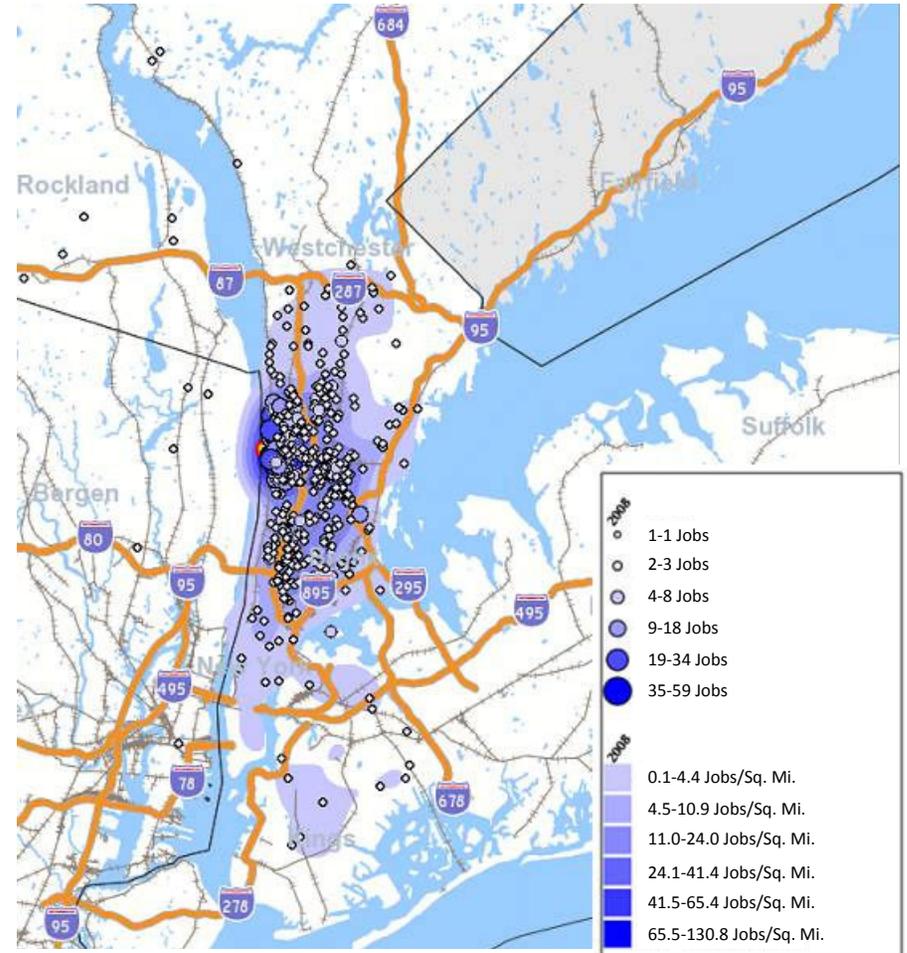


Figure 3.4-1B 2008 Labor Shed Map, Primary Jobs  
(i.e. Where CBD Workers Live. N=4,874)



Table 3.4-1: Commute Shed vs. Labor Shed, Yonkers CBD 2008

Location	Commute Shed (Destination of CBD Residents)	Laborshed (Origin of CBD workers)
Yonkers	1,046 (28.5%)	1,951 (40.0%)
New York City (5 boroughs)	1,216 (33.1%)	1,481 (30.4%)
White Plains	205 (5.6%)	60 (1.2%)
Mount Vernon	90 (2.4%)	173 (3.5%)
New Rochelle	53 (1.4%)	71 (1.5%)
All Other Locations	1,066 (29.0%)	1,138 (23.3%)
<b>TOTAL</b>	<b>3,676 (100.0%)</b>	<b>4,874 (100.0%)</b>

Source: U.S. Census Bureau Longitudinal Employment and Household Dynamics (LEHD) OnTheMap (version 4)

As is the case in most downtowns, there are currently more jobs in the Yonkers CBD than there are employed residents. This situation points to a net influx of people during the day, utilizing various transportation facilities and modes. Further, the commute shed travel patterns reveal that Yonkers is a prime location for commencing train travel with minimal transfers, whereas the more east-west labor shed patterns would indicate that in terms of public transportation, buses may be especially needed to get workers to and from their jobs in the CBD given the lack of efficient rail options. Bus and rail geography and operating characteristics are described in more detail later in this section.

Table 3.4-2: Primary Travel Mode for Commute to Work, 2000-2008

Geography	Bronx County '00	Bronx County '08	Westchester County '00	Westchester County '08	City of Yonkers '00	City of Yonkers '08	Yonkers CBD '00
Source	Census 2000	ACS 2006-08	Census 2000	ACS 2006-08	Census 2000	ACS 2006-08	Census 2000
# Workers	415,075	527,364	425,052	446,201	82,251	88,172	4,566
Car, truck, or van; Drove Alone	27.0%	25.5%	61.6%	59.5%	57.8%	55.0%	36.2%
Car, truck, or van; Carpooled	9.3%	6.1%	9.5%	8.0%	12.2%	11.0%	10.2%
Public Transportation: Bus or Streetcar	15.8%	18.0%	5.1%	6.0%	12.1%	14.1%	31.9%
Public Transportation: Subway or RR	36.5%	38.2%	14.6%	14.7%	10.1%	11.6%	4.8%
Taxicab or motorcycle	1.4%	1.2%	0.7%	0.7%	0.9%	0.4%	2.0%
Bicycle	0.2%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%
Walked	7.2%	7.3%	4.0%	4.9%	4.2%	4.9%	11.8%
Other means	0.6%	0.6%	0.5%	1.1%	0.5%	0.6%	1.4%
Worked at home	1.9%	2.9%	3.8%	4.9%	2.1%	2.3%	1.7%

Source: U.S. Census Bureau 2000, ACS 2006-08

#### Transportation Trends

In all of the geographies (Bronx County, Westchester County, and the City of Yonkers), transit use has increased and automobile driving has decreased for work commute purposes. Walking and biking shares have also gone up, though these modes tend to be used most for other purposes including shopping, recreation, and medical visits. Nationally, about 12% of all trips for all purposes are undertaken by walking or bicycling, with higher percentages seen especially for trips less than two miles in length. While recent data will not be available for the Yonkers CBD until December 2010 (i.e. American Community Survey 5-year estimates for 2005-09), that data will likely show that Downtown has experienced all of the aforementioned trends. Further, the trend towards public transit usage will be amplified in the CBD due to the presence of convenient, high quality transit and service increases over the last decade. Together, bus and rail transit usage accounted for 36.7% of work commute trips for downtown residents in 2000, with bus trips outnumbering rail trips six to one at that time. Rail-based travel, while more expensive than bus, will likely make up a greater portion of public transit based trips in newer datasets as wealthier households have been relocating to Yonkers and may perceive rail transit

as 'better' (more reliable, frequent, safer, etc.) than bus transit and are willing and able to pay for it. Since 2000, in fact, new condominiums have been constructed along the Hudson riverfront; residents own fewer cars than average and report to rely heavily on the adjacent commuter rail station.

#### **Roads**

Though Yonkers has rail and water-based transport options available, the street network is the backbone of the city's transportation system and accommodates the majority of traveler volume, both by vehicle and on foot. This section describes the physical and operational characteristics of the street network.

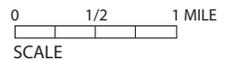
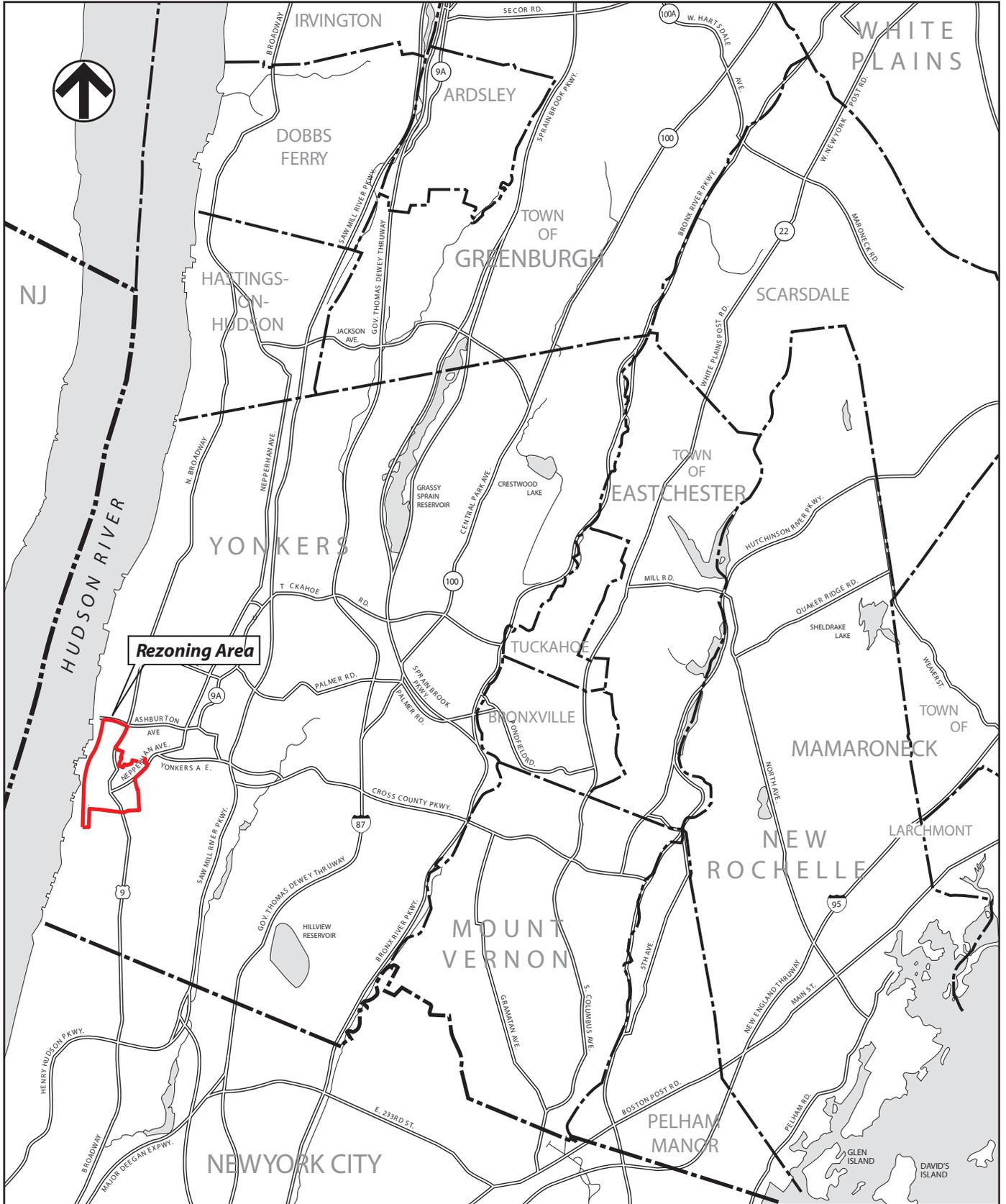
Yonkers is in close proximity to a number of north-south highways that serve as primary commuter corridors within the New York City metropolitan region, as shown in Figure 3.4-2. These include but are not limited to: Saw Mill River Parkway, New York State Thruway/Governor Thomas E. Dewey Thruway (I-87), Sprain Brook Parkway, and Bronx River Parkway. The Cross County Parkway is a connecting east-west highway that provides access to other parkways and the New England Thruway (I-95). Nepperhan Avenue to Yonkers Avenue provides the most direct arterial access to the Saw Mill River Parkway and Cross County Parkway.

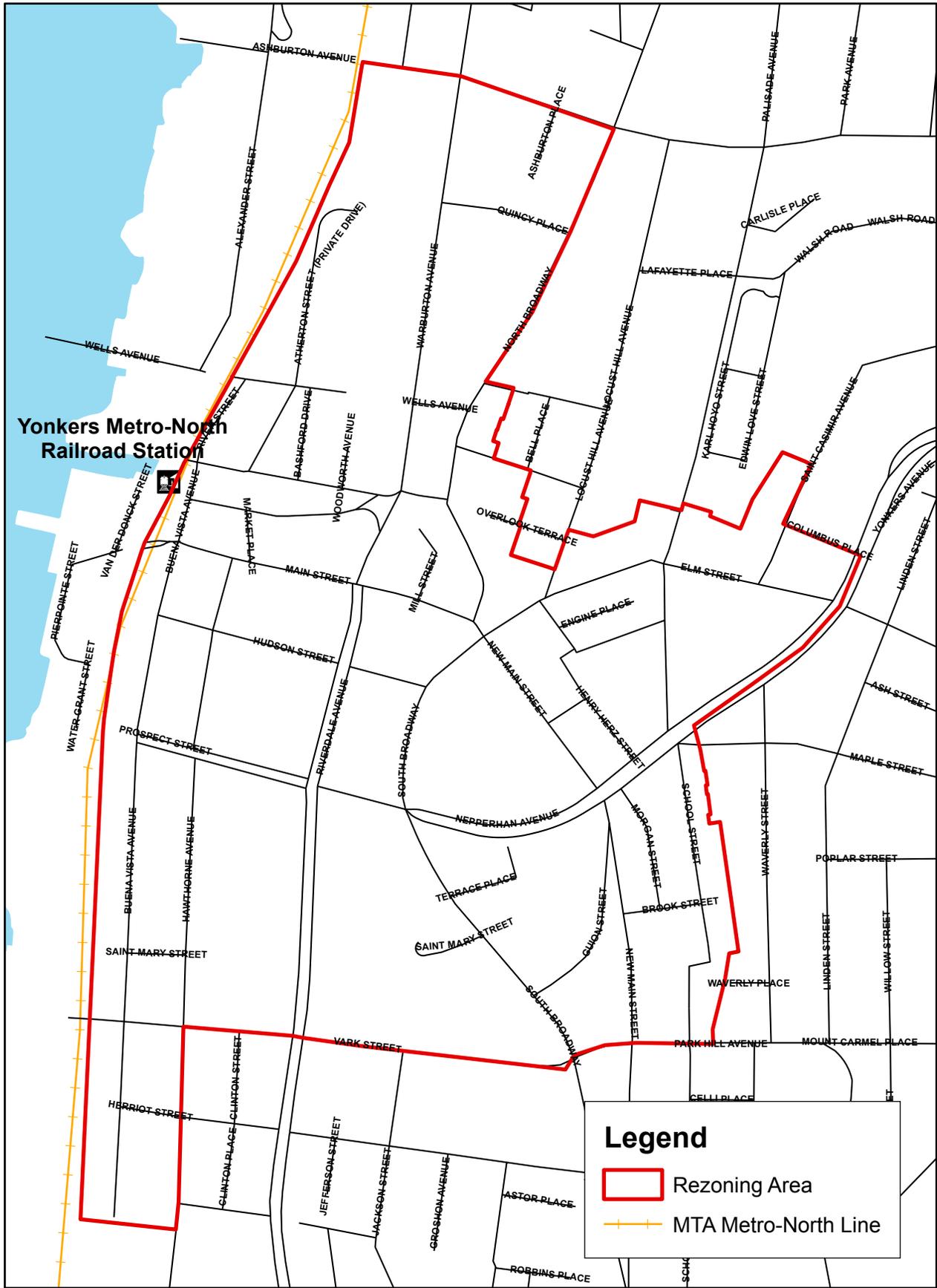
Yonkers also has a number of major arterials providing access to the Downtown Rezoning Area: Riverdale Avenue and Broadway Avenue (Route 9) from the north and south, and Yonkers Avenue and Ashburton Avenue from the east. Except for Riverdale Avenue north of the CBD, all of these roads are part of the New York State roadway system. (See Figure 3.4-3.) Of note, Broadway Avenue and Ashburton Avenue within the CBD have local maintenance jurisdiction, which may allow more flexibility in design and operations.

Most of the local roads in the Downtown Rezoning Area are two lanes, though a few one-way streets have a single travel lane. Nepperhan Avenue changes names to Prospect Street and narrows from six lanes to four lanes to two lanes with a median over a 500' distance before it terminates on Buena Vista Avenue. The narrowing of Nepperhan / Prospect necessitates that most vehicular traffic is diverted onto Broadway Avenue or Riverdale Avenue in either direction prior to reaching Buena Vista Avenue. Riverdale Avenue has four lanes south of the CBD and two lanes north of it where Riverdale Avenue becomes Warburton Avenue. Generally, vehicular access to the CBD is easiest from the south, and capacity limitations to the north and east necessitate more efficiently using corridors in these areas including Ashburton Avenue, Broadway Avenue, Nepperhan Avenue and Yonkers Avenue. Most roadway links currently have on-street parking on one or both sides, providing a buffer between moving vehicles and pedestrians, as well as easy access to storefronts. On corridors with greater emphasis on vehicle movement than accessibility (i.e. Nepperhan Avenue and Ashburton Avenue), it may be necessary to remove or reduce on-street parking to reduce friction or provide exclusive lanes for

more vehicles including transit or bikes, a recommendation studied in the Struever Fidelco Cappelli LLC (SFC) project EIS.

In Yonkers, like many other places, a number of streets were converted from two-way to one-way operations over the years. This is typically done to increase vehicular traffic flow as turning movements at intersections may become simplified, and as such, turning lanes may be used for through traffic. Some one-way streets are also a result of inadequate width to accommodate multiple uses as desired in two directions (through movement, on-street parking, bicycle facilities, etc), rather than one. While one-way streets may improve traffic operations for some users who are very familiar with the street network, one-way streets, especially when not implemented in parallel pairings, have a tendency to make wayfinding confusing for newcomers. Retail eclipsing (where storefronts on one side of the street are less visible), and reduced parking accessibility may result. Additionally, transit is often disadvantaged in one-way scenarios, as a single route may have to serve on two different streets depending on travel direction, adding to confusion for infrequent visitors to Downtown. For a place that is trying to encourage growth and attract visitors, it is helpful to make the roadway network as straightforward and user-friendly as possible, with predictable travel paths and wayfinding cues to help people get from place to place. Many cities are using conversions to two-way travel in their downtowns as one mechanism to spur economic development.





Existing Roadway Capacity

Figure 3.4-4A shows the major corridors analyzed, with scaled arrows at the cordon boundaries depicting the existing bi-directional volume (PM peak period) on each facility. Figure 3.4-4B shows the excess vehicle trip capacity (PM peak period) of each facility. Almost all of the Westchester County Bee-Line bus routes use the surface streets identified to enter and exit the CBD, and the passenger rail line is also shown. The existing roadway network currently has excess vehicular capacity; however, the amount varies greatly by corridor. The PM peak hour has greater congestion and travel demand than the AM peak hour, and so the following description refers to the PM condition. The majority of drivers traveling to and from Downtown Yonkers utilize Nepperhan Avenue, with peak hour bidirectional traffic volumes of just under 5,000 vehicles per hour. With approximately 2,800 vehicles entering the Downtown during the morning peak hour, additional available capacity is limited to approximately 430 vehicles per hour. Ashburton Avenue operates at approximately 80 percent capacity during both the morning and afternoon peak hours, leaving very little available capacity for additional traffic volumes. The vehicle mix, if consisting of higher than average numbers of trucks or buses, can further reduce available capacity. Ashburton Avenue in particular struggles with heavy bus traffic at certain times of day, to the point where a capacity increase is likely necessary to handle existing demand.

The north-south corridors of Warburton Avenue, North and South Broadway, and Riverdale Avenue operate efficiently, carrying approximately 50 percent of their capacity during the peak hours. With four through travel lanes, Riverdale Avenue is more than sufficient for the volume of traffic it carries; it is a prime candidate for road diet treatment that will allow other non-automobile modes to utilize it more safely and effectively.

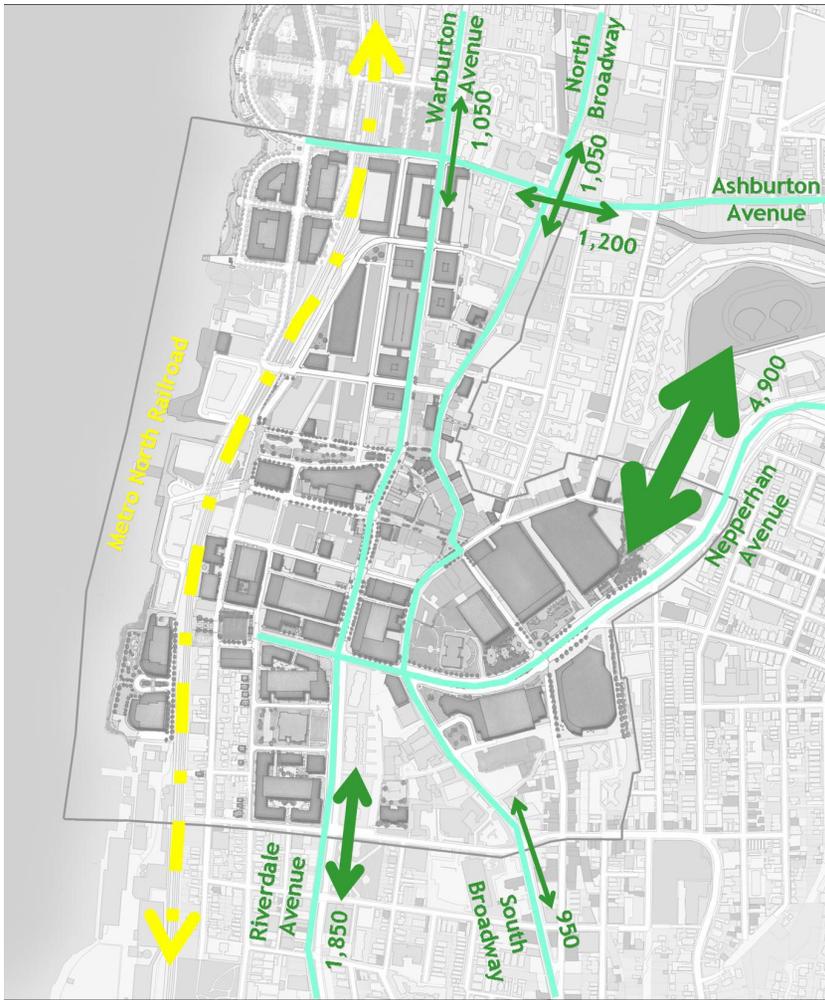


Figure 3.4-4A Major Corridors and 2012 PM Peak Volume

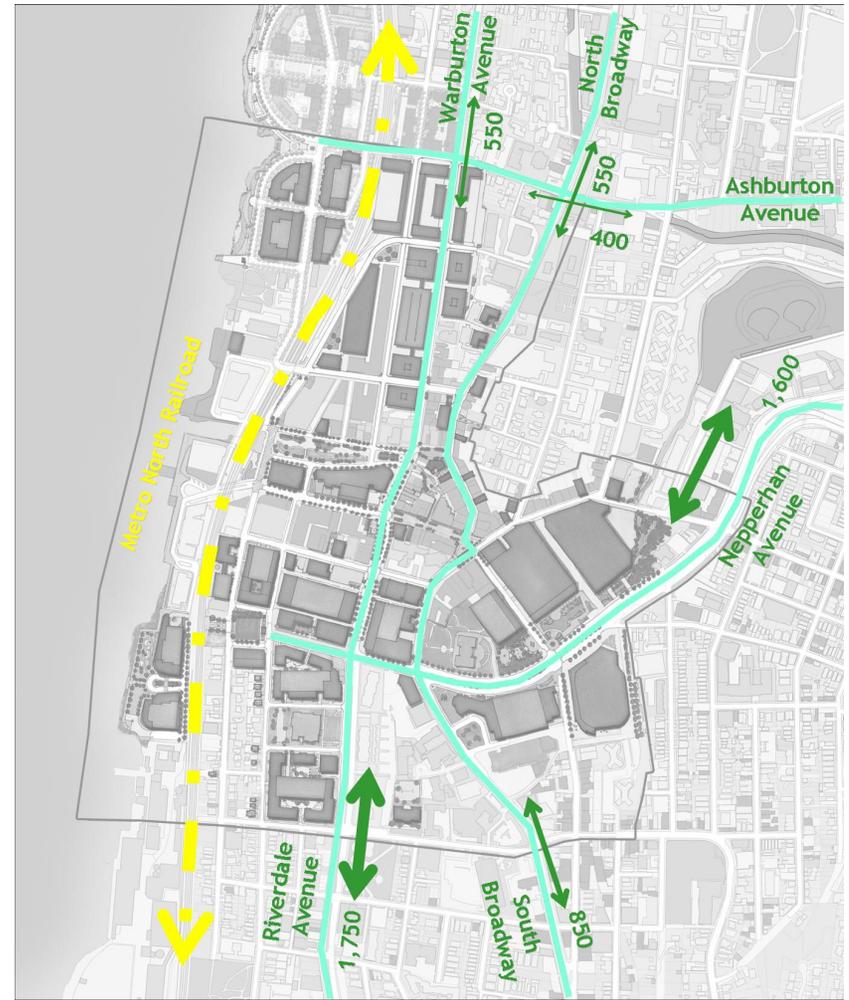


Figure 3.4-4B Major Corridors and 2012 PM Peak Excess / Available Capacity

Though outside of the Downtown Rezoning Area, the existing interchange of Yonkers Avenue with the Saw Mill River Parkway and the Cross County Parkway operates very poorly during the peak hours. While these operating conditions are caused by a confluence of traffic at this location that may or may not have a final destination in Downtown Yonkers, the pinch point impacts both the real and perceived ease of accessibility into the downtown.

#### Transit

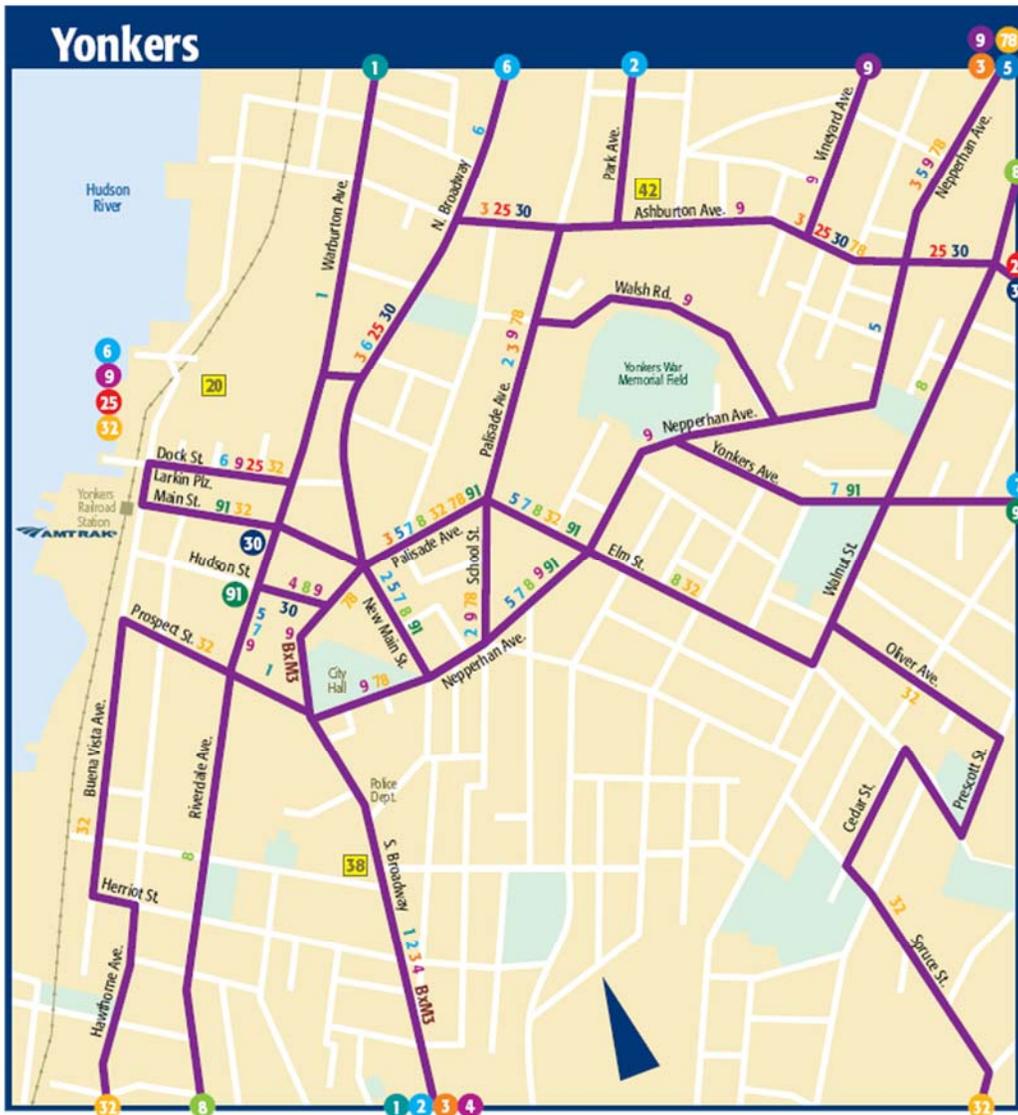
Yonkers has substantial public transportation infrastructure with vehicles employing streets, rails, and on occasion, waterways. This section describes the capacity, utilization, and fare structures of current area surface transportation serving daily commuters, specifically the Westchester County Bee-Line Bus System and the MTA Metro-North Railroad. Amtrak also has four regional rail routes connecting Yonkers to destinations north and south; however this service is significantly more expensive than MTA commuter rail and has little impact on peak hour vehicle and person movement in the CBD.

#### Local Bus

Westchester County's Bee-Line bus system is extensive and is the eighth busiest in the country in terms of passenger boardings. The system has over 60 routes; approximately 20 of these routes stop in the Yonkers CBD, with half originating or terminating in this location as shown in Figure 3.4-5. There are bus routes on most of the streets within the CBD, and they stop adjacent to destinations including the library, train station, Phillippe Manor Hall, City Hall, Getty Square, Main Street, Larkin Plaza, and parking garages at Buena Vista Avenue and the Government Center.

According to 2008 Bee-Line ridership data, there are typically 60-70 buses entering and exiting the CBD during the (8-9 AM and 4-5 PM) peak roadway periods, carrying an average of 25-30 passengers each. Typical peak headways vary from three to 30 minutes, with special buses for destinations such as Stew Leonard's shopping plaza departing hourly. Twenty two percent of weekday riders in the entire Bee-Line System pass through Downtown Yonkers, or 52,000 out of 236,000 passengers daily. Approximately 1/5 board or alight the bus in the CBD, including transfers. Ridership surveys have revealed that in the morning, a significant percentage of riders originate in the Bronx, transfer buses in Yonkers, and continue to a destination northeast of the CBD such as White Plains. The reverse pattern is observed in the evening. Most bus transfers currently occur at or within one block of Getty Square. While nearby bus stops can be a boon to small businesses, there are also negative effects of having too many buses in the same place including air and noise pollution, degradation of the pedestrian environment, traffic congestion, and loitering people obstructing the paths of potential customers. During the stakeholder interviews and the Charrette, the Team heard from Getty Square business owners that this was indeed an issue, especially with school children awaiting bus transfers in the afternoon.

Figure 3.4-5 Westchester Bee-Line Bus System Map, November 2010



Source: Westchester County Department of Transportation

Commuter and Regional Rail

Elevated railroad tracks are located on the western side of the CBD, almost adjacent to the waterfront save for a small strip of land that had historically been used primarily for commercial and industrial purposes. Rail service is provided by two entities. MTA Metro-North Railroad (MNRR) operates frequent commuter service on its Hudson Line, while Amtrak operates hourly and daily regional service for four routes. These train services share the four tracks (two local and two express) that go past the Yonkers rail station. Unlike more suburban stations just north of the CBD, both local and express trains stop in Yonkers, enabling people to get to Midtown

Manhattan in less than half an hour. This has made Yonkers an especially attractive hub for area commuters, as evidenced by the most recent ridership data. Table 3.4-3 below shows rounded passenger count data collected over the year 2007. Since this time, ridership has remained fairly steady.

**Table 3.4-3: Metro-North Hudson Line and Yonkers Station Ridership**

Line and Station	Weekday AM		Weekday PM	
	Boarding	Alighting	Boarding	Alighting
MNRR – Hudson Line Daily Total	24,540		25,000	
MNRR- Hudson Line Peak Period / Direction Total (AM: 6-10, PM: 4-8)	17,850		16,100	
MNRR – Hudson Line Roadway Peak Hour / Direction Total (AM: 8-9, PM: 4-5)	5,050		5,950	
Yonkers Station Daily Total	1,150	500	500	1,250
Yonkers Station Peak Period / Direction Total (AM: 6-10, PM: 4-8)	650	100	150	650
Yonkers Station Roadway Peak Hour / Direction Total (AM: 8-9, PM: 4-5)	250	50	50	100

As expressed in the 2007 count data, a little over half of all Metro-North passengers boarding at Yonkers Station are peak period commuters traveling to and from destinations south, typically Grand Central Terminal. Peak hour train ridership (~750 people), however, is a fraction of bus ridership (~4,000 people), a finding also evident from US Census 2000 data. Recent ridership surveys have found relatively little crossover between train and bus passengers. Finally, recent statistics for Amtrak show that around 18,500 people boarded regional trains annually at the Yonkers station during 2008 and 2009. If this total was distributed over the year, accounting for seasonal and weekly trends, Amtrak would contribute 40 to 60 passengers per day at the rail station, or up to 5% of overall volume. The cost to go between Yonkers and Manhattan (Penn Station) on Amtrak is \$15, making it a less desirable peak period option than Metro-North or the Bee-Line Bus System.

Existing Transit Capacity

As previously noted, excess existing transit capacity was evaluated by examining transit ridership and the characteristics of fleet vehicles and stations. As shown in Table 3.4-4, peak hour buses account for about 1/3 of total bus passenger volume and carry 1,400 – 2,300 people in and out of downtown Yonkers each weekday. Given fleet characteristics, the buses operate at 40-50% of capacity. Thus, the total number of people accommodated by the Bee-Line Bus

System could effectively double before having to implement substantial service increases. Approximately 2,000 more people could be transported by the current system, though passenger comfort would eventually be compromised by crowded buses.

Following the trends of private vehicle drivers, Ashburton Avenue and Nepperhan Avenue are most heavily utilized by bus passengers. Given the flow of passengers originating from the south (Riverdale and South Broadway) and proceeding eastward on bus routes, it may be prudent for the Westchester County Department of Transportation (WC DOT) to adjust some peak hour bus routes to better serve customers using this travel pattern without requiring a transfer in downtown Yonkers, particularly if bus operations are found to cause excessive burden on the local street system or otherwise detract from the urban environment.

In the case of passenger rail, the maximum load (i.e. passenger volume) observed on the Hudson Line is 700-800 people per train during the peak period. Most of these passengers disembark at Grand Central Station. Three trains stop at Yonkers between 8-9 AM, and another three stop there between 4-5 PM. The platform at the Yonkers train station can accommodate ten rail cars; as each rail car can carry over 100 people, there is excess passenger capacity available on the commuter trains that can be achieved without increasing the number of trains or service frequency.

#### **Pedestrians**

Generally, a highly connected pedestrian-friendly street network is one that has few dead ends and has blocks ranging from 200 to 600 feet in length between intersections. Most of the blocks in Yonkers have at least two sides that are less than 600 feet long. There are a number of very large blocks, however, that would benefit from having defined pedestrian through paths to shorten travel time and encourage walking between destinations. On a related and positive note, there is ample sidewalk coverage throughout the CBD though there are sections that require additional maintenance, and in some cases, warrant widening. In an urban area with significant continuous building frontage, sidewalks (from curb to façade) should be 10-15 feet wide at a minimum, with at least 6-10 feet of unobstructed throughway. A particular concern in Yonkers is the existence and perception of barriers within the pedestrian experience. For example, Riverdale Avenue is six lanes wide in the CBD and lacks a refuge in the median. Longer street crossings not only expose pedestrians to additional danger from vehicles in the roadway, but also affect traffic signal timing and can increase congestion. Other barriers to pedestrianism in Yonkers include minimal and uninviting underpasses to traverse the rail line to the waterfront, a lack of proper shade or light, and discontinuous streetscaping as one traverses from one area of the city to another.

### **Bicycling**

In an age of increasing environmental awareness and unpredictable fuel prices bicycling has been making a comeback for commuting and daily errands as well as recreation. There are a number of regional bicycle facilities in the City of Yonkers. The Old Croton Aqueduct Trail and Riverwalk Trail frame the edges of the CBD but do not intersect each other until much further north. An on-street bike route designated by Westchester County is located on Route 9 and 9A, but has no markings in the CBD. No bicycle facilities currently provide easy access to the train station or Main Street. Few bike racks or lockers exist in the CBD to encourage visitors from medium distances of 1-5 miles away, and the entire system is geared much more toward recreational cycling than for commuters. Thus, there are significant gaps in the bicycle network that must be addressed.

### **Parking**

A significant amount of land in Yonkers is dedicated to transportation infrastructure for both moving and stationary vehicles, including about 1/3 of the land area of developed parcels. Several recent studies have examined automobile parking inventory and utilization in Yonkers, including two in-depth parking studies by Buckhurst Fish & Jacquemart Planning (BFJ) (CBD in 2004-05, Hudson Park in 2009) and a more wide ranging area study conducted by Columbia University Urban Planning graduate students in 2010. The first BFJ study found that there were approximately 2,400 off-street municipal public parking spaces available in the downtown business district, and 385 on-street spaces. The average occupancy rate of garages and lots was 45% on weekdays, though some facilities (including Government Center Garage) were near capacity while others (including Buena Vista Garage) were hardly utilized. On-street parking space utilization consistently ranged from 60 to 80%. Overall, parking was underpriced and unevenly distributed, with the study noting that “the current parking problem is primarily one of location and signage” rather than supply. The second study, concerning Hudson Park, found that the actual occupancy of the parking garage associated with waterfront residential development was slightly over 1 car per unit and that the development generated 55% less vehicular traffic than the ITE predicted trip generation rates. Surplus spaces were available, providing shared parking opportunities with nearby businesses.

Table 3.4-4: Utilization and Capacity of the Westchester BeeLine Bus System (2008 Ridership)

Street	AM Peak Hour: Entering CBD					AM Peak Hour: Exiting CBD				
	Number of Buses	Passenger Volume	Bus Capacity	Excess Capacity	Percent Utilization	Number of Buses	Passenger Volume	Bus Capacity	Excess Capacity	Percent Utilization
Warburton	11	184	667	483	28%	6	148	364	216	41%
N Broadway	5	69	263	194	26%	6	156	315	159	50%
Ashburton	14	280	759	479	37%	20	670	1139	469	59%
Nepperhan	8	208	548	340	38%	12	544	822	278	66%
Elm	5	139	263	124	53%	7	204	368	164	56%
S Broadway	21	610	1419	809	43%	16	473	1092	619	43%
Riverdale	6	175	315	140	56%	5	90	263	173	34%
<b>Total</b>	<b>70</b>	<b>1,665</b>	<b>4,234</b>	<b>2,569</b>	<b>39%</b>	<b>72</b>	<b>2,285</b>	<b>4,362</b>	<b>2,077</b>	<b>52%</b>

Street	PM Peak Hour: Entering CBD					PM Peak Hour: Exiting CBD				
	Number of Buses	Passenger Volume	Bus Capacity*	Excess Capacity*	Percent Utilization	Number of Buses	Passenger Volume	Bus Capacity*	Excess Capacity*	Percent Utilization
Warburton	6	177	364	187	49%	5	146	303	157	48%
N Broadway	3	68	158	90	43%	3	49	158	109	31%
Ashburton	16	372	913	541	41%	10	225	558	333	40%
Nepperhan	10	266	618	352	43%	9	236	548	312	43%
Elm	6	127	315	188	40%	4	100	210	110	48%
S Broadway	14	455	971	516	47%	18	496	1213	717	41%
Riverdale	3	47	158	111	30%	6	106	315	209	34%
<b>Total</b>	<b>58</b>	<b>1,512</b>	<b>3,496</b>	<b>1,984</b>	<b>43%</b>	<b>55</b>	<b>1,358</b>	<b>3,304</b>	<b>1,946</b>	<b>41%</b>

\*Note: Capacity is calculated as 125% of the number of available seats (to account for standing room), as is recommended by the FTA. Passenger comfort may be compromised prior to this point. Additionally, the peak hour corresponds to maximum roadway vehicle traffic volume, not maximum passenger volume. Afternoon buses tend to carry the most passengers slightly after the roadway peak time.

### 3.4.2 Potential Impacts

#### Traffic

To estimate the potential traffic impacts of the proposed rezoning BFJ followed the same methodology used for the Mobility Framework study that was prepared in conjunction with the “Rezoning for Downtown Yonkers” visioning effort. This traffic impact analysis builds on that effort. The methodology consists in analyzing existing traffic volumes and traffic volume increases along a screen line of major arterials that serve downtown Yonkers, and to compare future traffic volumes along this screen line to the capacities and reserve capacities of each of the arterials. The following are the arterials included in the cordon analysis:

- Warburton Avenue
- Broadway North
- Ashburton Avenue
- Nepperhan Avenue
- Broadway South
- Riverdale Avenue

The following are the study scenarios and associated traffic levels that were developed for this traffic impact analysis: 1) *Background Trips*. These are the traffic volumes that were projected in the SFC EIS (River Park Center) for the year 2012 as the future no-build traffic volumes (no-build condition for the SFC project). They included the traffic increases forecast to occur at that time and they included, for instance Yonkers Green, Ashburton Avenue Redevelopment, iPark Phase 2, Collins Phase 2, Greystone, Main Street lofts, Homes for America (One Point Street) and Buena Vista 1 & 2. 2) *SFC Full Build Scenario*. Since the City of Yonkers did approve the full SFC development project, this analysis will include all the traffic increases generated by that project, even though it appears that not all of the components of the SFC project will go ahead. 3) *Modified Background Development*. This scenario includes two elements. One is a reduction of retail and restaurant space that was included in the SFC analysis for the 2012 traffic level without the SFC project, but did not get realized. The second element added as part of this scenario are all other developments that have been approved in recent years that were not part of the SFC analysis, namely Greyston, Tuetonia and Alexander Street. 4) *Impact of Zoning Change*. It is assumed that these additional developments would not occur under existing zoning regulations, but would be realized as a result of the proposed new zoning. This scenario adds 1,377 new dwelling units (half condominiums, half apartment rentals) plus a total of 1,559,331 SF of commercial floor space. For the purposes of the traffic impact calculations this additional commercial floor area was broken down into retail uses (287,938 SF), general office space (367,632 SF), light industrial and R&D space (428,904 SF), medical office (229,770 SF) and educational space (245,088 SF). This breakdown is based on the market projections performed by the RCL Co as part of the Downtown Master Plan.

The summation of the first three scenarios above constitute the future “No Action” traffic volumes, i.e. the future traffic conditions that would exist under current zoning. The addition of the fourth scenario represents future traffic volumes with the proposed Zoning Code amendments.

#### Traffic Generation and Distribution Assumptions

BFJ used the same assumptions for traffic generation and distribution/assignment to the various arterials as those used by Fuss & O’Neill in the Mobility Framework study for Downtown Yonkers. The latest traffic generation rates developed by the Institute of Transportation Engineers (ITE) were used and were adjusted for transit split and for internal capture of some of the new trips. BFJ used the same assumption that 30% of all new trips would be made by transit, i.e. Metro-North Rail Road or Westchester County Bee-Line. The internal capture proportion are those trips that are generated within the Downtown Rezoning Area and remain within the Downtown Rezoning Area, and are trips that generally are made on foot, possibly by bicycle or local shuttle buses. These are trips by people that may live and work within the Downtown Rezoning Area, or persons living or working in the Downtown Rezoning Area and walk to a local store or restaurant, or to an educational facility or a medical office. It is recognized that a key purpose of the rezoning is to create a greater mix of uses in Downtown Yonkers and provide more opportunities for residents and local workers to satisfy all their needs in the downtown. The goal is to make the downtown area more self-sustaining with a greater proportion of trips remaining internal and being made on foot. This is a normal consequence of increased densities and greater mix of uses. BFJ therefore assumes that the proportion of internal trips will increase from 20% for the SFC development (as assumed in the Fuss & O’Neill study) to 25% for the other no-action developments and to 35% for the additional development spurred by the zoning change. These percentages of internal capture are still conservative for the size of downtown and mix of uses as projected in Yonkers. These internal capture rates are supported by recent research done by the National Cooperative Highway Research Program (NCHRP).

The following summarizes the additional traffic generation for each new scenario for Downtown Yonkers. (Detailed calculations can be found in Table 3.4-5):

BFJ distributed the new traffic volumes generated by each scenario to the six arterials that are part of the cordon line using the same percentages that were used in the Fuss & O’Neill study. It should be noted that the fact 100% of the generated traffic is assigned to the six arterials represents a conservative assumption since there are other roadways that could accommodate some of the new traffic.

Traffic Impacts

Table 3.4-6 shows the results of this calculation for the six arterials being analyzed as part of the screen line study. The last column shows the total results for all six arterials combined. It should be noted that it is assumed that Ashburton Avenue is to be widened in the future. It can be seen that in general for all arterials combined there would still be significant capacity reserves after the development levels spurred by the proposed Zoning Code amendments. The overall capacity reserves are in the range of 17% to 47% of capacities, depending on the peak hour and on the traffic direction.

In the morning peak hour there are two arterials that are projected to have capacity reserves of less than 100 vehicles with percentage reserves of less than 9%: Nepperhan Avenue in the inbound direction is projected to operate at capacity and North Broadway southbound is projected to have a reserve of 75 vehicles before reaching capacity.

In the afternoon peak hour Warburton northbound is projected to have a reserve of 68 vehicles (9% of capacity) and North Broadway northbound a reserve of 43 vehicles (5% of capacity).

3.4 Transportation and Parking

Table 3.4-5: Development Scenarios and Traffic Generation Assumptions

PROJECT BLOCK	Land Use Code	Description	Size	Unit	Trips Generated A.M. Peak Hour					Trips Generated P.M. Peak Hour					Daily Vehicle Trips
					Total	Entering	Exiting		Total	Entering	Exiting				
<b>SFC (FULL BUILD - APPROVED)</b>															
NN	EIS*	Ball Park	6,500	Seats	0	50%	0	50%	0	645	100%	645	0%	0	3,880
NN	445	Movie Theater	15	Screens	0	50%	0	50%	0	205	45%	92	55%	113	4,380
NN	230	Condominiums	756	DU	260	17%	44	83%	216	316	67%	212	33%	104	3,738
NN	222	Affordable Housing	194	DU	44	25%	11	75%	33	56	61%	34	39%	22	965
NN / M	820	Retail + Restaurants	545,000	SF	419	61%	255	39%	164	1,981	49%	971	51%	1,010	20,445
NN / M	710	General Office Building	326,200	SF	483	88%	425	12%	58	444	17%	76	83%	368	3,316
O	820	Retail + Restaurants	20,000	SF	60	61%	36	39%	24	216	49%	106	51%	110	2,386
O	710	General Office Building	21,000	SF	54	88%	47	12%	7	102	17%	17	83%	85	401
EE	710	Gen Offc Bldng, Fire Statn	200,000	SF	327	88%	287	12%	40	303	17%	51	83%	252	2,275
EE	310	Hotel	150	Rooms	68	61%	41	39%	27	89	53%	47	47%	42	969
GG	230	Condominiums	436	DU	168	17%	29	83%	139	201	67%	135	33%	66	2,316
GG	820	Retail + Restaurants	8,700	SF	36	61%	22	39%	14	124	49%	61	51%	63	1,389
<b>SUBTOTAL</b>		<b>Subtotal</b>			<b>1,918</b>		<b>1,197</b>		<b>722</b>	<b>4,682</b>		<b>2,447</b>		<b>2,235</b>	<b>46,460</b>
		Transit Split		30%	-575		-359		-217	-1,404		-734		-671	-13,938
		Internal Capture		20%	-384		-239		-144	-936		-489		-447	-9,292
		<b>Total New Vehicle Trips</b>			<b>959</b>		<b>599</b>		<b>361</b>	<b>2,341</b>		<b>1,224</b>		<b>1,118</b>	<b>23,230</b>
<b>Modified Background Development (without zoning change)</b>															
A / F	820	Retail + Restaurants	-20,000	SF	-60	61%	-36	39%	-24	-216	49%	-106	51%	-110	-2,386
Q/ R / S	820	Retail + Restaurants	-41,700	SF	-92	61%	-56	39%	-36	-354	49%	-173	51%	-181	-3,846
A / F	710	General Office Building	160,000	SF	273	88%	240	12%	33	258	17%	44	83%	214	1,916
Q/ R / S	710	General Office Building	9,600	SF	29	88%	25	12%	4	90	17%	15	83%	75	220
F	230	Residential (Greyston)	105	DU	54	17%	9	83%	45	63	67%	42	33%	21	671
HH	230	Residential (Alexander, A, B,	990	DU	323	17%	55	83%	268	394	67%	264	33%	130	4,727
Q/ R / S	230	Residential (Tuetonia)	412	DU	160	17%	27	83%	133	192	67%	129	33%	63	2,205
<b>SUBTOTAL</b>		<b>Subtotal</b>			<b>688</b>		<b>264</b>		<b>423</b>	<b>426</b>		<b>215</b>		<b>212</b>	<b>3,506</b>
		Transit Split		30%	-206		-79		-127	-128		-65		-64	-1,052
		Internal Capture		25%	-172		-66		-106	-106		-54		-53	-701
		<b>Total New Vehicle Trips</b>			<b>309</b>		<b>119</b>		<b>190</b>	<b>191</b>		<b>97</b>		<b>95</b>	<b>1,753</b>
<b>Impact of Zoning Change</b>															
ALL	820	Retail	287,938	SF	287	61%	175	39%	112	1,292	49%	633	51%	659	13,505
ALL	710	General Office Building	367,632	SF	531	88%	468	12%	63	491	17%	83	83%	408	3,635
A	110	General Light Industrial/R&D	428,904	SF	417	88%	367	12%	50	456	12%	55	88%	401	3,102
ALL	720	Medical Office	229,770	SF	528	79%	417	21%	111	587	27%	158	73%	428	9,180
ALL	540	Educational	245,088	SF	733	74%	542	26%	191	647	44%	285	56%	362	6,737
ALL	230	Condominiums	689	DU	242	17%	41	83%	201	293	67%	196	33%	97	3,448
ALL	222	High Rise Apt	688	DU	206	25%	52	75%	154	232	61%	142	39%	90	2,760
<b>SUBTOTAL</b>		<b>Subtotal</b>	<b>#####</b>	<b>SF w/o res</b>	<b>2,945</b>		<b>2,063</b>		<b>882</b>	<b>3,998</b>		<b>1,552</b>		<b>2,446</b>	<b>42,368</b>
		Transit Split		30%	-883		-619		-264	-1,199		-466		-734	-12,710
		Internal Capture		35%	-1,031		-722		-309	-1,399		-543		-856	-14,829
		<b>Total New Vehicle Trips</b>			<b>1,031</b>		<b>722</b>		<b>309</b>	<b>1,399</b>		<b>543</b>		<b>856</b>	<b>14,829</b>
<b>TOTAL</b>		<b>New Trips (All Dev)</b>			<b>2,299</b>		<b>1,439</b>		<b>860</b>	<b>3,931</b>		<b>1,863</b>		<b>2,069</b>	<b>39,812</b>

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Table 3.4-6: Impacts of Development Scenarios on Major Traffic Corridors

		Warburton Avenue		North Broadway		Ashburton Avenue		Nepperhan Avenue		South Broadway		Riverdale Avenue		Total Screenline	
		Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
Estimated Roadway Capacity		800	800	800	800	1,600	1,600	3,250	3,250	900	900	1,800	1,800	9,150	9,150
AM Peak Hour	Background Trips	506	322	581	394	636	359	2,810	1,801	433	359	963	720	5,929	3,955
	Increase w Existing Zoning	72	55	72	55	179	138	215	165	72	55	108	83	717	551
	Reserv Capacity w Existn Zoning	222	423	147	351	785	1,103	225	1,284	395	486	729	997	2,504	4,644
	New Zoning Increment	72	31	72	31	180	77	217	93	72	31	108	46	722	309
	Reserv Capacity w New Zoning	150	392	75	320	604	1,026	8	1,191	323	455	621	951	1,782	4,335
	Percent Reserve Capacity	19%	49%	9%	40%	38%	64%	0%	37%	36%	51%	35%	53%	19%	47%
PM Peak Hour	Background Trips	508	525	512	550	595	602	2,491	2,427	401	546	980	869	5,487	5,519
	Increase w Existing Zoning	132	121	132	121	330	303	396	364	132	121	198	182	1,320	1,213
	Reserv Capacity w Existn Zoning	160	154	156	129	675	695	363	459	367	233	622	749	2,343	2,418
	New Zoning Increment	54	86	54	86	136	214	163	257	54	86	81	128	543	856
	Reserv Capacity w New Zoning	106	68	102	43	539	481	200	202	313	147	540	621	1,800	1,562
	Percent Reserve Capacity	13%	9%	13%	5%	34%	30%	6%	6%	35%	16%	30%	34%	20%	17%

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**Transit**

Transit impacts would mainly be beneficial under the Proposed Action as there would be an increase in transit ridership. The increase in ridership would occur as a result of increased density under the Proposed Action, while mitigating some of the impacts of the potential increase in vehicular trips. However, some public transit infrastructure improvements would be required in order to accommodate increases in bus and rail transit ridership, as well as additional local and commuter transit services.

**Parking**

The Proposed Action includes Zoning Code amendments to the Off-Street Parking and Loading section (Article X) of the Yonkers Zoning Code. The proposed off-street parking amendments are reflective of the proposed zoning changes within the Downtown Rezoning Area and are representative of typical downtown urban areas where people tend to park once and then walk to one or more destinations. As such, the proposed parking amendments are slightly less restrictive.

Table 3.4-7 below shows the proposed parking requirements that would change as a result of the Proposed Action, as well the current parking requirements for specific uses. All existing structures would be exempt from the below changes, except that existing structures that currently provide parking would be required to continue to maintain those spaces. Since the parking requirement changes would be more appropriate for an urban downtown setting, no significant adverse impacts are anticipated. In fact, the proposed parking requirement changes would be beneficial in that they would make transit a more viable choice since people within a thereby increasing transit ridership.

Table 3.4-7: Existing Parking versus Proposed Parking Requirements

Use	Existing Parking Requirements (Min. # of Spaces)	Proposed Zoning Requirements (Min. # of Spaces)
<b>Residential Uses</b>		
Apartments	1 per d.u. plus 0.33 per bedroom	1 per d.u. within 0.25 miles of train station; 1 per dwelling unit + 0.33 per bedroom
Row houses (attached single-family houses)	2 per d.u.	1.5 per d.u.
Senior citizen's apartment houses	0.5 per d.u.	0.25 per d.u.
Single-family detached dwellings	2 per d.u.	1.5 per d.u.
<b>Business, Commercial and Office Uses</b>		
Building supply stores	1 per 300 sf of GFA	1 per 400 sf of GFA
Cabarets and nightclubs	1 per 3 seats or 1 per 75 sf of GFA, whichever is greater	1 per 5 seats or 1 per 150 sf of GFA, whichever is greater
Commercial schools	1 per 100 sf of GFA	1 per 500 sf of GFA plus 1 per 5 seats
Convenience stores	1 per 175 sf of GFA	1 per 400 sf of GFA
Day-care centers	1 per staff member plus 1 per vehicle parked on the premises plus 1 per 20 registrants	1 per staff member plus 1 per vehicle parked on the premises plus 1 per 40 registrants
Dry-cleaning establishments	1 per 250 sf of GFA	1 per 300 sf of GFA
Eating and drinking establishments	1 per 150 sf of GFA	1 per 300 sf of GFA
Fast-food restaurants	1 per 2 seats or 1 per 75 sf of GFA, whichever is greater	1 per 4 seats or 1 per 300 sf of GFA, whichever is greater
Food and beverage stores	1 per 200 sf of GFA	1 per 300 sf of GFA
Health clubs and gyms	1 per 200 sf of GFA	1 per 350 sf of GFA
Live-Work Building	1.33 per unit	1 per d.u. within 0.25 miles of train station; 1 per dwelling unit + 0.33 per bedroom
Medical and dental offices	1 per 200 sf of GFA	1 per 350 sf of GFA
Offices	1 per 300 sf of GFA	1 per 500 sf of GFA

**3.4 Transportation and Parking**

<b>Use</b>	<b>Existing Parking Requirements (Min. # of Spaces)</b>	<b>Proposed Zoning Requirements (Min. # of Spaces)</b>
Personal service establishments	1 per 200 sf of GFA	1 per 350 sf of GFA
Restaurants	1 per 3 seats or 1 per 100 sf of GFA, whichever is greater	1 per 4 seats or 1 per 300 sf of GFA, whichever is greater
Retail establishments	1 per 200 sf of GFA	1 per 300 sf of GFA
Supermarkets	1 per 200 sf of GFA	1 per 300 sf of GFA
Telephone switching facilities	1 per 300 sf of GFA	1 per 500 sf of GFA
Veterinary offices or hospitals	1 per 200 sf of GFA	1 per 300 sf of GFA
<b>Public and Institutional Uses</b>		
Children's day camps	1 per employee + 1 per camp vehicle parked on premises + 5 visitor spaces	1 per employee + 1 per camp vehicle parked on premises + 5 visitor spaces; Existing spaces when using existing facility
Private clubs and community centers	1 per 4 seats or 1 per 100 sf of floor space used for public assembly, whichever is greater	1 per 4 seats or 1 per 250 sf of floor space used for public assembly, whichever is greater
Utility substations	1 for 400 sf of GFA devoted to office use and 1 per 750 sf of GFA for other uses	1 for 400 sf of GFA devoted to office use and 1 per 1,000 sf of GFA for other uses
<b>Motor Vehicle Uses</b>		
Auto rental establishments	1 per 200 sf of GFA, but not less than 3	1 per 350 sf of GFA, but not less than 3
Convenience stores in conjunction with auto service stations	1 per 250 sf of GFA in addition to the auto service station parking	1 per 350 sf of GFA in addition to the auto service station parking
<b>Industrial Warehouse and Storage Areas</b>		
Brewery and microbrewery	1 per 600 sf of GFA	1 per 1,000 sf of GFA

**3.4 Transportation and Parking**

Use	Existing Parking Requirements (Min. # of Spaces)	Proposed Zoning Requirements (Min. # of Spaces)
<b>Nonresidential Accessory Uses</b>		
Bar or lounge areas serving liquor, brew pubs	1 per 2 seats or 1 per 25 sf of area devoted thereto, whichever is greater	1 per 3 seats or 1 per 75 sf of area devoted thereto, whichever is greater
Laboratories	1 per 400 sf of GFA	1 per 600 sf of GFA
Live-work units	1.33 per unit	1 per d.u. within 0.25 miles of train station; 1 per dwelling unit + 0.33 per bedroom
Outdoor dining areas	1 per 3 seats	1 per 4 seats
Retail uses in conjunction with offices	1 per 200 sf of GFA	1 per 350 sf of GFA

The current parking requirements also allow shared parking within the existing Downtown Zoning Districts (CB, GC, and DW). Shared parking would continue under the Proposed Action, except that new construction in the Downtown Rezoning Area would be permitted an exemption of the first 10 required parking spaces, while the remaining spaces must be provided on-site. Any additional spaces above the first 10 spaces that cannot be provided on-site must be provided through a shared parking agreement, or by use of the fee-in-lieu provisions of the Zoning Code.

**3.4.3 Mitigation Measures**

**Traffic**

This analysis has shown that in general the major highway network serving Downtown Yonkers will be able to accommodate the additional traffic that is projected as the result of the zoning change (assuming the widening of Ashburton Avenue). It should also be noted that this analysis and conclusion is based on worst-case assumptions regarding future development levels for the SFC project and for the impacts of the zoning change. The analysis showed that some of the arterials serving downtown may operate close to their maximum capacity during one or both of the peak hours (North Broadway, Nepperhan and Warburton). These conditions can be alleviated through roadway configuration initiatives, and other projects geared toward making

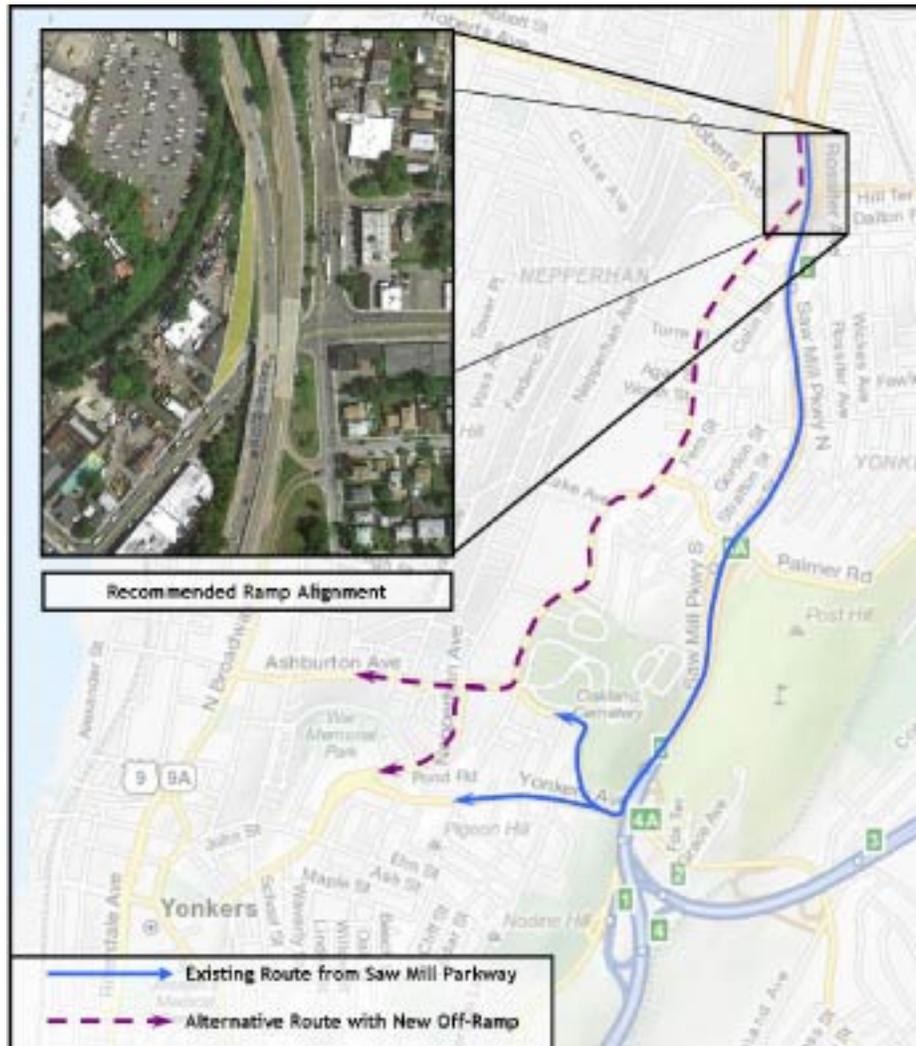
Downtown more walkable and accessible via the non-motorized modes of travel. Specific projects are described below<sup>1</sup> :

- Widen Ashburton Avenue from two to four lanes. The City has discussed this initiative for some time, and has recently undertaken a concept level study to determine the appropriate design for the widening of Ashburton Avenue. While not discussed specifically during the Charrette, refinements and additions to the desired amount of development in Downtown Yonkers from the initial Master Plan development schedule will necessitate an increase in roadway capacity to and from the east. Since Downtown Yonkers is geographically constrained from the major arteries of the Cross County Parkway, Sawmill Parkway, and I-87, only two corridors (Yonkers Avenue/Nepperhan Avenue and Ashburton Avenue) provide vehicular access to Downtown from the east. By widening Ashburton Avenue to four lanes, the City can accommodate vehicular traffic demand associated with all development proposals considered within the Final Downtown Master Plan.
- Construct an off-ramp from the Sawmill Parkway southbound to NY 9A/Tuckahoe Road to relieve the existing congestion at the Sawmill/Cross County/Yonkers Avenue interchange. This initiative would create greater flexibility for traffic circulating from the north and entering Downtown; by allowing an option for southbound Sawmill traffic to access Downtown Yonkers without having to “mix” with the traffic currently using the Cross County Parkway interchange with the Sawmill and Yonkers Avenue, visitors to Downtown can choose their route and potentially relieve some of the traffic congestion that currently exists today. This initiative is a refinement of the concept developed by the City Traffic Engineer for an additional north access from the Sawmill; it affords access at a point further south and closer to Downtown Yonkers and it already allows for the reciprocal (Tuckahoe to Sawmill northbound) movement.

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<sup>1</sup> Many of the mitigation measures outlined in this DGEIS are based on recommendations provided in the “Downtown Yonkers Mobility Framework” report by Fuss & O’Neill, November 2010.

Figure 3.4-6: Potential Location for Off-Ramp from Sawmill Parkway



Source: Fuss & O'Neill

- Reconfigure circulation pattern around Getty Square. As one of the primary destinations in Downtown Yonkers, Getty Square should be celebrated as a centerpiece with as much vehicular and pedestrian accessibility as possible. To that end, it is recommended that the one-way streets in the vicinity of Getty Square (North and South Broadway, Main Street, and New Main Street) be converted from one-way traffic to two-way. Two way streets in this area allow for direct vehicular access from any direction to the “heart” of Yonkers, create a more friendly pedestrian environment, and normalize the transit routes so that stops can occur on either side of the street rather than on completely different streets for different directions of travel. In addition to the one way conversions, one street leg of the intersection is eliminated as shown in the

Master Plan drawings, allowing for an increase in public space and “normalizing” the intersection into a more conventional configuration for vehicular traffic.

- Convert other downtown streets to two-way traffic as shown in Figure 3.4-7. Convert Hudson Street, Wells Street, and the segment of Dock Street east of Riverdale Avenue to two-way circulation to enhance downtown accessibility, transit access, and economic visibility of businesses.

**Figure 3.4-7: Recommended One-Way to Two-Way Street Conversions**



Source: Fuss & O'Neill

- Create bicycle facilities and routes through the use of lane diets and markings and signing as seen in Figure 3.4-8. Create shared lanes along North Broadway to connect Downtown to the Aqueduct Trail and along Riverdale to access the bus transfer area and reinforce the presence of a regional bicycle route connecting to the Bronx and

### 3.4 Transportation and Parking

Manhattan systems; install shared pavement markings on Dock Street between Broadway and Riverdale Avenues; and create striped bicycle lanes along Larkin Plaza to connect Downtown to the Riverfront and Train Station, reinforcing the notion that bicycle commuters are encouraged. Connect regional facilities on the north end of town via marked shared or dedicated bike lanes on Ashburton Avenue from Palisade Avenue to the Riverwalk Trail in the Alexander Street Redevelopment Area. Install sheltered and secure bicycle parking at high priority locations including the train station and City Hall, and require bicycle parking for new development.

**Figure 3.4-8: Recommended Bicycle Improvements**



Source: Fuss & O'Neill

- Establish a Complete Streets Directive and Policy to insure that all roadway improvements within Downtown Yonkers, regardless of whether public or privately-funded, are consistent with the goals of the Downtown Master Plan and encourage walkability and balance among modes of travel.
- Develop streetscapes as reflected in the Master Plan along vehicle-dominated corridors such as Yonkers Avenue, Nepperhan Avenue to rebalance mobility toward pedestrian and transit friendliness. Measures to do this would include lane diets, addition of on-street parking, widening of sidewalks, addition of bicycle and transit facilities, enhanced crosswalks, and planted pedestrian zones and medians.
- Enhance pedestrian connections between Downtown/Getty Square and the Riverfront. While a pedestrian connection from Prospect Park over the railroad tracks to the Riverfront as envisioned during the Charrette may not be feasible, enhancement of the existing connections through better lighting and streetscapes will encourage pedestrians to travel across and under the tracks to better connect the whole of Downtown Yonkers.

#### Transit

The following are the transit recommendations:

- Relocate current bus transfer area from Getty Square to a linear facility along both sides of Riverdale Avenue, to provide better accessibility to transfers from the Train Station and to enhance the viability of Getty Square as a “people place.”
- Implement a Downtown Bus Circulator to connect the Riverfront, Train Station, new Bus Transfer area, City Hall/SFC Development, and Main Street/Getty Square. Recommendations for the vehicle to be used include hybrid or electric small, low-floor buses. Figure 3.4-9 depicts a potential left-turn minimizing route with an alternate path if upper Main Street is closed off to vehicular traffic. Further study is needed for optimal routing and operations.
- Work with the MTA Metro-North Rail Road and Westchester County Transit/Bee-Line to coordinate efforts for additional commuter parking and connections among the rail, bus, and pedestrian systems, including a Metro-North fare free zone or low fare zone within Yonkers from one train station to another.
- Encourage local officials to work with Amtrak to create a monthly pass for Yonkers residents needing to commute to New York Penn Station. Currently Yonkers commuters

can take Metro North to Grand Central Station, but must pay much higher fare to travel via Amtrak to Penn Station.

**Figure 3.4-9 Potential Trolley Route and Stops**



Source: Fuss & O'Neill

**Parking**

It is anticipated that additional parking would be provided concurrent with the development proposals cited within the context of the Downtown Master Plan. The City had completed a parking study that identified several recommendations that are consistent with the goals and directives of the Master Plan; recommended initiatives are as follows:

- Develop a wayfinding system with real-time information on parking location and availability to better utilize existing underutilized parking and to inform visitors of the location and availability of parking. This system will focus on distributing demand

especially during events and other high-demand periods, and will encourage better utilization of the facilities. New garages can use real time technologies to inform the customer as to the location and availability of parking.

- Revisit parking requirements for new development, focusing on reducing requirements or letting the market dictate how much parking is required. Many cities are finding that as they transition from a commuter enclave into a true urban center such as Yonkers desires, the residents and workers that they attract are much less dependent on a personal vehicle, choosing to utilize transit, bicycles, walking, or car-share programs such as ZipCar, thereby lessening the amount of parking required to support development.
- Rely on private developments to provide new parking facilities, with the City in a partnership role. Allow for provisions such as off-site parking, shared parking, and payment-in-lieu to satisfy parking requirements. The City of Yonkers should consider changing its local law that prohibits private property owners from renting out parking spaces.
- Encourage city to use appropriate pricing of parking facilities to better regulate demand. Because every parking garage and destination in the CBD is within one block of the train station or a high frequency bus route, all monthly garage parking passes should be more expensive than a monthly transit pass (in this case, \$104 for a MetroCard) to avoid subsidizing inefficient travel behavior.

#### **Bicycle Parking**

- In order to foster a successful bicycle network, the city must encourage or provide safe and convenient places to park. Ordinances which require short term and/or long term bicycle parking in new development have been adopted by cities across the nation including Portland, New York City, Charlotte, Pittsburgh, Cleveland, San Francisco, Kansas City and Denver. These requirements have been used to foster development of both short term and long term bicycle parking at locations where it is needed.
- Requirements for short-term bicycle parking encourage shoppers, customers, messengers and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists. Strictly speaking, short-term bicycle parking refers only to bicycle racks. Effectively, it also comprises any fixed element of street furniture to which a bicycle can be chained. Racks

allow planners to determine exactly where bicycles will be kept, helping to ensure that pedestrian flow and other sidewalk functions are not disrupted.

- Long term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather protected place to park bicycles. Regulations should be based on the demand generated by different use categories and the level of security necessary to encourage the use of bicycles. Table 3.4-8 below shows a sample of required minimum number of bicycle parking spaces for each use category (Portland, Oregon). No long-term bicycle parking is required on sites with less than 2,500 square feet of gross building area.
- Bicycle racks are a highly visible element street furniture element. Rather than an eyesore, bicycle racks can be designed to send a positive visual message. The Akron Bicycle Plan provides a variety of short term and long term bicycle storage designs. One way to raise awareness and promote cycling as a sustainable, mainstream transportation option is to have unique bicycle racks that brand cycling in the urban landscape. Other cities such as New York have had design competitions to tap the creative energies of the community.

**Table 3.4-8: Minimum Required Bicycle Parking Spaces**

Use Categories	Specific Uses	Long-term Spaces	Short-term Spaces
<b>Residential Categories</b>			
Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	Household Living 2, or 1 per 20 units
Group Living		2, or 1 per 20 residents	None
	Dormitory	1 per 8 residents	None
<b>Commercial Categories</b>			
Retail Sales And Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area
	Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms
Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area
Commercial Parking		10, or 1 per 20 auto spaces	None
Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None
Major Event Entertainment		10, or 1 per 40 seats or per CU review	None
<b>Institutional Categories</b>			
Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None
Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None
<b>Industrial Categories</b>			
Basic Utilities	Light rail stations, transit centers	8	None
Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 10,000 sq. ft. of net building area
	Park and ride	10, or 5 per acre	None
Parks And Open Areas Per		Per CU review	CU review
Schools	Grades 2 through 5	2 per classroom, or per CU or IMP review	None
	Grades 6 through 12	4 per classroom, or per CU or IMP review	None
	Colleges Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review
	Medical Centers	2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review
	Religious Institutions	2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None

Note: Wherever this table indicates two numerical standards, such as "2, or 1 per 3,000 sq. ft. of net building area", the larger number applies.