

1.0 EXECUTIVE SUMMARY

1.1 Introduction

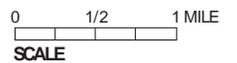
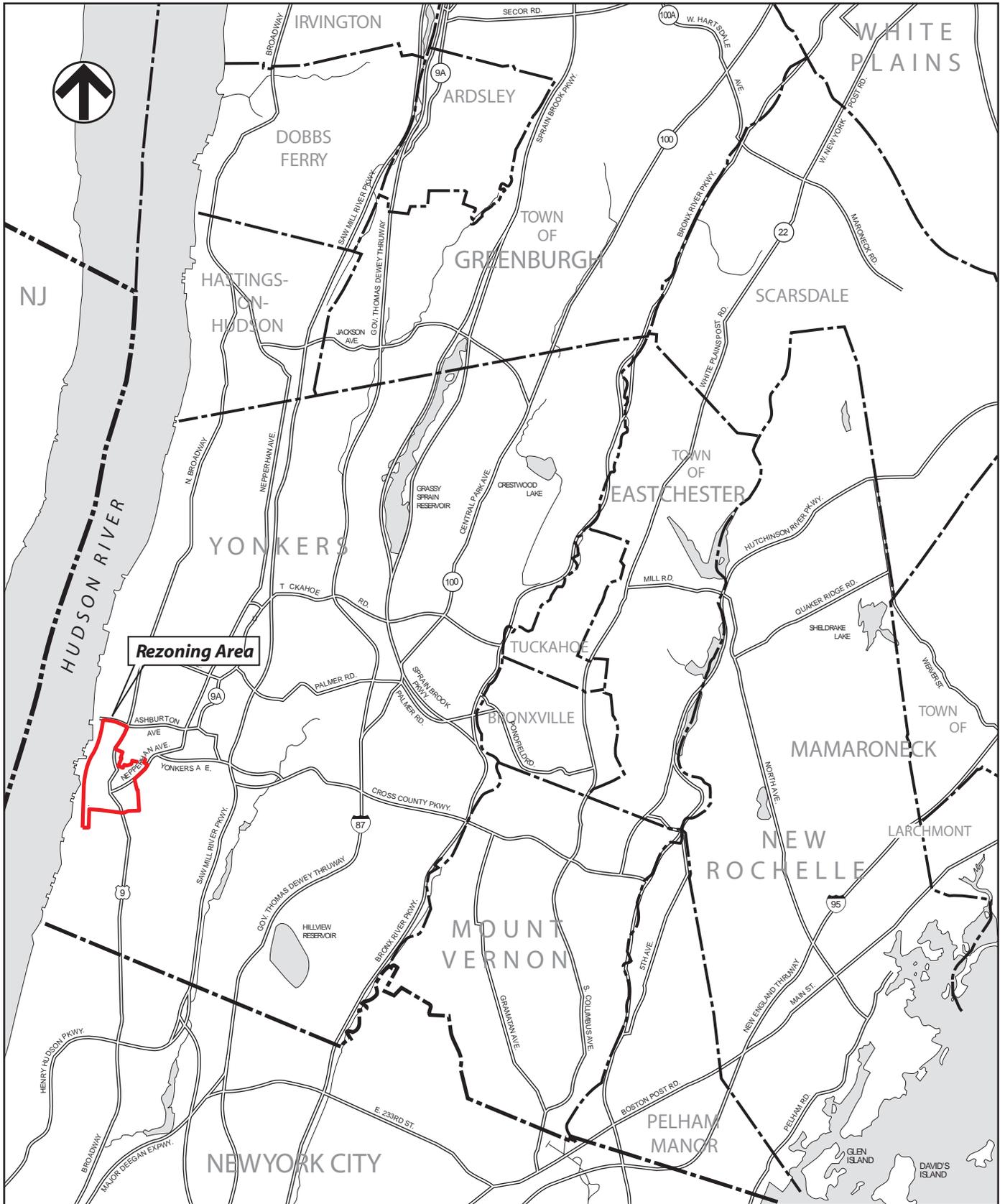
The City of Yonkers proposes to adopt amendments to the City of Yonkers Zoning Code (Chapter 43) and Zoning Map (See DGEIS Appendix A) with respect to Downtown Yonkers. In addition, the City proposes to adopt amendments to Chapter 47, Outdoor Signs, of the Yonkers City Code. These actions constitute the “Proposed Action.” A zoning amendment to the current code would help to guide development in Downtown Yonkers according to the selected zoning and urban design schemes, while acting as a land use control for the downtown.

The City of Yonkers is located on the east side of the Hudson River in Westchester County, New York. Yonkers borders the New York City borough of The Bronx and is approximately two miles north of Manhattan. The area affected by the Proposed Action is in the city’s downtown area in the southwestern portion of the City of Yonkers (“Downtown Rezoning Area”). (See Figure 1-1.)

The 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. (See Figure 1-2.)

The potential impacts resulting from the adoption of the Proposed Action are analyzed in this DGEIS. This DGEIS has been prepared in accordance with the New York State Environmental Quality Review Act (SEQR) and its implementing regulations (6 NYCRR Part 617). The Yonkers City Council is the Lead Agency for this environmental review.

Under SEQR, a “Generic” EIS, or GEIS, is prepared when a proposed action represents a comprehensive program having wide application and defining the range of future projects in the affected area. A GEIS, according to the New York State Department of Environmental Conservation (NYSDEC) SEQR handbook, is “a type of EIS that is more general than a site-specific EIS, and typically is used to consider broad-based actions or related groups of actions that agencies are likely to approve, fund, or directly undertake... A Generic EIS differs from a site or project specific EIS by being more general or conceptual in nature...”



DOWNTOWN YONKERS REZONING DGEIS

FIGURE 1-1: REGIONAL LOCATION

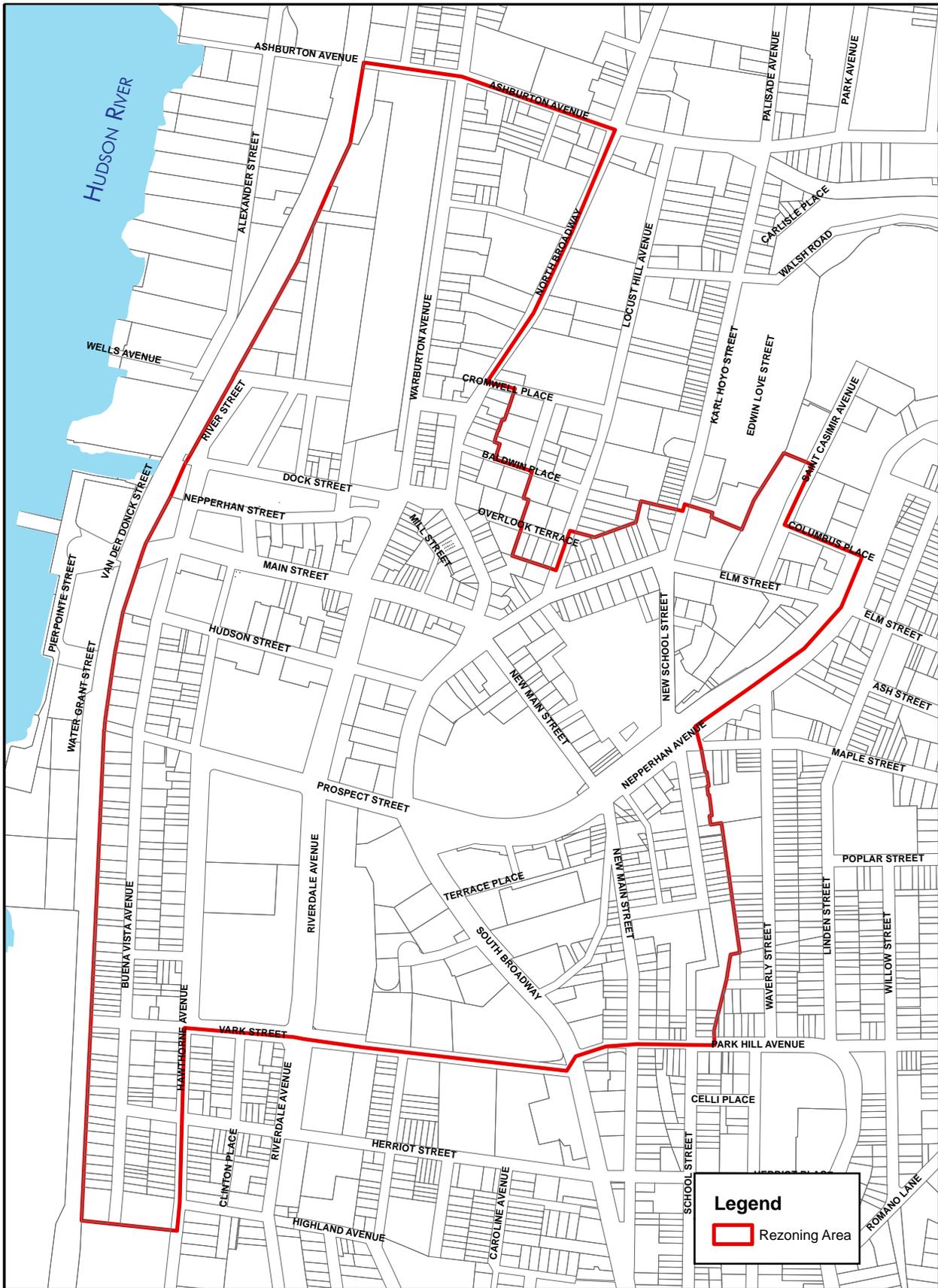
YONKERS, NY

SOURCE: ALEXANDER STREET MASTER PLAN



Scale as shown

BFJ Planning



The DGEIS is intended to provide the Yonkers City Council, the public and interested and involved agencies with an understanding of the type of potential environmental impacts that may be associated with adoption of the Proposed Action. An important aspect of the environmental review process is that it incorporates public review and commentary into the decision-making process.

The DGEIS presents a comprehensive assessment of the potentially significant adverse impacts associated with the Proposed Action, identifies impacts which will likely require mitigation, and considers alternatives to the Proposed Action, which includes a No-Action Alternative - a condition in which the proposed amendments to the city's Zoning Code, Zoning Map, and Chapter 47, Outdoor Signs of the City Code, aren't adopted.

The steps in preparing and finalizing the DGEIS include:

- **DGEIS** – a draft document accepted by the Yonkers City Council and released for public and agency review and comment.
- **Public review** of at least 30 days, including a public hearing at which any individual, group or agency may comment on the DGEIS.
- **Final GEIS (FGEIS)** – acceptance and publication by the Yonkers City Council as Lead Agency, which incorporates relevant comments and responses, if any, made during public review of the DGEIS.
- **Findings Statement** – adopted and passed by the Yonkers City Council as Lead Agency no sooner than 10 days, nor more than 30 days after publication of the FGEIS. The Findings Statement must: 1) consider the relevant environmental impacts, facts and conclusions presented in the GEIS; 2) provide a rationale for the agency's decision; 3) certify that SEQR's requirements have been met; and 4) certify that consistent with social, economic and other essential considerations, from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that the adverse environmental impacts will be avoided or minimized to the maximum extent practicable.

1.2 Proposed Action

As described above, 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. 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.

Zoning Code Amendments

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. 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. (See Chapter 3.1 Land Use, Zoning, and Public Policy for a description of bulk, setback and parking requirements and design standards, as well as a description of the proposed amendments to the zoning definitions and Sign Code.)

Sign Code Amendments

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.

A brief discussion of the potential impacts of the Proposed Action and mitigation measures is discussed below in Section 1.4. (See Chapter 3.0: Environmental Setting, Potential Impacts, and Mitigation Measures for a detailed description of potential impacts and mitigation measures.) In addition, an analysis of the No-Action Alternative is briefly discussed below in Section 1.3 and in more detail in Chapter 5.0: Analysis of Alternatives.

Parking Amendments

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.

1.3 Alternatives

The alternative to the Proposed Action analyzed in this DGEIS is the No-Action Alternative. (See Chapter 5.0: Analysis of Alternatives.). The No-Action Alternative assumes that the Zoning amendments would not be adopted and development within the downtown would proceed under existing zoning. Under the No Action Alternative, the proposed amendments to the City of Yonkers Zoning Code, Zoning Map, and Chapter 47, Outdoor Signs of the Yonkers City Code, would not be adopted and the Downtown would continue to be developed under the city's current zoning regulations. Chapter 2.0: Proposed Action and Section 3.1: Land Use, Zoning and Public Policy presents an overview of the existing zoning regulations within the Downtown Rezoning Area.

1.4 Significant Impacts and Mitigation Measures

Zoning Code Amendments

The incremental increase from the projected development under No Action (Build-out under existing Zoning) to the projected development under the Proposed Action (adoption of the proposed Zoning Code Amendments) is shown in Table 1-1. This analysis satisfies SEQR's requirement to evaluate the reasonable worst case impacts from the Proposed Action.

The Proposed Action results in an incremental increase of 1,377 dwelling units and 1,559,331 square feet of commercial floorspace as compared to the No Action condition. For this DGEIS, the impacts from these incremental increases are evaluated in detail throughout Chapter 3.0 Environmental Setting, Potential Impacts, and Mitigation, and are briefly discussed below in Table 1-2: Summary of Impacts and Mitigation Measures.

Table 1-1: No Action v. Proposed Action Development Scenarios - Increment

	No Action (Existing Zoning)¹	Proposed Action (Proposed Zoning) (2010-2021)²	Increment
Residential			
Residential Floorspace (SF)	1,840,581	3,355,000	1,514,419
Number of Dwelling Units ³	1,673	3,050	1,377
Commercial			
Commercial Floorspace (SF)	1,017,375	2,576,706	1,559,331
Total SF⁴	2,857,956	5,931,706	3,073,750

Notes:

1. Based on projections by Urbanomics from 2010-2025.
2. Based on projections by Robert Charles Lesser & Co (RCLCO) from 2010-2021.
3. Average dwelling unit size = 1,100 square feet.

4. Excludes square feet required for parking.

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. The impacts 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 walkable 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 permitting residential uses, allowing for increased development potential in the Downtown Rezoning Area, and promoting economic development along the "key streets", the City can achieve its 24/7 vision.

The Zoning Code amendments also aim to preserve and enhance existing residential and industrial neighborhoods by continuing the development patterns of these areas established in the mid- to late-19th and early-20th centuries and by establishing design criteria for new development. Finally, the proposed Zoning Code amendments take into consideration the close proximity of public transit, the downtown's accessibility to the region's core, and existing infrastructure and utilities.

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.

Because the adoption of the Proposed Zoning Code amendments is expected to have a beneficial impact on the City of Yonkers as a whole, area-wide mitigation measures are generally not necessary, unless as otherwise noted in Table 1.2 below. Future proposed projects within the Downtown Rezoning Area will be subsequently reviewed under SEQR (6 NYCRR Part 617) to evaluate possible site specific impacts and will be subject to local, State, and federal environmental protection regulations. (See Chapter 6.0: Future Actions.) During the site specific review of future projects all identified significant adverse environmental impacts are required to be mitigated to the maximum extent feasible and practicable. Site specific mitigation measures are further discussed in Chapter 6.0: Future Actions.

Table 1-2: Summary of Impacts and Mitigation Measures

DGEIS Section	Impacts	Mitigation	
3.1	Land Use, Zoning & Public Policy		
	- Land Use	<p>Proposed Action would result in an incremental increase in population and density in the downtown; however this is 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, 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. Furthermore, heavy industrial uses, which are currently permitted in the I District, would no longer be permitted. 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.</p>	None
	- Zoning	See above description under “Land Use”. In addition,	None

DGEIS Section	Impacts	Mitigation
	development applications would be streamlined with less variances and/or special permits for residential uses, which would be beneficial in that the proposed Zoning Code amendments would allow for more consistency of uses with those that are typical of downtown areas.	
- Public Policy	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.	None
- Hazardous Materials	Similar to build-out under existing zoning.	None
3.2	Community Character	
Neighborhood Character	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. 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.	None
- Viewsheds	The Proposed Action will result in increased density and	None

DGEIS Section	Impacts	Mitigation
	<p>building heights within the Downtown Rezoning Area, which will mainly result in positive impacts to the City of Yonkers' skyline and overall community character. The City considered the potential impacts on viewsheds while formulating the allowable buildings heights and density under the proposed Zoning Code amendments. 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 similar development that would proceed under existing zoning, resulting in similar impacts to Hudson River viewsheds. 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.</p>	
- Shadows	<p>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.</p>	None

DGEIS Section	Impacts	Mitigation	
	- Wind	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.	None
3.3	Natural Features		
	- Vegetative Communities	Similar to build-out under existing zoning.	None
	- Wildlife and wildlife habitat	There are no threatened and endangered species and habitats within the Downtown Rezoning Area.	None
	- Wetlands	There is no presence of State or federally designated wetlands within the Downtown Rezoning Area.	None
	- Floodplains	Similar to build-out under existing zoning.	None
	- Topography, Soils and Geology	Similar to build-out under existing zoning.	None
	- Climate Change	The Proposed Action has the potential to result in approximately 14,829 new daily vehicle trips in and around the Downtown by 2025, which could result in increased CO ₂ emissions; however, according to DEC overall levels of ozone have been declining in New York State as 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	None

DGEIS Section	Impacts	Mitigation
	<p>to improve. 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. Compliance with the Green Building Standards will further improve air quality within the downtown.</p>	
	<p>- Coastal Zone Consistency</p> <p>The Proposed Action is consistent with the NYS Department of State (DOS) Coastal Management Program policies relating to the use of coastal land and waters.</p>	<p>None</p>
<p>3.4</p>	<p>Transportation and Parking</p>	
<p>- Traffic</p>	<p>Under the Proposed Action, there would be an incremental increase of 14,829 vehicular trips in Downtown Yonkers. However, for all downtown 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).</p>	<ul style="list-style-type: none"> - Widen Ashburton Avenue from two to four lanes. - 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. - Reconfigure circulation pattern around Getty Square. - Convert other downtown streets to two-way traffic as shown in Figure 3.4-7 (Section 3.4) of this DGEIS. - Create bicycle facilities and routes through the use of lane diets and markings and signing as seen in Figure 3.4-8 (Section 3.4) of this DGEIS. - Establish a Complete Streets Directive and

DGEIS Section	Impacts	Mitigation
		<p>Policy.</p> <ul style="list-style-type: none"> - Develop streetscapes along vehicle-dominated corridors such as Yonkers Avenue, Nepperhan Avenue to rebalance mobility toward pedestrian and transit friendliness. - Enhance pedestrian connections between Downtown/Getty Square and the Riverfront.
<ul style="list-style-type: none"> - Public Transportation 	<p>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.</p>	<ul style="list-style-type: none"> - Relocate current bus transfer area from Getty Square to a linear facility along both sides of Riverdale Avenue. - 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. - 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.

DGEIS Section	Impacts	Mitigation			
	<ul style="list-style-type: none"> - Parking 	<p>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.</p>	<ul style="list-style-type: none"> - 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. - Revisit parking requirements for new development, focusing on reducing requirements or letting the market dictate how much parking is required. - Rely on private developments to provide new parking facilities, with the City in a partnership role. - Encourage the City to use appropriate pricing of parking facilities to better regulate demand. - In order to foster a successful bicycle network, the City should encourage or provide safe and convenient places for bicycles to park. 		
3.5	Air Quality and Noise		<ul style="list-style-type: none"> - Air Quality 	<p>The Proposed Action has the potential to result in approximately 14,829 new daily vehicle trips in and around the Downtown by 2025, which could result in increased CO₂ emissions; however, according to DEC overall levels of ozone have been declining in New York State as 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</p>	None

DGEIS Section	Impacts	Mitigation
	<p>to improve. The proposed Zoning Code amendments replace the existing I (Industrial) 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, industrial, research and technology-based uses, which would be less impactful than any new industrial uses occurring under existing zoning. 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. Compliance with the Green Building Standards will further improve air quality within the downtown.</p>	
	<p>- Noise</p>	<p>Similar to build-out under existing zoning.</p> <p>None</p>
<p>3.6</p>	<p>Socioeconomics</p>	
	<p>- Primary Impacts</p>	<p>Increase in residences and businesses in the area provide additional tax revenue and employment opportunities. The introduction of market rate housing in the Downtown Rezoning Area will have the benefit of creating more diversity in what has long been a low-income/high-poverty area. The City's affordable housing efforts are currently focused in the areas of Yonkers outside of the traditionally low-income Downtown in order to break a pattern of racial and economic segregation. The addition of the units allowed by the Proposed Action into the market will bring the Downtown closer to the income distribution of the rest of the City. Socioeconomic integration of this nature is believed to be beneficial.</p> <p>None</p>
	<p>- Secondary Impacts</p>	<p>Three types of secondary impact on the economy of Yonkers</p> <p>None</p>

DGEIS Section	Impacts	Mitigation
	<p>and Westchester County are expected as a result of the Proposed Action: 1) A temporary construction impact over the build-period ending in 2025; 2) A permanent/annual increase in household spending from occupancy of the proposed development by 2025; and 3) A permanent/annual increase in employment from new jobs generated and accommodated in the proposed development by full commercial operation and occupancy by 2025.</p>	
3.7	Community Facilities and Services	
	<p>- Police</p> <p>One aim of the Proposed Action is to transform Downtown Yonkers into a “24/7” mixed-use community with street level activity, which, if realized, would have a positive impact on the Yonkers Police Department and the City of Yonkers as a whole as the new development would result in additional “eyes on the street” and pedestrian-level activity potentially resulting in safer conditions within the downtown. However, it is estimated that the additional population could result in an increase in approximately 55 incidents or calls annually in the 3rd and 4th Precincts and could also result in an increase in response times. In order to meet this increase in demand and mitigate any impacts to response times, the Police Department would have to increase manpower and potentially buy additional equipment. The estimated \$3,082,670 in City tax revenues that would be generated by the Proposed Action if built-out as projected would serve to minimize and mitigate the financial impact of any new development on the Yonkers Police Department and portions of the projected tax revenue can be</p>	None

DGEIS Section	Impacts	Mitigation
	used to supplement the Police Department's budget.	
- Fire	It is anticipated that additional fire personnel and equipment will be required to meet the needs of an increased population in downtown. In addition, the Yonkers Fire Department has indicated the need to increase the number of Fire Companies from 18 to 21. The estimated \$3,082,670 in City tax revenues that would be generated by the Proposed Action if built-out as projected would serve to minimize and mitigate the financial impact of any new development on the Yonkers Fire Department and portions of the projected tax revenue can be used to supplement the Fire Department's budget.	None
- Emergency Services	With or without the Proposed Action, Empress Emergency Medical Services (the sole provider of ambulance service in the city) would need to periodically conduct a demand analysis to determine the number and location of ambulances needed to maintain the current level of service. The anticipated increase in demand of services would result in an increase in revenue for and employment opportunities with Empress Emergency Medical Services; no significantly adverse impacts on the provision of ambulance services will occur as a result of the proposed Zoning Code amendments. In addition, hospitals in the vicinity of the Downtown Rezoning Area have adequate capacity to handle any increase in demand for hospital bed space that may result from the Proposed Action.	None
- Public Schools	New development within the Downtown would mostly cater to young professional singles, couples with very few school age children, or empty nester families many of whom will be New	None

DGEIS Section	Impacts	Mitigation
	<p>York City-bound commuters, who want to live in a downtown setting, close to shopping, and mass transit. With or without the Proposed Action, enrollment in the School District is anticipated to increase. However, the increase in the residential population in the downtown would result in an additional 182 school age children, over and above what would occur under the existing zoning scenario (No Action) that would utilize the public schools. An additional 90 students would be likely to utilize private schools. The estimated \$7,504,085 in School District tax revenues that would be generated by the Proposed Action (if built-out as projected) are sufficient to offset the City’s cost to educate the students generated anticipated under the Proposed Action.</p>	
	<p>- Parks and Recreation</p> <p>An increase in the demand for open space and recreational facilities in the Downtown, the City of Yonkers and Westchester County is anticipated as a result of the Proposed Action. However, the City of Yonkers, and particularly the Downtown, is currently well-served for public parks and recreational facilities and will continue to be adequately served in the future with the Proposed Action. In addition, new open space/park resources are proposed within the Downtown including Larkin Plaza and the 8.4-acres of new open space proposed as part of the SFC project.</p>	None
3.8	Infrastructure, Utilities, and Stormwater Management	
	<p>- Water</p> <p>The projected water demand is an incremental increase of 650,839 gallons per day (GPD) under the Proposed Action. According to the Water Bureau, the City has sufficient water</p>	<p>The City of Yonkers Water Bureau is in the process of modeling the water distribution system, including the flow capacity and delivery of water within the</p>

DGEIS Section	Impacts	Mitigation
	<p>supply via the New York City Water Supply System. There is currently an issue with low flow capacity and reduced water pressure in some areas of the Downtown Rezoning Area. Any new development could have a negative impact on the city-wide water distribution system; however, flow capacity is an existing issue that extends beyond the Downtown Rezoning Area.</p>	<p>downtown and the city as a whole. The model, which is anticipated to be completed by the end of 2011, would help to identify specific problem areas within the City of Yonkers water distribution system.</p>
<ul style="list-style-type: none"> - Sewer 	<p>The projected sanitary demand is an incremental increase of 591,672 gallons per day (GPD) under the Proposed Action. According to the Yonkers Engineering Department, existing wastewater treatment facilities have sufficient capacity. It is possible that future city-wide impacts could occur, but these measures would be outside of the purview of the Proposed Action, which in and of itself, does not result in the construction of any future projects.</p>	<p>According the Yonkers Engineering Department, the City of Yonkers has a NYSDEC order of consent to conduct an inflow and infiltration system study, which would extend beyond and include the Downtown Rezoning Area. The inflow and infiltration contribution from any new project should be at a rate equal to the water flow of a new project with inflow and infiltration being paid for by the developer on a project by project basis. Future development projects also have the ability to implement low impact development stormwater management practices, for net-zero increase of stormwater into the City’s combined sewer system to help to reduce combined sanitary and stormwater sewer overflows.</p>
<ul style="list-style-type: none"> - Stormwater 	<p>The City currently has an old combined sanitary sewer and stormwater system, which results in continual maintenance. However, the City’s combined sewer system is an existing issue that extends beyond the Downtown Rezoning Area. During storm events, the excess combined sewage overflow is partially</p>	<p>Future development projects also have the ability to implement low impact development stormwater management practices, for net-zero increase of stormwater into the City’s combined sewer system to help to reduce combined sanitary and stormwater</p>

DGEIS Section	Impacts	Mitigation
	treated before being discharged into the Hudson River and it is possible that the design capacity of the Yonkers Joint Wastewater Treatment Plant may be exceeded during heavy storm events.	sewer overflows.
- Solid waste	The Proposed Action would result in increased demand for solid waste collection services. An estimated \$3,082,670 in City tax revenues would be generated by the Proposed Action if built-out as projected. This additional tax revenue would serve to minimize and mitigate the financial impact of any new development on the Yonkers Environmental Services Division and portions of the projected tax revenue can be used to supplement the department's budget.	None
3.9	Historic and Archeological Resources	
- Archeology	The Downtown Rezoning Area primarily consists of both developed and vacant land that has previously been developed. Much of the ground within the Downtown has previously been disturbed and it is therefore unlikely that any archeological artifacts remain within the previously disturbed portion of the Downtown.	None
- Historic Resources	The impact on National Register-listed, National Register-eligible, and locally significant historic structures and historic districts arising from adoption of the proposed Zoning Code Amendments are generally beneficial in nature because the Propose 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	None

DGEIS Section	Impacts	Mitigation	
	<p>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. In addition, the location of historic resources was considered in the placement of the various height districts.</p>		
4.3	Growth Inducing and Cumulative Impacts		
	- Transportation	See Section 3.4	N/A
	- Schools	See Section 3.7	N/A
	- Utilities	See Section 3.8	N/A

Sign Code Amendments

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 Amendments

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.

All existing structures would be exempt from the proposed parking amendments, 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.

1.5 Involved and Interested Agencies

Lead Agency and Involved Agencies

For this DGEIS, the Yonkers City Council is the lead agency. Under SEQR, the lead agency is responsible for coordinating the SEQR review process and discretionary decision making regarding the Proposed Action. As lead agency, the City Council is also responsible for preparing a determination of significance, determining the scope and adequacy of the DGEIS, coordinating the preparation of the Final GEIS, and preparing SEQR findings. As lead agency, the City Council has the authority to fund, approve, or directly undertake some aspect of the Proposed Action. The City Council is the only agency with the direct authority to approve the Proposed Action.

City Council (Lead Agency)

City of Yonkers

City Hall, 40 South Broadway

Yonkers, NY 10701

Contact: Chuck Lesnick, City Council President

New York State Department of State
Division of Coastal Resources
123 William Street
New York, NY 10038-3804
Contact: Jeff Zappieri

Interested Agencies

Unlike an involved agency, interested agencies do not have the authority to fund, approve, or directly undertake some aspect of the Proposed Action. Instead, interested agencies may contribute relevant scoping topics, submit written comments during the DGEIS comment period, and comment on the DGEIS at public hearings. For this DGEIS, interested agencies include the following:

City of Yonkers Planning Board
87 Nepperhan Avenue
Room 311
Yonkers, NY 10701-3892

Westchester County Planning Board
Westchester County Department of Planning
148 Martine Avenue, Room 432
White Plains, NY 10601-3311

1.6 Required Review and Approvals

- City of Yonkers City Council: Adoption of amendments to Yonkers City Code and Official Zoning Map
- New York State Department of State, Division of Coastal Resources: Coastal Zone Consistency Determination
- Westchester County Planning Board: §239-m advisory review

2.0 PROPOSED ACTION

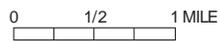
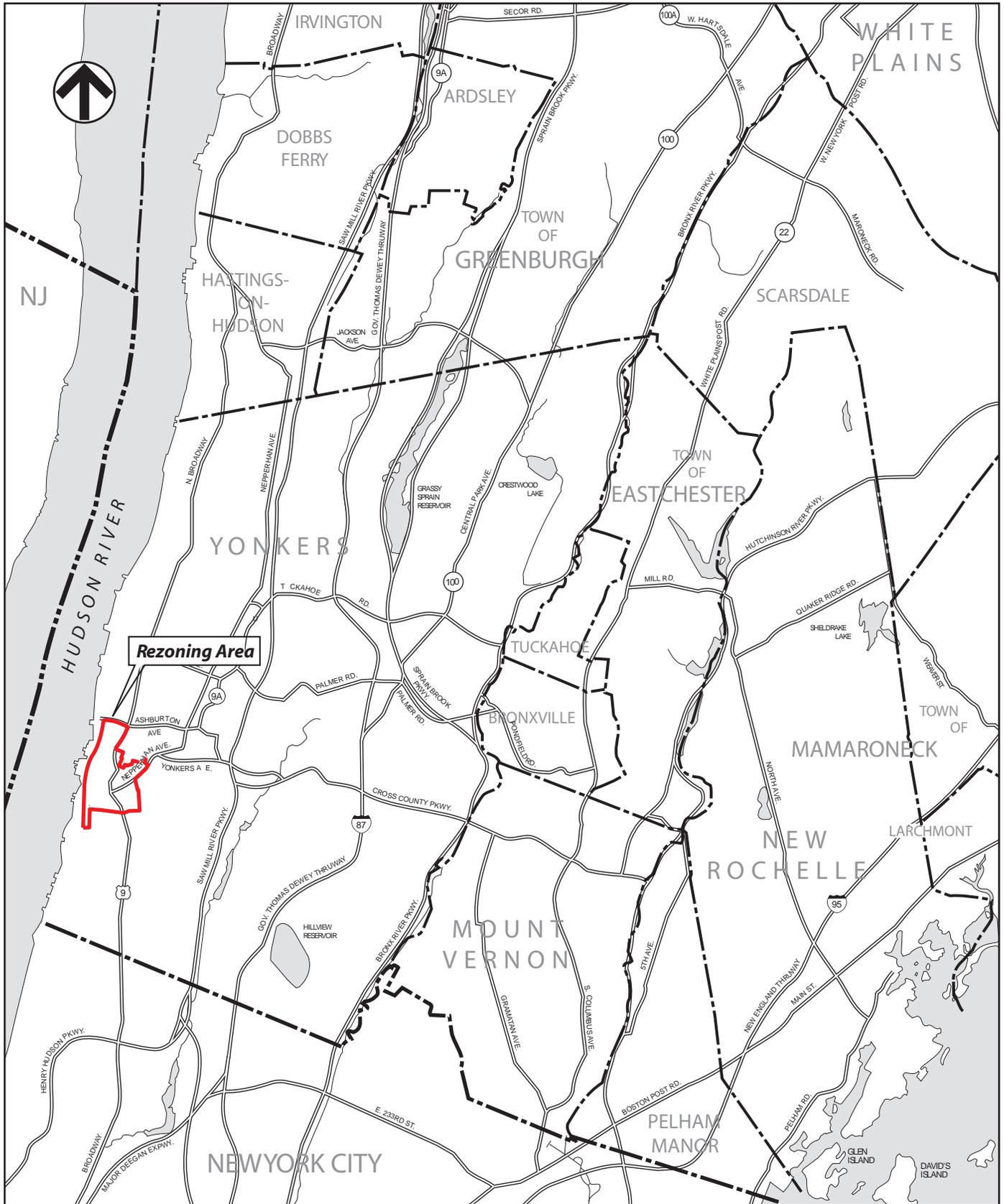
The City of Yonkers proposes to adopt amendments to the City of Yonkers Zoning Code (Chapter 43) and Zoning Map (See DGEIS Appendix A) with respect to Downtown Yonkers. In addition, the City proposes to adopt amendments to Chapter 47, Outdoor Signs, of the Yonkers City Code. These actions constitute the “Proposed Action.”

2.1 Rezoning Area Location and Description

The City of Yonkers is located on the east side of the Hudson River in Westchester County, New York. Yonkers borders the New York City borough of The Bronx and is approximately two miles north of Manhattan. The area affected by the Proposed Action is in the city’s downtown area in the southwestern portion of the City of Yonkers (“Downtown Rezoning Area”). (See Figure 2-1.)

The 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. (See Figure 2-2.)

Land use patterns in the Yonkers Downtown Rezoning Area reflect those of typical mid-sized cities. 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, and parking typical for an older urban setting. As shown in Table 2-1: Existing Generalized Land Use below, residential uses are the predominant land use, representing 28.6% of the Downtown Rezoning Area. Residential uses are followed by an “Other” category, which represents 24.6% 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 (16.4%), institutional/quasi-public/public (12.5%), industrial (8.5%), transportation/utilities (3.6%), mixed-use (1.9%), and parks/recreation (0.8%).



DOWNTOWN YONKERS REZONING DGEIS

FIGURE 2-1: REGIONAL LOCATION

YONKERS, NY

SOURCE: ALEXANDER STREET MASTER PLAN



Scale as shown

BFJ Planning

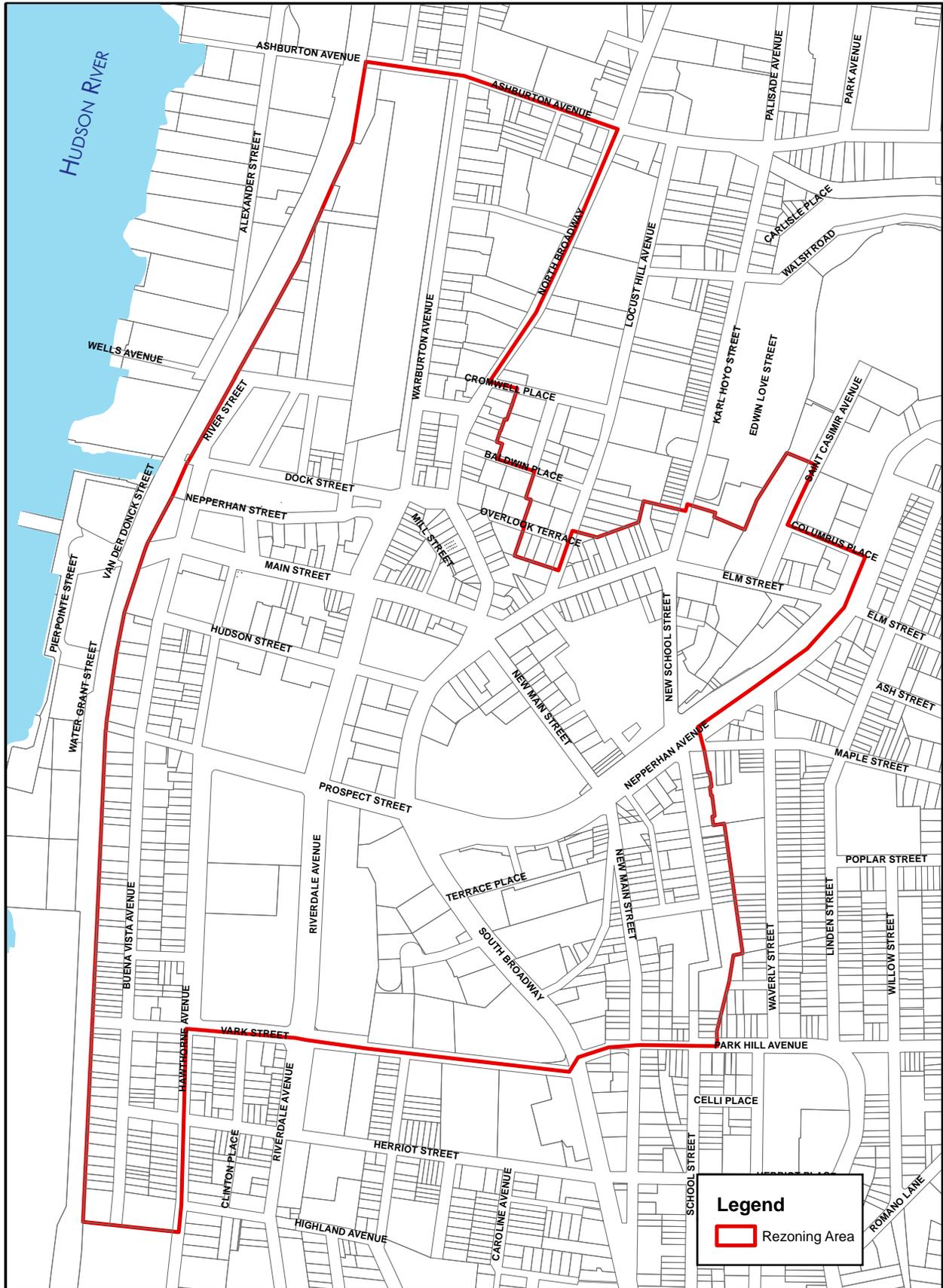


Table 2-1: Existing Generalized Land Use within Downtown Rezoning Area

Generalized Land Use Classification	Acreage	Percent of Downtown Rezoning Area
Residential		
One-Family	1.4	
Two-Family	2.6	
Three-Family	3.7	
Multifamily	34.4	
Multifamily - Senior Housing	0.6	
Other	0.6	
Total	43.2	28.6%
Commercial/Office		
Local Neighborhood	4.0	
General Business	6.9	
Office	13.1	
Restaurant/bar	0.6	
Total	24.7	16.4%
Mixed/Multiple Use		
	7.6	5.0%
Industrial		
Light Industrial/Warehouse/Storage	5.1	
Heavy Industrial	7.8	
Total	12.9	8.5%
Institutional/Quasi-Public/Public		
Hospital	2.3	
Other Health Facility	2.1	
Religious	7.3	
School	2.4	
Library	1.3	
Cultural	1.0	
Non-Profit	2.6	
Total	18.9	12.5%
Parks/Recreation		
	1.2	0.8%
Transportation/Utilities		
Parking Lot	2.7	
Parking Garage	0.5	
Road	1.8	
Utility	0.5	
Total	5.5	3.6%
Other		
Vacant	12.9	
Urban Renewal	4.7	
Miscellaneous	0.9	
Not Classified	18.6	
Total	37.1	24.6%
TOTAL	151.1	100.0%

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

2.2 Existing 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)¹. (See Figure 2-3.)

The existing bulk requirements within the Downtown Rezoning Area are shown below in Table 2-2. 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. In addition, downtown zoning contains provisions for large projects where a “designated development” contains at least 10 acres of land in aggregate. In these cases, the zoning permits heights up to 400 feet and reductions in parking based upon the expectations of multi-use trips by the patrons of these developments. (See Chapter 3.1 Land Use, Zoning, and Public Policy for further information on existing zoning.)

¹ The current zoning map for downtown shows two areas designated as PUR (Planned Urban Redevelopment designation). 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.

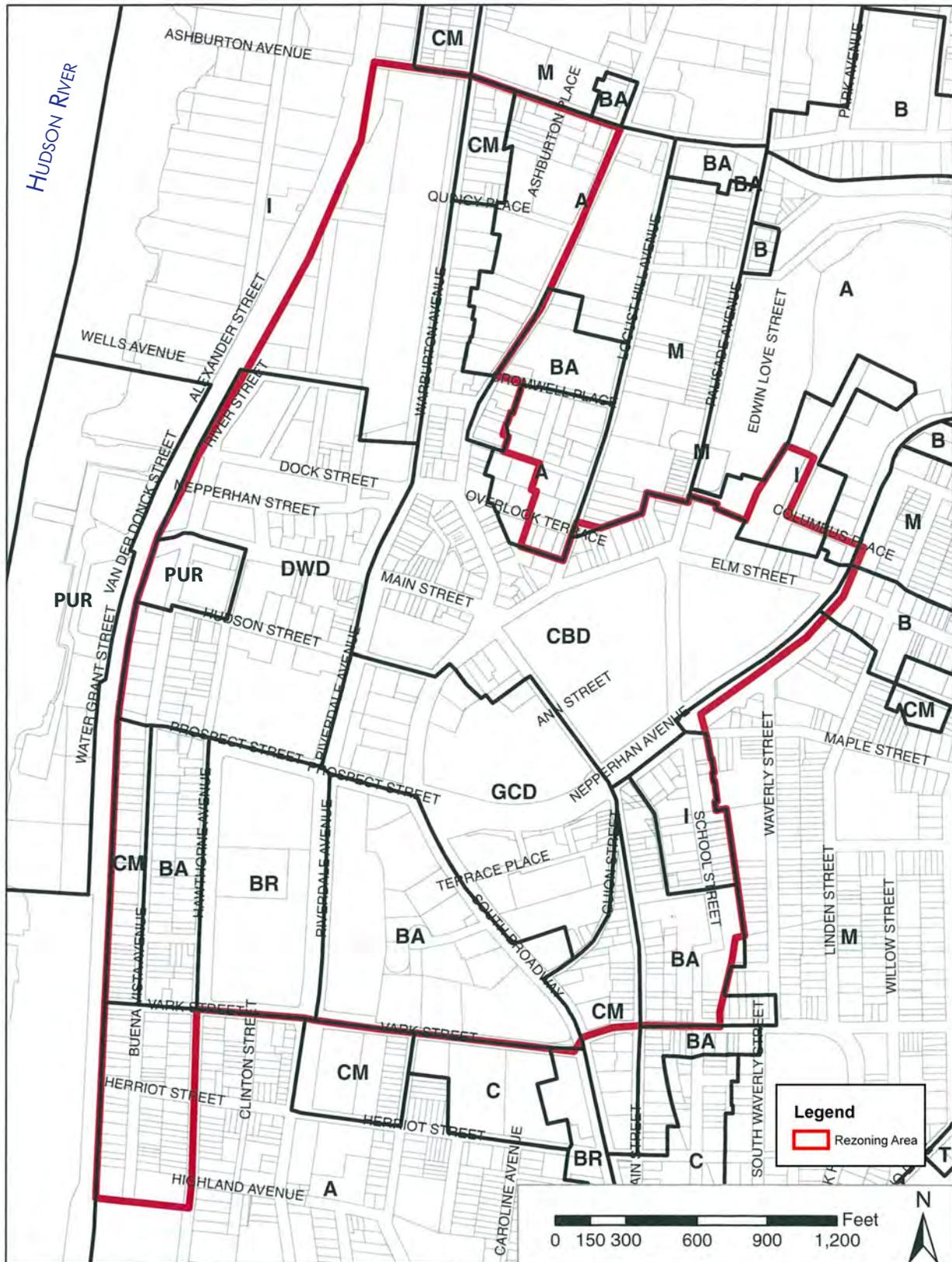


Table 2-2: Summary of Current Zoning Bulk Requirements

Zoning Districts	Min. Lot Area (sq. ft.)	Max. FAR	Max. Bldg. Coverage (%)	Max. Height (ft.)	Max. # of Stories
Residential					
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: --
Commercial/ Industrial					
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.	--
Downtown					
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 public alley or mapped street, including sidewalks, carriage way, etc.

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

2.3 Project Purpose, Needs, and Benefits

The Yonkers downtown is poised to become a dynamic and modern downtown with vibrant commercial businesses, unique and varied residential offerings and exciting destination retail and entertainment offerings that will include sports, theatre and cultural events. With the recent approval of the one billion dollar Struever Fidelco Cappelli LLC (SFC) project (including the Palisade Point, River Park Center, and Cacace Center developments) and the daylighting of the Saw Mill River to create a signature center city river park, the City of Yonkers is anticipating further demand for growth and is seeking to further define its future downtown identity and to create a plan for the physical, legal, and programming needs to create the Yonkers downtown of the future.

The City of Yonkers has a history of comprehensive planning efforts to revitalize its 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 the SFC development project, the Buena Vista Teutonia Planned Urban Redevelopment project, and Warburton Riverview Workforce Housing project, which have reinforced this idea.

In recent years, zoning use restrictions, bulk restrictions, and parking regulations have prevented the mixed-use development potential that is typical of downtown areas. The vision for Downtown Yonkers, which has been supported by Yonkers residents and business owners throughout the downtown rezoning study, has remained the same. This vision is to continue to revitalize the City's core with a mix of uses and densities using design standards to create an attractive downtown.

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. 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.

The Zoning Code amendments also aim to preserve and enhance existing residential and industrial neighborhoods by continuing the development patterns of these areas established in the mid- to late-19th and early-20th centuries and by establishing design criteria for new development. Finally, the proposed amendments take into consideration the close proximity of public transit, the downtown's accessibility to the region's core, and existing infrastructure and utilities.

2.4 Description of the Proposed Action

As described above, 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.

Zoning Amendments

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. 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. (See below for a description of bulk and setback requirements and design standards. See Chapter 3.1 Land Use, Zoning, and Public Policy for a description of the proposed amendments to the Sign Code, definitions, parking, and use 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. A description of each proposed zoning district is provided below. (See Figure 2-4 for a map of the proposed zoning. See Appendix A for a copy of the Zoning Code amendments, which include a schedule of permitted uses.)

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 Chapter 3.1 for a list and map of the designated Key Streets.)

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.

Bulk Requirements

The proposed Zoning Code amendments include new bulk and setback requirements. As shown in Table 2-3: 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, in certain locations (see Figure 2-5), 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 2-3: Schedule of Bulk Requirements (D-MX and D-IRT Districts)

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

Notes:

1. See DGEIS Figure 2-6 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 2-4 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 height 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.

In the UR-HD district, the maximum building height is 66 feet and may range up to 150 feet in certain locations. Apartments in the UR-MD District may reach five stories/50 feet in height. (See Chapter 3.0 Environmental Setting, Potential Impacts, and Mitigation for further zoning analysis.)

Table 2-4: 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
BULK							
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 2-5)	3 stories & 36'
Minimum Building Height	-	-	-	-	-	25' and 2 stories	-
Maximum Building Coverage	40%	40%	40%	50%	70%	-	40%
SETBACKS							
Minimum Front Setback	5'	5'	5'	5'	5'	-	5'
Maximum Front Setback	20'	20'	20'	20'	20'	See DGEIS Figure 2-6, 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 2-6. 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 2-6 for additional setback requirements.

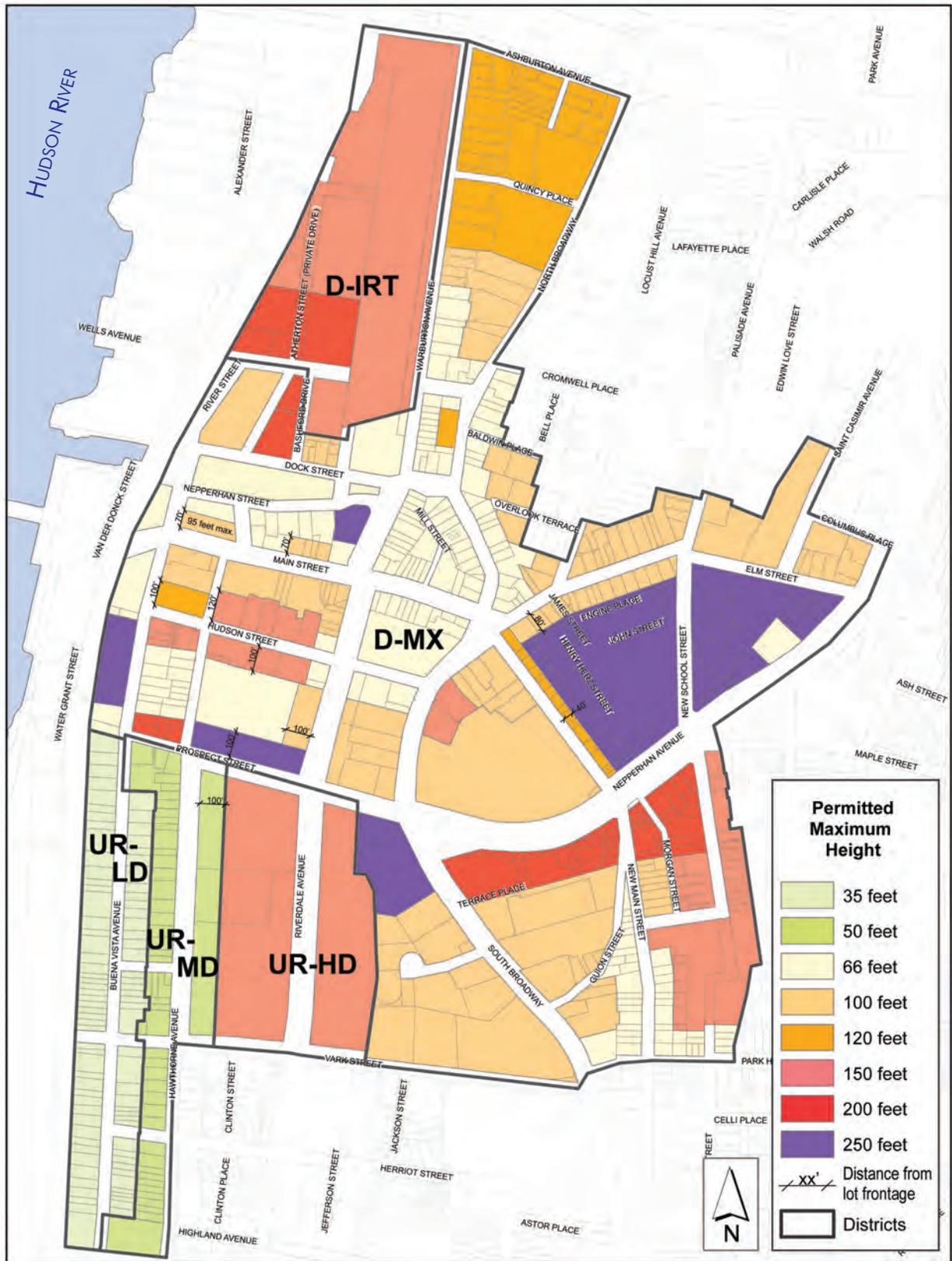


FIGURE 2-5: PROPOSED DOWNTOWN BUILDING HEIGHTS



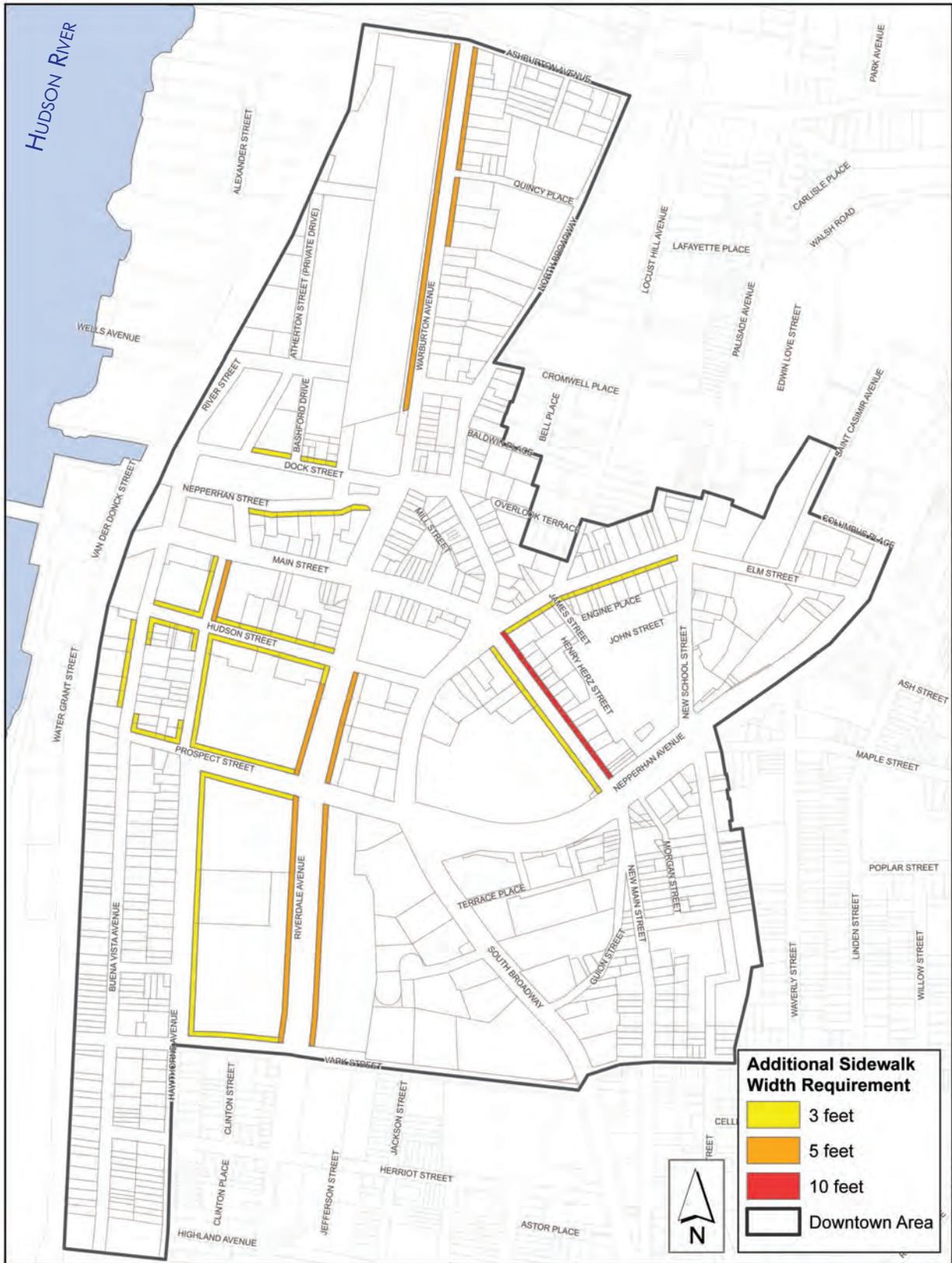


FIGURE 2-6: ADDITIONAL SIDEWALK WIDTH REQUIREMENT



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. The provisions of the City of Yonkers’ Green Building Standards shall also 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. (See Chapter 3.0 Environmental Setting, Potential Impacts, and Mitigation for further analysis of the proposed design standards.)

2.5 Development Scenarios

2.5.1 Build-Out Analysis

A build-out analysis for the proposed rezoning area has been undertaken as part of this DGEIS. The purpose of this build-out analysis is to compare the growth under existing zoning with the proposed zoning. A build-out analysis is a hypothetical development projection assuming that all potential sites under a given zoning scenario are built-out. As a practical reality this does not occur due to such factors as market conditions, interlocking ownership, other complicated real estate/legal issues, and inheritance issues. A hypothetical build-out has no end date for achieving the projected growth. Under the build-out, development would occur indefinitely into the future.

The following build-out analysis was conducted by the City of Yonkers Department of Planning and Development and addresses the maximum potential development build-out of the proposed Zoning Code amendments, compared to the maximum potential development that could occur as a result of the continued use of the City’s existing Zoning Code regulations.

The result of the build-out projection was a maximum practical build-out of 8.4 million square feet under the existing Zoning Code and 19.8 million square feet under the proposed Zoning Code amendments. This represents a difference of 11.4 million square feet. (See Appendix B for memorandum pertaining to the methodology, assumptions, and results of this build-out analysis.)

The New York State Environmental Quality Review Act (SEQR) requires that a DGEIS analyze the difference between the impacts that could occur as a result of the continued use of the existing Zoning Code (“No Action”) and those that could occur from the adoption of the proposed Zoning Code amendments (“Proposed Action”) within a specified timeframe or build year. A build year is normally 10 to 15 years into the future as this is a reasonable horizon within which to make market projections. The City has used 2025 as the build year for this DGEIS. Sections 2.5.2 and 2.5.3 below discuss the existing zoning and the proposed zoning for a build year of 2025.

2.5.2 No Action

The following development projections represent increases in dwelling units and commercial square footage increases based on market projections based on the continued use of the existing Zoning Code, which represents the No Action condition. This development scenario is based on the New York Metropolitan Transportation Council (NYMTC) Transportation Analysis Zone (TAZ) Distribution Model for Westchester County, which was updated to reflect current conditions in Downtown Yonkers in terms of vacant land/soft sites, recently constructed developments and those in the pipeline, and 2010 U.S. Census data.

Methodology and Assumptions

The NYMTC model was run by Urbanomics² to determine 2010 and 2025 population and employment projections for the Downtown and Yonkers as a whole. (See Appendix C.) The incremental change in population and employment from 2010 to 2025 was then applied to the 2010 Census 100% population count and the 2010 estimate³ of employment, respectively.

The revised distribution of the market population and employment forecasts yielded an expected gain of 15,381 people and 10,158 jobs in Yonkers as a whole between 2010 and 2025. The Downtown census tracts account for 4,317 of these people and 2,713 of these jobs as distributed under current patterns. The additional floorspace required to accommodate these new households and jobs was then determined by dividing the population increment by average household size to achieve the number of new dwelling units and then by applying average floorspace multipliers to the number of new dwelling units and the number of new workers.

The following assumptions were made while running the NYMTC model:

- 2025 development year
- Total market floorspace demand includes major projects already approved for development (e.g. SFC project = 2.6 million square feet)
- Square feet required by the Yonkers Zoning Code for parking is excluded
- Average dwelling unit floorspace: 1,100 square feet⁴
- Average floorspace per worker: 375 square feet⁵

² Urbanomics is an Women-Owned Business Enterprise specializing in n the areas of economics, public finance, and urban planning. Urbanomics is an affiliate of BFJ Planning.

³ To determine 2010 employment: 2009-2010 Yonkers LWIA employment change from the New York State Department of Labor was applied to the Census tract level employment estimates extracted from the Longitudinal Employer Household Dataset (LEHD).

⁴ City of Yonkers calculations. Includes common and utility areas of apartment buildings.

⁵ Urbanomics estimations for Westchester County

NYMTC Model Results for No Action Condition

The NYMTC model projections result in 1,840,581 square feet of new residential floor area and 1,673 new dwelling units (between 2010 and 2025) under natural increases based on market demand under the existing Zoning Code. Within the same timeframe, 1,017,375 square feet of new commercial floorspace is also projected. These results represent the No Action condition and are reasonable projections within the 2010 to 2025 timeframe.

2.5.3 Proposed Action

The following development projections are based on the Robert Charles Lesser & Co. (RCLCO) market study, titled “Market Overview and Development Forecast for Downtown Yonkers” (dated September 30, 2010). (See Appendix D.) The RCLCO projections represent the reasonable worst case development scenario that would occur as a result of the adoption of the proposed Zoning Code amendments, which represents the Proposed Action condition. The projections are based on a market capture analysis that determined the potential for capturing additional commercial establishments and residential units in Downtown Yonkers. This reasonable worst case development scenario is based on desirable community outcomes from a draft vision plan for Downtown Yonkers, dated October 2010 and titled “Rezoning for Downtown Yonkers” (see Appendix E) by Urban Design Associates. The proposed Zoning Code amendments were drafted in support of this vision and in light of the RCLCO projections.

Methodology and Assumptions

RCLCO determined three development outcomes based on a do nothing approach to supporting new commercial development (“non-intervention”), some intervention to support new commercial development (“intervention”), and “aggressive” intervention. For this DGEIS, the aggressive projections were used. For the aggressive projections, RCLCO utilized a one percent retail capture rate within a five mile radius of Downtown Yonkers. The retail capture was then added to projections for other commercial uses, including research and development, professional and medical office, and educational, and the total projected square feet of commercial development was determined. Similar to Urbanomics’ analysis for the No Action condition, the SFC project was included in the total market floorspace demand. Also similar to Urbanomics’ projections, 1,100 square was used for the average dwelling unit size when projecting the total number of dwelling units.

RCLCO Results for Proposed Action

The RCLCO projections result in 3,355,000 square feet of new residential floor area and 3,050 new dwelling units (between 2010 and 2021) based on the market demand and vision for Downtown Yonkers expressed in the proposed Zoning Code amendments. Within the same timeframe, 2,576,706 square feet of new commercial floorspace is projected. These results

represent the Proposed Action condition in which the proposed Zoning Code Amendments are adopted, and are reasonable worst case projections within the 2010 to 2021 timeframe.

2.5.4 SEQR Increment Analysis

The incremental increase from the projected development under No Action (Build-out under existing Zoning) to the projected development under the Proposed Action is shown in Table 2-5. This analysis satisfies SEQR’s requirement to evaluate the reasonable worst case impacts from the Proposed Action.

The Proposed Action results in an incremental increase of 1,377 dwelling units and 1,559,331 square feet of commercial floorspace as compared to the No Action condition. For this DGEIS, the impacts from these incremental increases are evaluated throughout Chapter 3.0 Environmental Setting, Potential Impacts, and Mitigation.

Table 2-5: No Action v. Proposed Action Development Scenarios - Increment

	No Action (Existing Zoning)¹	Proposed Action (Proposed Zoning) (2010-2021)²	Increment
Residential			
Residential Floorspace (SF)	1,840,581	3,355,000	1,514,419
Number of Dwelling Units ³	1,673	3,050	1,377
Commercial			
Commercial Floorspace (SF)	1,017,375	2,576,706	1,559,331
Total SF⁴	2,857,956	5,931,706	3,073,750

Notes:

1. Based on projections by Urbanomics from 2010-2025.
2. Based on projections by Robert Charles Lesser & Co (RCLCO) from 2010-2021.
3. Average dwelling unit size = 1,100 square feet.
4. Excludes square feet required for parking.

2.6 Involved and Interested Agencies

Lead Agency and Involved Agencies

For this DGEIS, the Yonkers City Council is the lead agency. Under SEQR, the lead agency is responsible for coordinating the SEQR review process and discretionary decision making regarding the Proposed Action. As lead agency, the City Council is also responsible for preparing a determination of significance, determining the scope and adequacy of the DGEIS, coordinating the preparation of the Final GEIS, and preparing SEQR findings. As lead agency, the City Council has the authority to fund, approve, or directly undertake some aspect of the Proposed Action. The City Council is the only agency with the direct authority to approve the Proposed Action.

City Council (Lead Agency)

City of Yonkers

City Hall, 40 South Broadway

Yonkers, NY 10701

Contact: Chuck Lesnick, City Council President

New York State Department of State

Division of Coastal Resources

123 William Street

New York, NY 10038-3804

Contact: Jeff Zappieri

Interested Agencies

Unlike an involved agency, interested agencies do not have the authority to fund, approve, or directly undertake some aspect of the Proposed Action. Instead, interested agencies may contribute relevant scoping topics, submit written comments during the DGEIS comment period, and comment on the DGEIS at public hearings. For this DGEIS, interested agencies include the following:

City of Yonkers Planning Board

87 Nepperhan Avenue

Room 311

Yonkers, NY 10701-3892

Westchester County Planning Board

Westchester County Department of Planning

148 Martine Avenue, Room 432

White Plains, NY 10601-3311

2.7 Required Review and Approvals

- City of Yonkers City Council: Adoption of amendments to Yonkers City Code and Official Zoning Map
- New York State Department of State, Division of Coastal Resources: Coastal Zone Consistency Determination
- Westchester County Planning Board: §239-m advisory review