"YONKERS RISING"
Site Plan Application
Warburton Avenue, Nepperhan Street, Market Place & Main Street
City of Yonkers, Westchester County, New York

EXPANDED ENVIRONMENTAL ASSESSMENT FORM
SEQR Full Environmental Assessment Form (EAF) and Supplemental Studies

Lead Agency:
CITY OF YONKERS PLANNING BOARD
87 Nepperhan Avenue, Yonkers, NY 10701-3892
Contact: Lee Ellman, AICP, Planning Director
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August 20, 2012
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EXPANDED ENVIRONMENTAL ASSESSMENT FORM

Yonkers Rising
Site Plan Application

PROJECT DESCRIPTION

Introduction

The Environmental Assessment Form (EAF) examines the environmental implications of the proposed redevelopment of a major portion of a City block bordered by Warburton Avenue (NYS Route 9), Nepperhan Street, Market Place and Main Street in downtown Yonkers. The proposed Mixed-Use project as currently planned will conform to the D-MX Downtown Mixed-Use District zoning recently established for the downtown area by the City of Yonkers.

The “Project Site” is wholly owned by or under the control of Rising Development-Yonkers LLC, the “Applicant” for Site Plan Approval. The project site encompasses approximately 1.36 acres (most of one city block) located in the City of Yonkers, Westchester County, New York. The “Proposed Action”, called “Yonkers Rising”, will include new construction of a high-rise building to house residential apartments and retail spaces at the corner of Warburton Avenue and Nepperhan Street, and a low-rise building to house retail and office spaces along Nepperhan Street facing the newly rebuilt City park in the former Larkin Plaza (Saw Mill River Daylighting Project).

Each building will include internal parking to service its needs, with points of access onto Warburton and Market. The proposed redevelopment will necessitate demolition of nearly all buildings on the applicant’s holdings, the majority of which are currently vacant. The buildings at 41 Main and 49 Main are planned for redevelopment at some future time (and are considered to be redeveloped in this environmental assessment) but are proposed to remain as is under the current plan.

Rising Development-Yonkers LLC is the project sponsor. The City of Yonkers Planning Board is anticipated to be the lead agency for this application, since the primary action will be approvals of site plan and lot line amendments.

This EAF has been prepared in accordance with Section 8-0101 of New York State Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation thereunder which appear at 6 NYCRR Part 617 (known as the New York State Environmental Quality Review Act, “SEQRA”, or “SEQR”). The SEQR Full Environmental Assessment Form is included in this document along with supplemental studies intended to assist the SEQR lead agency and other potential regulatory agencies (“involved agencies”) in making a determination whether the proposed action would likely result in any potentially significant environmental impacts. While some of the information and graphics in this document is conceptual in nature, the analyses, illustrations, and maps provided herein have been advanced in sufficient detail to assess the extent of potential environmental impacts.
EAF Parts 1, 2 and 3 have been prepared to describe the potential environmental effects of the proposed action. EAF Part 3 includes narratives regarding the relevant issues of concern identified in Part 2.

1.0 DESCRIPTION OF THE PROPOSED ACTION

1.1 Project Location, Land Use and Area Characteristics

The site of the proposed action encompasses existing buildings covering the majority of a city block in downtown Yonkers, between Nepperhan Street and Main Street. The subject property consists of seven tax parcels. Tax Map designations are: Section 2, Block 2002, Lots 1, 3, 6, 10.54, 12, 16, and 19.¹ Site Location Map, Figure 1, shows the location of the site and its immediate surroundings on a topographic map. Figures 2 and 3 illustrate a recent aerial photograph and the tax lots in the site area.

The subject property covers approximately 1.36 acres of developed land which gently slopes down some 20 feet in elevation from east to west. At present, the existing development consists of 1-, 2- and 3-story structures and a parking lot, surrounded by sidewalks or other privately owned buildings. There are no open spaces or vegetated areas, nor any natural resources, of any appreciable size on the project site. (The project site is essentially 100 percent covered by impervious surfaces.) There is approximately 88,360 gross square feet of total available building floor area on the site, of which some 77 percent is presently vacant. Uses on the project site include approximately 72,553 square feet of retail space and 15,806 square feet of office space in the existing buildings plus a 7,900 square foot parking lot.

Land use in the surrounding area comprises a mix of uses, and predominantly includes institutional, commercial/retail, offices, and residential uses, in addition to the expanded public park at Larkin Plaza. Trends in redevelopment in the downtown appear to include all of these uses.

The project site is located immediately opposite Larkin Plaza, a City-owned parcel which recently underwent a complete redevelopment to daylight a portion of the Saw Mill River which had been covered in an underground culvert for the past 70+ years. The site is also one block away from the Yonkers Metro-North train station and within easy walking distance to the shore of the Hudson River.

Recent Downtown Rezoning

The downtown area surrounding the project site was the subject of a thorough zoning review by the City, which culminated in the adoption of amendments to the City of Yonkers Zoning Code and Zoning Map for Downtown Yonkers in late 2011. The zoning changes were formulated as a guide for development in Downtown Yonkers according to selected urban design schemes and land use controls based on specific design standards and the creation of a modified form-based zoning. The intent was to place building height and density in specific locations that would limit impacts on historic buildings and open spaces while providing for a wide range of mixed uses in the downtown.² Figure 4 shows the resulting rezoning designations, and highlights the site location within the downtown area.

¹ Tax Lot 10.54 encompasses four building lots: 10, 40, 41 and 54.
² City of Yonkers, Draft Generic Environmental Impact Statement, Downtown Yonkers Rezoning, accepted October 11, 2011.
A full environmental review pursuant to SEQR of the downtown Yonkers rezoning was completed in 2011 and the DGEIS and FGEIS presented a comprehensive assessment of the potential impacts associated with the rezoning. The environmental review included evaluation of the subject property, envisioning development of the property much like what is now proposed, as well as potential development in surrounding neighborhoods. The rezoning that was adopted for the subject site and its environs reflects the same level of potential development as was evaluated in the environmental review. For these reasons, the City has indicated to the applicant that a site-specific environmental review for the Yonkers Rising project can utilize the prior SEQR documentation that is applicable to the proposed project, and expand on it with project specifics to the extent required to demonstrate project conformance to the rezoning envisioned by the City.

1.2 Description of Proposed Action

Mixed Use Project

Rising Development-Yonkers LLC proposes to construct a Mixed-Use project that complies with the D-MX Downtown Mixed-Use District zoning recently established for the downtown area by the City of Yonkers. The project is advantageously situated such that it can provide a pedestrian-oriented commercial environment for a variety of uses, and will provide places of work, opportunities for commercial/retail/office and service businesses, dining and entertainment activities open to the public, and places of residence in very close proximity to mass transit.

The project proposes a 24-story (high-rise) building with retail spaces on the ground and first floors at the corner of Warburton Avenue and Nepperhan Street and the upper floors with residential apartments, and a parking garage internal to the building to service its needs with a point of access onto Warburton Avenue. A 7-story (low-rise) building is also proposed with retail spaces on the first and second floors along Nepperhan Street and the upper floors with office spaces, and a parking garage internal to the building to service its needs with a point of access onto Market Place. The two buildings will be designed with a similar architectural style and appearance; however to accommodate the grade change over the project site the buildings will function as two separate buildings.

The project will face the newly rebuilt City park in the former Larkin Plaza (Saw Mill River Daylighting Project) and has been designed specifically to complement this new downtown environment with both its proposed uses and its architecture. Three architectural renderings at the beginning of the Figures section illustrate the project design in the context of the surrounding development including the new City park.

Two hundred thirty-three (233) dwelling units are proposed in the high-rise building on approximately 0.75 acres of land (a residential density of 312 units/acre). The building will include 24 studio, 163 1-bedroom and 46 2-bedroom apartments, as well as amenity space (such as a fitness room) and a rooftop garden terrace and green roof on the lower portion of the building housing the garage. Floor layouts of the high-rise building are shown in the architectural drawings in Appendix B.

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3 Existing zoning is form-based zoning and does not regulate unit density.
Commercial/retail storefront spaces are proposed in both buildings at the street level and commercial/office spaces are proposed in the upper floors of the low-rise building. In total, the non-residential gross leasable floor area will be approximately 116,283 square feet, and will be rented for retail stores, restaurants and cafes, general office uses, and medical/dental offices. Floor layouts of the low-rise building are shown in the architectural drawings in Appendix B.

Zoning Compliance, Project Design and Context, and Shadows

The proposed project is designed to comply with all requirements of the D-MX District. Allowable building height in the D-MX district is 66 feet, unless otherwise indicated on the Downtown Height Map in the City zoning code. For the subject site, a building height of up to 250 feet is allowed at the corner of Warburton Avenue and Nepperhan Street and up to 100 feet is allowed for the two Main Street properties. A 3-foot sidewalk setback is required for buildings on Nepperhan Street, and various front and rear yard setbacks apply. Additionally, the residential high-rise ("tower" as defined in the Code) is subject to a maximum building footprint of 12,000 square feet. The drawings in Appendix C illustrate where these code requirements apply to the subject site.

The City zoning code includes a number of architectural design standards for new buildings in the Downtown District relating to the articulation of the base, middle and top of building façades and building massing. A presentation to the City Planning Board in July 2012 by the project architect reviewed a number of features that are being meticulously incorporated into the project design to exhibit the "look" of the downtown redevelopment that is desired by the City. Particular attention is being paid to the prominence of the project, both horizontally and vertically, when viewed from the public spaces in the adjacent, new City park. (Graphics from the architect's presentation are provided herein.)

The project architect has elaborated on particular elements considered in the preliminary project design in Appendix D, including discussion of the project context, existing building features and historic precedents in the downtown that are reflected in the design concept. Relative to the proposed tower, the following zoning stipulations are applicable to the subject proposal and are addressed by the project as proposed.

- Towers located along Nepperhan Street, Prospect Street, Main Street, Hudson Street and Dock Street should be sited to maximize the view corridor toward the Hudson River from public right-of-way and public open spaces.

- Buildings located on corners on Nepperhan Street, Nepperhan Avenue, Manor House Square, Main Street, Riverdale Avenue, Warburton Avenue, and North and South Broadway within the Downtown Districts must use architectural massing to define corners through prominent decorative features such as turrets, rounded facades, chamfered corners or other massing characteristics.

Additionally, the streetscape design is intended to influence the everyday experiences of passers-by in the downtown. Detailed designs for the street-level features will be developed as the project design progresses with input from the City. It is anticipated that the Yonkers Rising streetscapes will include sidewalk awnings that provide shade for pedestrians and colorful storefront identification, tree planting and other urban amenities such as benches, ornamental lighting, bicycle racks, and the like to contribute to a vibrant downtown atmosphere.

A series of architectural plans, elevations and site renderings are provided in Appendices B and C that illustrate how the project design addresses the new downtown zoning of the City. All of
the applicable zoning requirements are met in the applicant’s proposed plan and no zoning variances or waivers are presently anticipated for the project.

The proposed Yonkers Rising high-rise will be one story lower than the build-out plan evaluated in the City’s Generic Environmental Impact Statement (GEIS) for the rezoning of the downtown area. That study assessed the visual aspects of potential full development of the downtown, including a build-out scenario that represented a project of similar scale to the proposed Yonkers Rising project, except that its tower was one story higher than the proposed tower. In particular the GEIS included a shadow study for development of the project site, including a 25-story tower, demonstrating that such a project would not result in any potentially significant adverse environmental impacts. Likewise, the shadow analysis in the GEIS demonstrated that the proposed Yonkers Rising project will not have potentially significant adverse shadow impacts on historical resources or open spaces. Section 3.4 of this EAF provides further description of these effects; the Shadow Diagrams from the GEIS are duplicated in Appendix H.4

**Access, Parking and Impact on Traffic**

Each proposed building will include a state-of-the-art, automated parking garage designed to service the uses within the building. Separate access points (each with ingress and egress) are proposed from Warburton Avenue and from Market Place. The parking system being considered will include a turntable where the driver will leave his/her car, and a mechanism that will mechanically lift and transport each car to a storage space. At the owner’s signal, the system automatically retrieves the car, leaving it ready for departure at the turntable by the parking lobby. The architect’s plans in Appendix B show the general layout of the parking system. The high-rise building is proposed to include parking spaces for 300 vehicles; the low-rise building is proposed to include 168 spaces. The requisite loading spaces will be incorporated with the entry levels of each garage.

The project architect’s tabulation of the parking requirements relating to the proposed uses is provided below, including consideration of parking credits pursuant to §43-224B.1. of the City Code, and shared parking between the different uses pursuant to §43-132 and 43-44.

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4 City of Yonkers, *Draft Generic Environmental Impact Statement, Downtown Yonkers Rezoning*, accepted October 11, 2011. As shown in the figures in Appendix H: “Proposed Action” = full build according to the rezoning. "No Action" = full build according to the prior zoning.

Yonkers Rising – Expanded EAF
1-5
The City zoning allows parking credits for new construction in the D-MX district. The project has applied a credit of ten (10) parking spaces for each building.

The City zoning allows for shared parking in meeting the parking requirement of proposed uses, subject to authorization by the Planning Board. The number of parking spaces to be provided in the project garages for project tenants (the residents and retail and office workers) has been calculated based on the City's zoning requirements and each of the two proposed parking garages exceeds the stated minimum requirement for that building without provision of shared parking. Required parking for the two Main Street buildings is also proposed to be accommodated in the two parking structures, with some 64 spaces in the garage for the high-rise to be shared between uses. The applicant requests approval of shared parking and will provide credible evidence that the accumulated parking demand of the affected uses will not exceed the capacity of the garage.

Opportunity for shared overnight parking also exists in the low-rise parking garage when it will have least demand by its commercial users. The mechanized garage proposed can effectively monitor parking utilization and its users so that the applicant will likely be able to offer this additional parking capacity via permits once the building is operational.

The applicant has evaluated the local area traffic relative to the project proposal. The traffic impact study is included in Appendix E (text and some figures in hardcopy appendix and the full technical report on the accompanying CD).

Utilities

A Stormwater Pollution Prevention Plan (SWPPP) has been prepared for the project in accordance with NYSDEC requirements for a site-specific design for stormwater management.
in the project. The draft SWPPP is included in Appendix G (text and figures in the hardcopy appendix and the full technical report on the accompanying CD).

The project site is located in the developed area of downtown Yonkers with existing infrastructure connections in adjoining streets, including new, separate sanitary and storm sewer lines. The project will eliminate existing outdated connections to combined sanitary and storm sewers and will connect to separate utility systems. Additionally, the project will contribute its fair share to improve sewer infiltration and inflow ("I&I") issues in existing off-site infrastructure.

Preliminary utility plans have been prepared showing drainage and stormwater management, and the primary utilities that will serve the project (water, sewer and electricity/telecommunications). The City Buildings Department has provided information relative to the available capacities of municipal services, from which the applicant will design the connections and various details for proper services to the buildings. These systems will be subject of further review by the City as the necessary details are worked out. At present there is adequate capacity in the existing water and sewer supplies to service the project without significant adverse effect.

**Smart Growth**

As a redevelopment site the project takes advantage of its smart location in an active downtown area of mixed uses and connections to nearby mass transit. The urban setting avoids adverse interaction with the natural environment to a large extent (for example endangered species, ecological communities, wetlands, and erodible slopes issues). By its very location the project will encourage reduced automobile usage and provide walkable connections to existing neighborhood shops, services and facilities. It will be adjacent to the new public open space resource at Larkin Plaza.

The proposed project will incorporate a reduced parking footprint by integrating automated parking facilities for its tenants, and utilize the rooftop of the parking structure of the high-rise for a rooftop garden terrace and green roof. Benefits of automated parking typically include at least 1/3 less volume of building, reduced risk of crime, vehicle air pollution and fuel usage, lower construction and maintenance /operating costs, and a structure with a longer lifespan compared to a conventional parking structure. Additionally the project will incorporate modern systems that will realize building energy efficiencies including high performance roofing and glazing systems, low flow water fixtures, Energy Star electrical fixtures, and high efficiency HVAC and lighting systems. The project will have space to include bicycle storage for its tenants (both residential and commercial).

The Yonkers Rising project will result in mixed uses aligned with the City's strategic vision for the revitalization of downtown Yonkers. First, the project is committed to enhancing the appearance and vitality of the new public open space and Main Street in the downtown. Second, the project will create retail locations of the variety espoused by the City's strategic vision of cafes and small local retailers that will form the basis of a sustainable local economy. Third, the project will create modern residential space suitable to a diverse array of residents currently underserved by the underdeveloped housing in the downtown area. Additionally, Yonkers Rising will produce substantial jobs with the greatest benefit concentrated in urban Yonkers.
Construction Effects

Development of the Yonkers Rising project will be conducted in a single, continuous construction phase which is anticipated to commence in late 2013 and continue for approximately 24 months. Demolition of the existing buildings in their entirety will include the removal and disposal of all demolition products in accordance with applicable regulations.

A project-specific Construction Management Plan (CMP) will be developed for this project that will outline the overall plan for construction operations of the project and associated works. The contents of this document will include a brief description of the project, planned project sequencing, an overview of the Environment, Health & Safety Plan for the project, and project-specific Waste, Stormwater, Noise and Vibration, Air, Traffic and Parking and Conservation Management Plans. As part of the project sensitivity to Smart Growth, the construction management plan will require pollution prevention measures and implementation of best management practices (BMPs) specific to the project site.

The anticipated schedule of construction will commence with site preparation (including public safety barriers, traffic controls and the like), followed by building demolition and removal of debris (generally from east to west), then staging of cranes and other equipment prior to the construction of the buildings (again, generally from east to west, starting with the high-rise structure).

Project construction is anticipated to follow the typical hours of construction allowed in Yonkers (7:00 A.M. to 6:00 P.M. Monday through Friday, excluding holidays) or such other time as may be stipulated by permits issued by the City. Requests for weekend work hours may be requested from the Building Department for special construction considerations such as transporting and erecting cranes or for work of specific trades. Conventional construction equipment will be used, including excavators, dump trucks, backhoes, and one or more cranes. No rock blasting or chipping will occur for project construction as the depth to bedrock at the project site is over 40 feet. No sidewalks other than those along the site frontages will be closed to pedestrian traffic.

Staging areas for equipment and materials will be determined in coordination with and ultimately approved by the Department of Engineering. Construction workers will park off-site until the on-site garage is completed. If necessary, the Applicant will negotiate with a nearby parking lot/garage operator to provide parking for construction workers until completion of the on-site garage. It is anticipated that approximately 363 on-site construction jobs will be generated for project construction. All construction activities will be conducted in accordance with the applicable City, State and federal standards.

The applicant’s project plan encompasses a “full buildout” of the project site as allowed under current zoning, thus there is no further, potential development envisioned at the site. Under the current zoning, no significant expansion of the buildings on the adjacent properties on the block is anticipated.

The Part 3 narratives that accompany the EAF further describe the potential environmental effects of specific areas of concern relative to the proposed action.
1.3 Approvals and Involved Agencies

Approvals required for this project to proceed to construction and the agencies having approval and permitting authority for the proposed action ("Involved Agencies") are listed below.

The project, as proposed, will conform to the applicable requirements of the D-MX zoning district, and will require site plan approval by the City Planning Board. The project will connect to municipal water and sewer systems available in nearby streets and will need to conform to applicable regulations under the jurisdiction of the New York State Department of Environmental Conservation and the Westchester County Department of Health. Additionally, construction of a proposed access onto a State road will require approval from the New York State Department of Transportation.

Following concurrence on the archaeologist's review of the property, a determination of No Impact to cultural resources will be needed from the New York State Office of Parks, Recreation and Historic Preservation before any other State permits are issued.

List of Approvals

Site Plan Approval
City of Yonkers Planning Board

Approval of Sewer and Water Improvements
Westchester County Department of Health

Approvals for street opening; stormwater and sanitary sewer design; water main extension; sprinkler connection; demolition, building, plumbing and electrical permits; and sanitation if using City of Yonkers collection services
Yonkers City Departments: Engineering; Traffic Engineering; Water; Housing and Building; Public Works

Conformance of Storm Water Pollution Prevention Plan with NYSDEC SPDES GP-0-10-001
New York State Department of Environmental Conservation, Region 3

Work Permit for Activities in the Highway Right of Way (Route 9, Warburton Avenue)
New York State Department of Transportation, Region 8

Determination of No Impact to Cultural Resources
New York State Office of Parks, Recreation and Historic Preservation

Coastal Zone Consistency
New York State Department of State

In addition to these approvals, the following agency review is required.

GML Section 239 Review
Westchester County Planning Board
Figure 1: Site Location Map

Yonkers Rising
City of Yonkers, Westchester County, New York
Base Map: NYSDEC 7.5-minute Topographic Map, Yonkers Quad
Approx. Scale: 1 inch = 1,000 feet
Figure 2: Aerial of Site Vicinity
City of Yonkers, Westchester County, NY
Source: Google Maps, 2012

Site Property Boundary
Figure 5: View of Yonkers Skyline from the West
Yonkers Rising
City of Yonkers, Westchester County, New York
Source: TMA Photo, 3/15/10
Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or un-measurable. It is also understood that those who determine significance may have little or no formal knowledge of the environments or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- **Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.

- **Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially large impact. The form also identifies whether an impact can be mitigated or reduced.

- **Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

### DETERMINATION OF SIGNIFICANCE - Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project:  
- ✔ Part 1  
- ✔ Part 2  
- ✔ Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one of which will not have a significant impact on the environment, therefore **a negative declaration will be prepared**.

- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared**.

- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared**.

* A Conditioned Negative Declaration is only valid for Unlisted Actions

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**Yonkers Rising - Site Plan Application**

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<th>Signature of Responsible Officer in Lead Agency</th>
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Date
**NOTICE:** This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

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**DESCRIPTION OF ACTION:** Redevelopment of a major portion of a City block in downtown Yonkers, encompassing approximately 1.36 acres, to include new construction of a high-rise building to house residential apartments and retail spaces at the corner of Warburton Avenue and Nepperhan Street, and a low-rise building to house retail and office spaces along Nepperhan Street facing the newly rebuilt City park in the former Larkin Plaza (Saw Mill River Daylighting Project). Both buildings will include internal parking to service the project needs, with points of access onto Warburton and Market. The proposed redevelopment will necessitate demolition of nearly all buildings on the applicant’s holdings, the majority of which are currently vacant. The buildings at 41 Main and 49 Main are planned for redevelopment at some future time (and are considered part of the project for this environmental assessment) but are proposed to remain under the current plan.

Please Complete Each Question - Indicate N.A. if not applicable

### A. Site Description

**Physical setting of overall project, both developed and undeveloped areas.**

1. Present land use:
   - □ Urban
   - □ Industrial
   - □ Commercial
   - □ Residential (suburban)
   - □ Rural (non-farm)
   - □ Forest
   - □ Agriculture
   - □ Other

2. Total acreage of project area: 1.36 Acres

<table>
<thead>
<tr>
<th>APPROXIMATE ACREAGE</th>
<th>PRESENTLY</th>
<th>AFTER COMPLETION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meadow or Bushland (Non-agricultural)</td>
<td>0 Acres</td>
<td>0 Acres</td>
</tr>
<tr>
<td>Forested / Early Successional Woodland (upland)</td>
<td>0 Acres</td>
<td>0 Acres</td>
</tr>
<tr>
<td>Agricultural (Includes orchards, cropland, pastures, etc.)</td>
<td>0 Acres</td>
<td>0 Acres</td>
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<tr>
<td>Wetland (Freshwater or tidal as per Articles 24, 25 or ECL)</td>
<td>0 Acres</td>
<td>0 Acres</td>
</tr>
<tr>
<td>Water Surface Area</td>
<td>0 Acres</td>
<td>0 Acres</td>
</tr>
<tr>
<td>Unvegetated (Rock, earth or fill)</td>
<td>0 Acres</td>
<td>0 Acres</td>
</tr>
<tr>
<td>Roads, buildings and other paved surfaces</td>
<td>1.36 Acres</td>
<td>1.36 Acres</td>
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<tr>
<td>Other (Indicate type)</td>
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</tr>
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</table>

3. What is predominant soil type(s) on project site? Urban Land, entirely developed

   a. Soil drainage:
      - Well Drained 100% of site
      - Moderately well drained % of site
      - Poorly Drained % of site

   b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? NA Acres. (See 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? □ Yes □ No

   a. What is the depth to bedrock? 40' (in feet)
5. Approximate percentage of proposed site with slopes:
   - 0-10%: 100%  
   - 10-15%: 0%  
   - 15% or greater: 0%  

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places?  
   - Yes  
   - No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks?  
   - Yes  
   - No

8. What is the depth of the water table? >5.0 (in feet)

9. Is site located over a primary, principal, or sole source aquifer?  
   - Yes  
   - No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area?  
    - Yes  
    - No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?  
    - Yes  
    - No  
    According to Site is completely developed in urban uses.

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations.)  
    - Yes  
    - No

13. Is the project site presently used by the community or neighborhood as an open space or recreational area?  
    - Yes  
    - No

14. Does the present site include scenic views known to be important to the community?  
    - Yes  
    - No

15. Streams within or contiguous to project area:  
    - None

    a. Name of Stream and name of River to which it is tributary: Saw Mill River, tributary to Hudson River

16. Lakes, ponds, wetland areas within or contiguous to project area:  
    - None

    a. Name  
    b. Size (in acres)

17. Is the site served by existing public utilities?  
    - Yes  
    - No

    a) If Yes, does sufficient capacity exist to allow connection?  
       - Yes  
       - No

    b) If Yes, will improvements be necessary to allow connection?  
       - Yes  
       - No

18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets law, Article 25-AA, Section 303 and 304?  
    - Yes  
    - No

19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617?  
    - Yes  
    - No

20. Has the site ever been used for the disposal of solid or hazardous wastes?  
    - Yes  
    - No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
   a. Total contiguous acreage owned or controlled by project sponsor: 1.36 Acres.
   b. Project acreage to be developed: 1.36 Acres initially; 1.36 Acres ultimately.
   c. Project acreage to remain undeveloped: 0 Acres.
   d. Length of project, in miles: NA (if appropriate)
   e. If the project is an expansion, indicate percent of expansion proposed: NA %
   f. Number of off-street parking spaces existing: 21; proposed: 468
   g. Maximum vehicular trips generated per hour: 622 ITE trip rate, Saturday peak hour
   h. If residential: Number and type of housing units:
      - One Family 233
      - Two Family
      - Multiple Family
      - Condominium
   i. Dimensions (in feet) of largest proposed structure: 245’ Height; 240’ Width; 180’ Depth.
   j. Linear feet of frontage along a public thoroughfare project will occupy is: 829’ ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? TBD Tons/cubic yards?

3. Will disturbed areas be reclaimed □ Yes □ No NA
   a. If yes, for what intended purpose is the site being reclaimed? NA
   b. Will topsoil be stockpiled for reclamation? □ Yes □ No □ None
   c. Will upper subsoil be stockpiled for reclamation? □ Yes □ No

4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 Acres.

5. Will any mature forest (over 100 years old) or other locally important vegetation be removed by this project? □ Yes □ No

6. If single phase project: Anticipated period of construction? 24 Months

7. If multi-phased:
   a. Total number of phases anticipated? NA
   b. Anticipated date of commencement phase 1 Month Year
   c. Approximate completion date of final phase Month Year
   d. Is phase 1 functionally dependent on subsequent phases? □ Yes □ No

8. Will blasting occur during construction? □ Yes □ No

9. Number of jobs generated during construction? 423 (FTE) After project is complete: 520

10. Number of jobs eliminated by this project? 0

11. Will project require relocation of any projects or facilities? □ Yes □ No
    If yes, explain Project will require temporary relocation of existing commercial tenants during construction.

12. Is surface liquid waste disposal involved? □ Yes □ No
    a. If yes, indicate type of waste (sewage, industrial, etc.) and amount.
    b. Name of water body into which effluent will be discharged.

13. Is subsurface liquid waste disposal involved? □ Yes □ No

14. Will surface area of an existing water body increase or decrease by proposal? □ Yes □ No
    Explain

15. Is project or any portion of project located in 100 year flood plain? □ Yes □ No

16. Will the project generate solid waste? □ Yes □ No
    a. If yes, what is the amount per month Tons
    b. If yes, will an existing solid waste facility be used? □ Yes □ No
    c. If yes, give name RESCO; location Peekskill, Westchester Co.
    d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? □ Yes □ No
    e. If yes, explain Estimated 20% will be recyclable.

17. Will the project involve the disposal of solid waste? □ Yes □ No
    a. If yes, what is the anticipated rate of disposal? tons/month.
    b. If yes, what is the anticipated site life? years.

18. Will project use herbicides or pesticides? □ Yes □ No

19. Will project routinely produce odors (more than one hour per day?) □ Yes □ No

20. Will project produce operating noise exceeding the local ambient noise levels? □ Yes □ No

21. Will project result in an increase in energy use? □ Yes □ No
    If yes, indicate type(s) Electricity, heating fuels

22. Is water supply is from wells, indicate pumping capacity NA gallons/minute.

23. Total anticipated water usage per day 59,200 gallons/day.

24. Does project involve Local, State or Federal funding? □ Yes □ No
    If yes, explain Yonkers Industrial Development Agency incentives.
25. Approvals Required:

<table>
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<tr>
<th>Type</th>
<th>Submittal Date</th>
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<tbody>
<tr>
<td>City Council</td>
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<td>City Planning Board</td>
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<td>City Zoning Board</td>
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<td>County Health Department</td>
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<td>Other Local Agencies, Departments</td>
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<td>Other Regional Agencies</td>
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<td>Federal Agencies</td>
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C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? ■ Yes □ No
   If yes, indicate decision required:
   □ zoning amendment □ zoning variance □ special use permit □ subdivision □ site plan
   □ new/revision of master plan □ resource management plan □ other

2. What is the zoning classification(s) of the site? D-MX Downtown Mixed Use

Approximately 40,000 sf Retail, 80,000 sf Office, 200,000 sf Residential, and parking for these uses.

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

4. What is the proposed zoning of the site? No change in zoning proposed

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning? Not applicable

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? ■ Yes □ No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?
   Immediate project vicinity is a mix of urban uses: Commercial, Industrial, Institutional, Residential, City Park and Vacant, with D-MX Downtown Mixed Use District surrounding the site for several blocks.

8. Is the proposed action compatible with adjoining/surrounding land uses within a ¼ mile? ■ Yes □ No

9. If the proposed action is the subdivision of land, how many lots are proposed? Not applicable
   a. What is the minimum lot size proposed?

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? □ Yes ■ No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? ■ Yes □ No

12. Will the proposed action result in the generation of traffic significantly above present levels? ■ Yes □ No
   a. If yes, is the existing road network adequate to handle the additional traffic? □ Yes □ No To be determined

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Rising Development-Yonkers, LLC Date 8/14/12

Signature (for Applicant) Title Planner, Tim Miller Associates, Inc.

If the action is in the Coastal Area and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.
List of Property Owners

Lot 1 16 Nepperhan Street / Larkin Plaza
Owner: Rising Development, 3261 Broadway, New York NY 10027

Lot 3 20 Nepperhan Street / Larkin Plaza
Owner: Rising Development-20 Larkin, 20 Larkin Plaza, Yonkers NY 10701

Lot 6 22 Nepperhan Street / Larkin Plaza
Owner: Rising Development-Nepperhan, 3261 Broadway, New York NY 10027

Lots 10, 40, 41 & 54
28 Nepperhan Street / Larkin Plaza / 49 Main Street
Owner: Rising Development-49 Main LLC, 3261 Broadway, New York NY 10027

Lot 12 41 Main Street / # Nepperhan Street
Owner: Rising Development at 41 Main Street LLC, 3261 Broadway Ave, New York NY 10027

Lot 16 38-40 Nepperhan Street / Larkin Plaza
Owner: Rising Development-38 Larkin LLC, 3261 Broadway, New York NY 10027

Lot 19 25 Warburton Avenue
Owner: Rising Development-25 Warburton LLC, Yonkers NY 10701

Telephone contact for all properties is: Tim Rutledge (212) 926-4200
**Part 2 – PROJECT IMPACTS AND THEIR MAGNITUDE**

**Responsibility of Lead Agency**

**General Information (Read Carefully)**
- In completing the form, the reviewer should be guided by the question: Have my responses and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.
- The Examples provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.
- In identifying impacts, consider long term, short term and cumulative effects.

**Instructions (Read Carefully)**
- a. Answer each of the 20 questions in PART 2. Answer Yes if there will be any impact.
- b. Maybe answers should be considered as Yes answers.
- c. If answering Yes to a question then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than examples, check column 1.
- d. Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily significant. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the Yes box in column 3. A No response indicates that such a reduction is not possible. This must be explained in Part 3.

### IMPACT ON LAND

1. Will the proposed action result in a physical change to the project site? □ NO  ■ YES

**Examples that would apply to column 2**
- Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.
- Construction on land where the depth to the water table is less than 3 feet.
- Construction of paved parking area for 1,000 or more vehicles.
- Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.
- Construction that will continue for more than 1 year or involve more than one phase or stage.
- Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.
- Construction or expansion of a sanitary landfill.
- Construction in a designated floodway.
- Other impacts:  **Temporary disturbance from demolition and construction in a developed urban area resulting in redeveloped site**

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.) □ NO  ■ YES

- Specific land forms:

<table>
<thead>
<tr>
<th>1 Small to moderate Impact</th>
<th>2 Potential Large Impact</th>
<th>3 Can Impact Be Mitigated By Project Change</th>
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<tbody>
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Yonkers Rising
3. Will proposed action affect any water body designated as protected (under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)?

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<tr>
<td>Small to moderate Impact</td>
<td>Potential Large Impact</td>
<td>Can Impact Be Mitigated By Project Change</td>
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</table>

**Examples that would apply to column 2**

- Developable area of site contains a protected water body.
- Dredging more than 100 cubic yards of material from channel of a protected stream.
- Extension of utility distribution facilities through a protected water body.
- Construction in a designated freshwater or tidal wetland.
- Other impacts: ____________________________________________

4. Will proposed action affect any non-protected existing or new body of water?

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<td>NO</td>
<td>YES</td>
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</table>

**Examples that would apply to column 2**

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.
- Construction of a body of water that exceeds 10 acres of surface area.
- Other impacts: ____________________________________________

5. Will proposed action affect surface or groundwater quality or quantity?

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**Examples that would apply to column 2**

- Proposed action will require a discharge permit.
- Proposed action requires use of a source of water that does not have approval to serve proposed (project) action.
- Proposed action requires water supply from wells with greater than 45 gallons per minute pumping capacity.
- Construction or operation causing any contamination of a water supply.
- Proposed action will adversely affect groundwater.
- Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.
- Proposed action would use water in excess of 20,000 gallons per day.
- Proposed action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.
- Proposed action will require the storage of petroleum or chemical products greater than 1,100 gallons.
- Proposed action will allow residential uses in areas without water and/or sewer services.
- Proposed action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.
- Other impacts: ____________________________________________

6. Will proposed action alter drainage flow or patterns, or surface water runoff?

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<tbody>
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</table>

**Examples that would apply to column 2**

- Proposed action would change flood water flows.
- Proposed action may cause substantial erosion.
- Proposed action is incompatible with existing drainage patterns.
- Proposed action will allow development in a designated floodway.
- Other impacts: *Project will alter drainage pattern with stormwater being routed to Saw Mill River instead of combined sewer.*

### IMPACT ON AIR

7. Will proposed action affect air quality?  □ NO  ■ YES

*Examples that would apply to column 2*

- Proposed action will induce 1,000 or more vehicle trips in any given hour
- Proposed action will result in the incineration of more than 1 ton of refuse per hour.
- Emission rate of total contaminants will exceed 5 lbs. Per hour or a heat source producing more than 10 million BTU’s per hour..
- Proposed action will allow an increase in the amount of land committed to industrial use.
- Proposed action will allow an increase in the density of industrial development within existing industrial areas..
- Other impacts: *Temporary ambient air quality effects (primarily dust) during construction.*  □  □  □ Yes  □ No

### IMPACT ON PLANTS AND ANIMALS

8. Will proposed action affect any threatened or endangered species?  ■ NO  □ YES

*Examples that would apply to column 2*

- Reduction of one or more species listed on the New York or Federal list, using the site, over or near site or found on the site.
- Removal of any portion of a critical or significant wildlife habitat.
- Application of pesticide or herbicide more than twice a year, other than protected stream.
- Other impacts: ____________________________  □  □  □ Yes  □ No

9. Will proposed action substantially affect non-threatened or non-endangered species?  ■ NO  □ YES

*Examples that would apply to column 2*

- Proposed action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.
- Proposed action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.
- Other impacts: ____________________________  □  □  □ Yes  □ No

### IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will the proposed action affect agricultural land resources?  ■ NO  □ YES

*Examples that would apply to column 2*

- The proposed action would sever, cross or limit access to agricultural land includes cropland, hayfields, pasture, vineyard, orchard, etc.).
• Construction activity would excavate or compact the soil profile of agricultural land.

• The proposed action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.

• The proposed action would sever disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff)

• Other impacts: __________________________________________________________

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<tr>
<th>1 Small to moderate Impact</th>
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IMPACT ON AESTHETIC RESOURCES

11. Will the proposed action affect aesthetic resources? □ NO □ YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.

• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the qualities of that resource.

• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.

• Other impacts: Change in downtown views from new City park and surrounding area – a beneficial effect.

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will the proposed action impact any site or structure of historic, prehistoric or paleontological importance? □ NO □ YES

Examples that would apply to column 2

• Proposed action occuring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.

• Any impact to an archaeological site or fossil bed located within the project site.

• Proposed action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.

• Other impacts: Change in downtown views from vicinity of Philipse Manor Hall and US Post Office NR sites.

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed action affect quantity or quality of existing or future open spaces or recreational opportunities? □ NO □ YES

Examples that would apply to column 2

• The permanent foreclosure of a future recreational opportunity.

• A major reduction of an open space important to the community.

• Other impacts: __________________________________________________________
**IMPACT ON CRITICAL ENVIRONMENTAL AREAS**

14. Will proposed action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6 NYCRR 617.14(g)?

- [ ] NO
- [ ] YES

List the environmental characteristics that caused the designation of the CEA.

---

**Examples that would apply to column 2**

- Proposed action to locate within the CEA?
- [ ] NO
- [ ] YES

- Proposed action will result in a reduction in the quantity of the resource.
- [ ] NO
- [ ] YES

- Proposed action will result in a reduction in the quality of the resource.
- [ ] NO
- [ ] YES

- Proposed action will impact the use, function or enjoyment of the resource.
- [ ] NO
- [ ] YES

- Other impacts: ____________________________________________________________
  - [ ] NO
  - [ ] YES

---

**IMPACT ON TRANSPORTATION**

15. Will there be an effect to existing transportation systems?

- [ ] NO
- [ ] YES

**Examples that would apply to column 2**

- Alteration of present patterns of movement of people and/or goods.
  - [ ] NO
  - [ ] YES

- Proposed action will result in major traffic problems.
  - [ ] NO
  - [ ] YES

- Other impacts: Increase in traffic on local road network
  - [ ] NO
  - [ ] YES

---

**IMPACT ON ENERGY**

16. Will proposed action affect the community’s sources of fuel or energy supply?

- [ ] NO
- [ ] YES

**Examples that would apply to column 2**

- Proposed action will cause a greater than 5% increase in the use of any form of energy in the municipality.
  - [ ] NO
  - [ ] YES

- Proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.
  - [ ] NO
  - [ ] YES

- Other impacts: ____________________________________________________________
  - [ ] NO
  - [ ] YES

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### NOISE AND ODOR IMPACTS

17. Will there be objectionable odors, noise or vibration as a result of the proposed action?  ■ NO  □ YES

*Examples that would apply to column 2*
- Blasting within 1,500 feet of a hospital, school or other sensitive facility.
- Odors will occur routinely (more than one hour per day).
- Proposed action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.
- Proposed action will remove natural barriers that would act as a noise screen.
- Other impacts: ________________________________

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<th>3</th>
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<tbody>
<tr>
<td>Small to moderate Impact</td>
<td>Potential Large Impact</td>
<td>Can Impact Be Mitigated By Project Change</td>
</tr>
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<td>□</td>
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</table>

### IMPACT ON PUBLIC HEALTH

18. Will proposed action affect public health and safety?  ■ NO  □ YES

*Examples that would apply to column 2*
- Proposed action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.
- Proposed action may result in the burial of “hazardous wastes” in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)
- Storage facilities for one million or more gallons of liquified natural gas or other flammable liquids.
- Proposed action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.
- Other impacts: ________________________________

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### IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will proposed action affect the character of the existing community?  □ NO  ■ YES

*Examples that would apply to column 2*
- The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.
- The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.
- Proposed action will conflict with officially adopted plans or goals.
- Proposed action will cause a change in the density of land use.
- Proposed action will replace or eliminate existing facilities, structures or areas of historic importance to the community.
- Development will create a demand for additional community services (e.g. schools, police and fire, etc.)
- Proposed action will set an important precedent for future projects.
- Proposed action will create or eliminate employment.
- Other impacts: ________________________________

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</table>

20. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?  ■ NO  □ YES

If any action in Part 2 is identified as a potential large impact or if you cannot determine the magnitude of impact, proceed to Part 3.
3.0 EVALUATION OF THE IMPORTANCE OF IMPACTS

This Expanded Environmental Assessment Form (EAF) examines the potential environmental effects that can be expected to result from construction and operation of the proposed Yonkers Rising project relative to the importance of identified potential impacts (environmental significance). The EAF Part 3 narrative and the accompanying studies provide expanded impact assessments for issues of concern that are identified in EAF Part 2 for this project proposal, or were identified by the City for further review.

While no potentially large or significant adverse impacts to the environment have been identified to result from the proposed project, the following information supplements and supports the answers in the EAF Part 2 by describing how the project will be designed to minimize or avoid impacts in identified areas of concern.

The narratives below follow the sequence of the EAF Part 2 form.
3.1 IMPACT ON LAND (GEOLOGY)

Existing Conditions

The project site is located in an urban setting in the City of Yonkers, within the southwestern portion of Westchester County, New York. It consists of slightly sloping topography that falls from east to west toward the Hudson River. The eastern portion of the property at approximately 100 feet in elevation at the highest point gradually slopes down to the west to approximately 80 feet in elevation at the lowest point. Topography in the surrounding area of the site can be seen on Figure 1, Site Location Map.

The site is approximately 1.36 acres and is currently developed with buildings that have occupied the site for many decades. Soil on the site is characterized as urban fill due to the developed nature of the property. Native soils have long since been covered by fill or building foundations.

A geotechnical investigation was completed north and adjacent to the site for the Saw Mill River Daylighting project by Carlin-Simpson & Associates. This report indicates that the fill in the area is primarily a mixture of sand, gravel and boulders, mixed throughout the substratum from approximately 1 foot below the ground surface (ft bgs) to 15 ft bgs. Soils from approximately 15 ft bgs to 30 ft bgs were found to be natural deposits of primarily sand, with bedrock typically found at approximately 23 ft bgs to 55 ft bgs. The report indicates the depth to groundwater in the area is expected to be greater than 5 ft bgs. A geotechnical/engineering investigation of the project site has not yet been conducted for the project.

Avoidance or Minimization of Potential Impacts

Minimal grading will be required to transform the existing developed site to be suitable for the buildings proposed. The project drawings will include a demolition plan, foundation plans, and grading plan that will accommodate the engineering designs necessary to properly construct the proposed buildings at this site.

The construction will entail demolition and removal of building debris, earth excavation, and sheet piling in some areas to afford access to subgrades. Proper construction site safety measures and protections of adjacent property and facilities will be implemented.

The potential for soil erosion and downstream sedimentation will be controlled through the use of temporary soil erosion and sediment control measures designed and installed in accordance with the New York State Department of Environmental Conservation (NYSDEC) "New York Standards and Specifications for Erosion and Sediment Control" (latest edition), and City of Yonkers requirements. A site specific soil erosion and sedimentation control plan will be prepared, as part of the stormwater pollution prevention plan (SWPPP) for the project. The SWPPP will be designed to meet the requirements of NYSDEC and City of Yonkers approval, thereby demonstrating its adequacy in minimizing potential adverse impacts on land resources. The areas of temporary soil disturbance and grading on the site will ultimately be stabilized by the building construction and surrounding streetscape improvements.

Construction of the proposed building foundations may necessitate dewatering where the excavations extend below the groundwater level. A conventional dewatering system is anticipated for this project which will be provided by the contractor after approval by the City of Yonkers. The water will be properly filtered onsite before being discharged off-site via the new
stormwater connection. In the locations where dewatering is required, settlement monitoring will be provided on adjacent buildings, utilities, and structures during the dewatering operation.

The proposed construction is anticipated to require the installation of piles for the foundation support system and sheet piling for support of excavations. The sheet pile support system will be used in the area of the high-rise building at the eastern end of Nepperhan Street. The installation of piles and sheet piling can cause vibrations to adjacent structures and utilities. A seismic monitoring program will be designed and implemented to monitor the vibration of existing off-site improvements adjacent to this work, as further described in section 3.7.

Information and conclusions in this section are based on initial engineering plans, USGS maps, the Carlin-Simpson & Associates report, and the Westchester County Soil Survey.
3.2 IMPACT ON WATER RESOURCES (STORMWATER)

Existing Conditions

The Saw Mill River Watershed

The subject property is located in an urban setting with no wetlands, ponds or watercourses located on-site. The Saw Mill River is proximate to the project site, flowing through Larkin Plaza immediately north of the site and eventually discharging to the nearby Hudson River. The project site and environs are part of the Saw Mill River watershed near its confluence with the Hudson River.

In the 1920’s, a portion of the Saw Mill River, between Ann Street and the Hudson River, was covered in an underground culvert, as part of an Army Corps of Engineers flood control project. The Saw Mill River is now being “daylighted” in Larkin Plaza as part of the Struever Fidelco Cappelli, LLC (SFC) downtown redevelopment project. According to the SDEIS prepared by the SFC project applicant, approximately 800 feet of the Saw Mill River will be daylighted. In addition to the social benefits of the new linear park, the river channel restoration will also result in improvements to surface water quality, since several combined sewer connections will be removed and a portion of the river will receive both sunlight and greater oxygenation than under former conditions. The design would allow the confluence between the tidal – brackish Hudson River and the freshwater Saw Mill River to occur in a more naturalized setting.

Due to its proximity to the Hudson River, the design of the Saw Mill River daylighting and improvements had to account for potential flooding, storm surge and tidal influence. The channel was designed to accommodate a 100-year flood at high tide conditions.

The Saw Mill River is classified by New York State Department of Environmental Conservation (NYSDEC) as an “SB” (Class SB saline surface waters) and Class C (Class C fresh surface waters) stream in the vicinity of the site.

Existing Stormwater Drainage System

The City of Yonkers maintains stormwater sewers, sanitary sewers, and combined stormwater/sewer drainage lines. In the vicinity of the project site, the drainage lines are primarily combined sewers. According to sewer and drainage maps prepared for the SFC DEIS, combined sewer lines ranging from 18 to 24 inches are located along Warburton Avenue on the east, Nepperhan Street to the north and Market Place on the west. A 58 inch to 64 inch brick combined drainage line is located in Main Street, on the southern frontage of the project site. This combined sewer is a trunk line and contains flow from a large portion of downtown Yonkers.

The stormwater analysis of the existing conditions is detailed in the project engineer's Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will address the requirements set forth in the General Permit for the State Pollution Discharge Elimination System (SPDES) for Discharges for Construction Activities (GPO-10-0001) under jurisdiction of the New York State Department of Environmental Conservation (NYSDEC), and Stormwater Control (§43-215 through §43-218) of the Yonkers City Code. The SWPPP will need to be reviewed and

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1 Struever, Fidelco, Cappelli, LLC, Draft Environmental Impact Statement (DEIS) for the River Park Center, Cacace Center, and Palisades Point projects, March 18, 2008.
approved by the City of Yonkers. Once approved by the City, the applicant will submit a Notice of Intent (NOI) to the NYSDEC for coverage under the General Permit.

Following a review of existing topography and site conditions, two separate study areas were defined for the Project site and surrounding area for the stormwater management analysis. The study areas define the proposed high-rise and low-rise buildings proposed for the Project.

Both drainage areas are currently 100 percent impervious. The area impacted by the proposed low-rise building (referred to as Drainage Area A) consists of 0.74 acres of onsite impervious area and 0.50 acres of offsite impervious area in the adjacent Nepperhan Street. The runoff from this drainage area discharges to the storm drainage structures in Nepperhan Street that discharge to the Saw Mill River Confluence Chamber located at the northwest corner of Larkin Plaza. The area impacted by the proposed high-rise building (referred to as Drainage Area B) consists of 0.37 acres of onsite impervious area and 0.18 acres of offsite impervious area. The runoff from existing this drainage area discharges to storm drainage structures in Nepperhan Street where it then discharges into the Saw Mill River Daylighting Pool located at the southeast corner of Larkin Plaza. The existing storm drainage pipes in the vicinity of the project area are 12 inches diameter. The existing peak flows are listed in Table 3.2-1, below.

<table>
<thead>
<tr>
<th>Location</th>
<th>1-Year</th>
<th>10-Year</th>
<th>25-Year</th>
<th>100-Year</th>
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<tr>
<td>Low-Rise Building (Drainage Area A)</td>
<td>2.9</td>
<td>4.9</td>
<td>6.0</td>
<td>7.7</td>
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<tr>
<td>High-Rise Building (Drainage Area B)</td>
<td>1.3</td>
<td>2.2</td>
<td>2.6</td>
<td>3.4</td>
</tr>
<tr>
<td>Site Total</td>
<td>4.1</td>
<td>7.1</td>
<td>8.6</td>
<td>11.1</td>
</tr>
</tbody>
</table>

Total Discharge is based on sum of hydrographs

**Avoidance or Minimization of Potential Impacts**

A Stormwater Pollution Prevention Plan (SWPPP) has been prepared for the project in accordance with NYSDEC requirements for a site-specific design for stormwater management in the project. The draft SWPPP is included in Appendix G (text and figures in the hardcopy appendix and the full technical report on the accompanying CD).

The proposed condition analysis for the site utilized the same drainage areas as delineated under the existing conditions analysis. The runoff discharge points for Drainage Area A and Drainage Area B for the existing and proposed conditions remain unchanged. The proposed condition peak flows and a comparison with the existing conditions are shown in Table 3.2-2, and Table 3.2-3, below.
The peak runoff rates under the post-development condition will be equal to or less than the peak runoff rates for the pre-development condition, as is required by the NYSDEC General Permit and the City of Yonkers.

The storm drain connections from the proposed buildings will connect to the new separate storm drains in Nepperhan Street. The roof drains will be designed per the NYS Building Code.

Based on the preliminary plumbing design for the building, a 12-inch and 6-inch storm drain connection is anticipated for the high-rise and low-rise buildings, respectively.

Water Quality

The stormwater discharge from the existing site is not treated and therefore is assumed to contain pollutants typical of urban stormwater run-off, including phosphorus, nitrogen, dissolved solids, metals and pathogens including coliform and E. coli. A water quality volume analysis was completed according to the NYS Stormwater Management Design Manual (2010). The Water Quality Volume (denoted as WQv) is a measure used in design to provide for the improvement of 90 percent of the average annual stormwater runoff volume. The WQv is directly related to the amount of impervious cover at a site. The proposed project is a redevelopment project, therefore, the project will utilize Chapter 4 “Unified Stormwater Sizing Criteria” and Chapter 9 “Redevelopment Project” for water quality sizing and selection of management practices, respectively.

The project proposes no increase in impervious area or changes in hydrology, therefore the ten-year, hundred-year and channel protection criteria of the Design Manual do not apply. The
plan proposes the use of alternative practices to treat 75 percent of the WQv from the disturbed, impervious area as well as any additional runoff from tributary areas that are not within the disturbed, impervious area. The project proposes the use of a hydrodynamic device to treat the stormwater runoff from each building. The required volume to be treated for each building is in Table 3.2-4, below.

<table>
<thead>
<tr>
<th>Drainage Area</th>
<th>Required (Ac-Ft)</th>
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</thead>
<tbody>
<tr>
<td>Low-Rise Building (Drainage Area A)</td>
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</tr>
<tr>
<td>High-Rise Building (Drainage Area B)</td>
<td>0.04</td>
</tr>
</tbody>
</table>

**Construction Stormwater Management**

The SWPPP will include a soil erosion and sediment control plan. During construction of the Project, the potential for soil erosion and sedimentation will be controlled through the use of temporary soil erosion and sediment control measures. These measures will be designed and installed in accordance with *New York Guidelines for Urban Erosion and Sediment Control* dated October 2005, and the applicable City of Yonkers' regulations. The soil erosion and sediment control plan will minimize the erosion by controlling runoff at its source, minimizing runoff from disturbed areas and de-concentrating storm water runoff. Temporary and permanent stabilization methods will be implemented before construction begins and will be continuously maintained throughout the project to provide the best methods for stormwater management and pollution prevention.

The General Permit requires site assessment and inspections for all construction activities in excess of one acre to ensure the implementation of the SWPPP to retain surface water quality and prevent sediment laden runoff from entering rivers, streams, estuaries, wetlands and other sensitive environments.

The SWPPP will also detail best management practices (BMPs) and long-term inspection and maintenance requirements of the Stormwater Management Practices.
3.3 IMPACT ON ECOLOGY (BIRD MIGRATION)

Existing Conditions

The project site has been fully developed with buildings or other improvements for several decades and is virtually devoid of vegetated areas. With the exception of birds, there are no plant or animal species which are expected to be adversely affected by the proposed project.

Coastal Westchester County and the lower Hudson River Valley are within the Eastern or Atlantic flyway, through which hundreds of thousands of birds migrate in the spring and fall. The City of Yonkers, particularly along the Hudson River shoreline, is within this flyway.

As shown on the current view of the Yonkers cityscape, Figure 5, there are a number of tall buildings now in the Yonkers skyline, averaging approximately 12 stories in height. Additional projects are currently approved or under review for buildings that exceed 20 stories, and these buildings feature modern glass facades that are recognized as potentially affecting resident and migrating bird populations.

Tall glass-clad buildings present two potential issues for migratory birds. First, the reflection of sky and the landscape off the glass can confuse birds that do not sense the glass as a solid material. Additionally, at night, the interior lights of buildings can disrupt the birds’ navigation. It is possible, according to some naturalists, that such lights affect the birds’ instinctual celestial navigation abilities and confuse their directional senses. Both of these factors result in bird collisions with buildings.

Avoidance or Minimization of Potential Impacts

At 24 stories, the proposed Yonkers Rising high-rise building could represent a potential obstacle for resident and migrating birds. In 2007, the New York City Audubon Society published “Bird-safe Building Guidelines,” which describes the conflicts between bird navigation and tall buildings and offers guidelines for mitigating this potential problem. The following measures will be incorporated into the design.

1. **Guideline:** “Integrate site and landscape features to minimize those hazards that bring birds close to buildings such as vegetation, water and other features attractive to birds.”

   The proposed development will incorporate a pedestrian streetscape with the building immediately adjacent to the sidewalk. Other than a modest complement of street trees, no extensive landscaping is planned that may attract birds.

2. **Guideline:** “Design ground level stories, which are the most hazardous areas of all buildings, to minimize bird collisions. Utilize shading devices, screens and other physical barriers to reduce birds' access to glass.”

   Awnings are envisioned along the facade of the building at the first floor level that will break up the expanse of glass.

3. **Guideline:** “Minimize bird habitat near ground level stories.”

   As noted above, the only landscaping currently proposed is some street trees along the sidewalk/street interface, which will not represent significant habitat or an attractant for birds.
4. Guideline: “At the whole building scale, develop strategies to make glazing more apparent to birds. Avoid monolithic, undistinguished expanses of glass. Create building elevations that simulate large scale visual noise.”

The project architect's building elevations presented with this EAF show that the design utilizes a steel framework of different colors and textures that will break up the visual mass of the glass and avoid a “monolithic, undistinguished expanse of glass.” Additionally, in compliance with the City's regulations, the buildings will not include large expanses of highly reflective wall surface material.
3.4 IMPACT ON AESTHETIC RESOURCES

Existing Conditions

The urban setting in which the project site is situated consists of an amalgam of building styles, sizes and shapes. Building heights around the project area vary considerably, as do the facade treatments and fenestrations. The character of each street is displayed by notably different features -- Main Street is quite narrow with pronounced street walls and further enclosed by its numerous street trees; Warburton is very wide with few trees and dominated by its multiple lanes of traffic; Nepperhan and Dock benefit from their proximity to Larkin Plaza with only one street wall, relatively narrow pavements giving way to the new open space, and change in relief that tends to visually accentuate and dramatize the patterns and textures of the downtown.

The subject site is presently developed with low-rise buildings (2- 3- and 4-story) that have provided a variety of uses over many years. Most of the buildings are now vacant and in various states of appearance. Although not particularly out of place visually, compared to many other elements in the downtown area, the buildings do not reflect or contribute positively to a vibrant urban center that the City seeks to become and, indeed, can be seen in the numerous newer redevelopment that has occurred on nearby sites. With the City's investment in reconstruction of Larkin Plaza to a public park and aesthetic feature in the downtown, the need for improvement or redesign of the existing buildings along Nepperhan Street becomes more apparent.

Avoidance or Minimization of Potential Impacts

In its environmental assessment of the rezoning of the downtown area, the City prepared, reviewed and adopted a Generic Environmental Impact Statement (GEIS) that included assessment of the visual aspects of potential redevelopment of the project site. The GEIS evaluated a build-out scenario that represented the reasonable worst case development scenario in Downtown Yonkers that would occur as a result of the adoption of the proposed Zoning Code amendments. This development scenario was based on desirable community outcomes from a draft vision plan for Downtown Yonkers.

Community Character

The Draft GEIS acknowledges, with regard to community character, that the rezoning ‘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 [rezoning], heights will range ... up to a maximum of 250 feet on limited sites within the D-MX District [as shown in the Downtown Height Map in EAF Appendix C]. Maximum heights will vary by location as part of the form based nature of the proposed Zoning Code amendments. ... Under the [rezoning], future buildings will be a positive reflection of the long-term cityscape vista of Yonkers when viewed from the Palisades Ridge.”

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1 GEIS build-out scenario was based on a market study by Robert Charles Lesser & Co., "Market Overview and Development Forecast for Downtown Yonkers", September 30, 2010. Included in Draft GEIS Appendix D.
2 Draft vision plan for Downtown Yonkers by Urban Design Associates, "Rezoning for Downtown Yonkers", October 2010. Included in Draft GEIS Appendix E.
The proposed project has been designed with respect to the City's new design standards for facades, massing, siting, parking, and landscaping so that it will contribute to a unifying architectural theme and further encourage attractive investment in Downtown Yonkers. The project architect has elaborated on particular elements considered in the preliminary project design in Appendix D, including discussion of the project context, existing building typologies (styles) and historic precedents in the downtown that are reflected in the design concept. The applicant believes the proposed design will have a beneficial effect on community character within the downtown.

**Streetscapes**

Although the streetscape details have not been finalized at this preliminary planning stage, it is expected that the new sidewalks will include sidewalk awnings that provide shade for pedestrians and colorful storefront identification, tree planting and other urban amenities such as benches, ornamental lighting, bicycle racks, and the like to contribute to a vibrant downtown atmosphere. Paving materials and patterns will be designed to complement the downtown setting. A unified signage style is also anticipated for each streetscape.

The design of lighting along Nepperhan Street will take into account visibility from the park (i.e. avoiding glare and excessive intensity), height and style of poles and luminaires to complement the Larkin Plaza lighting, overall intensity and character of the illumination, and energy efficiency (energy saving LED lights, and consideration of reduced lighting after stores close).

**Shadows**

The Draft GEIS also discussed and evaluated impacts of shadows from buildings that reach the maximum heights allowed in the rezoning amendments. It states:

“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 facades, 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 [rezoning] 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 Draft GEIS continues: The rezoning

“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.”
And further states:

“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 Larkin 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.”

A shadow assessment was prepared by the City of Yonkers Planning and Development Department for the southwest corner of Nepperhan Street and Warburton Avenue to determine the potential shadow impacts on both Philipse Manor Hall and Larkin Plaza. At this location, the proposed Zoning Code amendments could allow up to a 25-story building. The shadow assessment considered buildings that would result in new shadows long enough to reach a publicly accessible open space or historic resource.

The Shadow Diagrams from that study are duplicated in Appendix H. The diagrams present an analysis of the shadow from a 25-story tower at the same location as the proposed Yonkers Rising high-rise, and its impact 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. The shadow analysis demonstrates that shadows cast by a 25-story building during the cold weather months would often overlap those shadows caused by allowable development under existing zoning and such a building "would not result in any new shadow impacts to Philipse Manor Hall or Larkin Plaza."  

The Draft GEIS explains:

“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 [rezoning] 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.”

In summary, the proposed Yonkers Rising tower will be one story lower than the build-out plan that the GEIS evaluated, and the study demonstrates that the site-specific action would not result in any potentially significant adverse environmental impacts that are not identified or adequately analyzed and reviewed in detail in the GEIS. The shadow analysis in the GEIS

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4 Source: City of Yonkers Downtown Rezoning DGEIS. "Proposed Action" = full build according to the rezoning. "No Action" = full build according to the prior zoning.
5 Ibid. at page 3.2-8.
demonstrates that the proposed project will not have potentially significant adverse shadow impacts on historical resources or open spaces.

Coastal Zone Consistency

According to the New York State Division of Coastal Resources Coastal Area Map, the project site is within the landward coastal boundary of the Hudson River Coastal Zone. The Draft GEIS evaluated development of the Downtown Rezoning Area for consistency with the policies of the DOS Coastal Management Program relating to the use of coastal land and waters. The study build-out scenario included buildings on the project site that were similar in bulk to the proposed action. The DOS Coastal Management Program consists of 44 policies intended to ensure appropriate use of the Coastal Zone. Though the project site is not directly located on the Hudson River, the Proposed Action was determined to be consistent with all 13 of the policies that apply to the Downtown Rezoning Area.6

With the proposed Yonkers Rising project being designed within the envelope of the larger downtown build-out scenario, the City's Draft GEIS evaluation also demonstrates coastal zone consistency of the proposed site-specific action.

6 Ibid. at page 3.3-7.
3.5 IMPACT ON HISTORIC & ARCHAEOLOGICAL RESOURCES

Existing Conditions

In July 2012, a Phase 1A Literature Review and Sensitivity Analysis was conducted for the Yonkers Rising site. The review was performed in accordance with the guidelines established by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), the Standards for Cultural Resource Investigations and the Curation of Archeological Collections published by the New York Archeological Council (2005 & 1994), and the specifications of the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 48:190:44716-44742) (United States Department of the Interior 1983).

CITY/SCAPE: Cultural Resource Consultants completed a number of tasks for this investigation, the purpose of which was 1) to gather the information necessary to make a professional assessment of the likelihood that cultural resources might be present on the parcels included in the Yonkers Rising parcel, and 2) to determine whether any of the buildings within the project area met the criteria for listing on the National Register of Historic Places. The investigations included site observations and research historic records at the Westchester County Archives and the Yonkers Public Library.

No historic resources were identified or are known to exist on the project site. Several buildings in the area are listed on the National Register of Historic Places or eligible for such listing: the Yonkers Trolley Barn, located at 92 Main Street, listed in 2002, the Yonkers Post Office, located on an adjacent block to the west, and Philipse Manor Hall, both listed in 1990, and St. John's Episcopal Church, listed in 1982.

The archaeologist's investigation concludes that the development disturbance of the property over the past 150 years precludes this property from consideration of archaeological sensitivity and therefore recommends no further archaeological investigations for this project.

Avoidance or Minimization of Potential Impacts

The archaeologist's sensitivity analysis indicates that the project will be visible from three of the four listed historic properties in the area: the Yonkers Post Office, Philipse Manor Hall, and St. John's Episcopal Church. Given the development density of the downtown and the proximity of these properties to the project site, visibility of most any new development on the site is unavoidable from these properties.

The project architecture is being designed to complement the downtown area, which has a wide variety of architectural styles representing a number of eras, as well as make an individual visual statement for its place in the contemporary city skyline. As described in detail in Appendix D, the Yonkers Rising project has been meticulously designed to reflect the architectural context of Downtown Yonkers in many ways. The project will combine modern building materials and traditional materials in the structures and streetscape treatment. Site lighting, for example, will incorporate the traditional style of fixtures used on the surrounding streets and illumination provided around the new development is anticipated to be similar to the existing light levels in the downtown area. No significant adverse change in the overall visual experience of the downtown is anticipated.

Based on the Phase 1A research, it is the conclusion of CITY/SCAPE: Cultural Resource Consultants that the Yonkers Rising site has been profoundly disturbed by several episodes of
construction, demolition and reconstruction. It is considered that the Yonkers Rising site lacks the potential to contain either prehistoric or historic cultural resources. The archaeologist's report, which is included herein as Appendix F, will be submitted by the applicant to the New York State OPRHP for its review. OPRHP concurrence and a determination of No Impact will need to be documented before any State permitting for this project can be granted.

**Construction Impact to Philipse Manor Hall**

A project-specific Construction Management Plan (CMP) will be developed for this project that will include a management plan for minimizing noise and vibration during the construction process. Given the proximity of Philipse Manor Hall to the project site, seismic monitoring will be implemented at that historic site during specified periods of site demolition and project construction using the same methodology as was used during the Saw Mill River Daylighting project. The vibration monitoring program will include continuous vibration monitoring during installation of piles, sheeting and any other construction activity that may cause elevated vibration levels, as determined by property condition assessments (PCAs) performed prior to construction. (Refer to section 3.7 for additional discussion.)

The management plan will particularly address damage threshold values applicable to Philipse Manor Hall to ensure that vibration impacts to that structure are avoided.
3.6 IMPACT ON TRANSPORTATION

Introduction

A traffic impact study was undertaken to evaluate the potential changes in local area traffic operations that would be expected to result from development of the proposed project. This study examines the network's present day operations, referred to as the "Existing Condition"; future operations for the "No Build Condition" (a year 2015 projection without including the Project); and the future "Build Condition" (future projection with the Project). The future No Build Condition is the baseline upon which project traffic impacts are compared. Traffic impact is then determined by comparing projected future traffic conditions without the project traffic in the Build Year to the projected traffic conditions with project-generated traffic in the Build Year. Future operations (No Build and Build) are analyzed for the year 2015.

The traffic impact study is included in Appendix E (text and some figures in the hardcopy appendix and the full technical report on the accompanying CD).

The Project site is one block east of the Metro North Yonkers railroad station. Residents of this new transit-oriented development ("TOD") are well positioned to use the Metro North trains and twelve nearby Westchester County Bee Line bus routes for commuter access, thereby expanding ridership on the rail and bus lines. Use of mass transit will reduce vehicle trips and limit demand for on-site parking. Locating high density residential development near a fixed rail station is consistent with smart growth principles that strive to minimize auto travel, especially during peak commuter periods. The high level of transit availability is sufficient to handle the highest anticipated transit trip generation. Locating places of work (offices and retail in this case) in close proximity to residential development is also consistent with smart growth principles.

Existing Conditions

The following intersections were investigated in this traffic study:

1. Buena Vista Avenue and Main Street
2. Main Street and Market Place
3. South Broadway, North Broadway, Palisades Ave., New Main Street, and Main Street
4. Nepperhan Street, Dock Street, Manor House Square, and Warburton Avenue
5. Riverdale Avenue and Main Street
6. Riverdale Avenue and Hudson Street
7. Riverdale Avenue and Prospect Street
8. Nepperhan Avenue, South Broadway, and Prospect Street

Existing conditions are determined by manual traffic counts that were conducted for the peak traffic periods during the weekday a.m. and p.m. on Thursday, June 28, 2012 and for the Saturday peak on Saturday, June 30, 2012 at the study intersections. The peak hour volumes are analyzed in all level of service calculations as they represent the highest volume and therefore typically the worst case traffic conditions.
Trips are assigned to uses in the presently vacant spaces and added to the No Build condition to reflect their potential use. The trip generation attributable to the vacant uses is not included in the Build Condition traffic.

The No-Build Condition establishes a future baseline condition based on a number of factors: (1) improvement projects in the local road network that are planned or underway (there are no relevant projects in this case); (2) traffic from general urban growth (one percent (1%) per year cumulative growth rate over four years was used); and (3) traffic from identified development projects in the project site vicinity.

**Avoidance or Minimization of Potential Impacts**

The future condition analyses use published trip rates and calculates the expected trips generated, then distributes the trips onto the area road network. These projections are affected by the proposed points of access to the public streets, trip rates based on the proposed uses, effect of mass transit utilization, internal trips between uses, and passby trips.

**Trip generation**

The proposed project is expected to generate 213 new vehicle trips during the peak a.m. weekday hour, 383 trips new vehicle trips during the peak p.m. weekday hour, and 414 new Saturday peak hour vehicle trips.

The site at present, has occupied and vacant spaces that could generate trips based on its current configuration. Full use of that space must be taken into account to ascertain the net increase in traffic from the proposed action. The net increase in new vehicle trips above what would be projected under occupation of the existing space would be an increase of 103 trips in the a.m. peak hour, an increase of 35 trips in the p.m. peak hour and a reduction of 50 trips in the Saturday peak hour. The differences are primarily due to the current site’s potential for retail space which generates less traffic in the a.m. peak hour and reaches its peak on Saturday.

**Levels of Service**

None of the study intersections has an overall level of service lower than D for the Existing Condition and future conditions with (Build Condition) and without (No Build Condition) the project. However, three movements from South Broadway to Nepperhan Avenue are projected to decline to unacceptable levels of service in the No Build Condition (without the project traffic). These conditions and their potential mitigation have been previously identified in the documentation for other projects. Movements at Riverdale Avenue and Prospect Street are also projected to decline in the No Build Condition. Traffic may use alternate routes if the signal is not retimed to address increasing traffic flows.

No decline below level of service D is projected at any study intersection from the No Build to the Build Condition. No significant adverse impacts to traffic operating conditions related to overall levels of service are anticipated to result from the Yonkers Rising project. However, one particular lane group may result in traffic rerouting based on the potential decline (eastbound lane on Main Street at Riverdale Avenue) during the p.m. weekday. Lane groups at the intersections of South Broadway with Nepperhan Avenue and Riverdale Avenue with Prospect Street are projected to operate poorly in the future No Build Condition regardless of this project.
The traffic study evaluated possible intersection improvements (signal retiming and a northbound right turn lane on South Broadway into Nepperhan Avenue) that could improve these conditions. Regardless of this project, however, there are existing and potential future issues with the roadway network. Capital improvements are needed to continue to bring up to standard, modernize, and improve system efficiency. Such system improvements when done locally can provide a small incremental improvement in safety, cost reduction, and/or system efficiency. Commensurate with the small incremental increase in system use by the project, the Applicant will need to work with the City Traffic Engineer to identify the extent to which the project can contribute to improving the transportation network in the downtown area.

Parking

There is opportunity for shared parking in the garages proposed at Yonkers Rising between project tenants and other users provided that an electronic permit system is in place that actively monitors parking use. The mechanized garage proposed can effectively monitor parking utilization and its users, and utilizes 100 percent of its spaces while accounting for permit parking, so that no reserve capacity is needed. Required parking for the project is proposed to be accommodated in the two parking structures, with some 64 spaces in the garage for the high-rise to be shared between uses. The applicant will provide credible evidence that the accumulated parking demand of the affected uses will not exceed the capacity of the garage.

Opportunity for shared overnight parking also exists in the low-rise parking garage when it will have least demand by its commercial users. The applicant will likely be able to offer this additional parking capacity via permits once the building is operational.

The project should incorporate signing at the street to indicate when these garages are at capacity.

In addition the Applicant should incorporate concepts of active design and in particular bicycle parking into the project design. Parking and storage for bicycles with convenient access is a means for further supporting efficient transportation.
3.7 IMPACT FROM NOISE (CONSTRUCTION NOISE)

Existing Conditions

Existing ambient noise levels surrounding the Yonkers Rising site are typical of an urban setting that is primarily commercial with some residential development above retail space. Local traffic in the area contributes in large part to the ambient noise levels that occur in the site vicinity, with intermittent increases associated with regularly trains that travel through the downtown area.

Avoidance or Minimization of Potential Impacts

The proposed redevelopment of the Yonkers Rising project will require demolition of the existing buildings on the property, removal of demolition debris, excavation/grading of soil, and pile driving in areas to prepare proper subgrades and foundations for the proposed buildings. These construction activities will be short-term and are a required consequence of any construction project. Noise from construction activities is a temporary, unavoidable impact and will cease upon completion of the project. The following table lists typical maximum sound levels for diesel powered equipment and activities at a range for receptor distances.

<table>
<thead>
<tr>
<th>Equipment/Activity</th>
<th>50 feet</th>
<th>100 feet</th>
<th>200 feet</th>
<th>500 feet</th>
<th>1000 feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Backhoe</td>
<td>83-86</td>
<td>77-80</td>
<td>71-74</td>
<td>63.5-66.5</td>
<td>57.5-60.5</td>
</tr>
<tr>
<td>Bulldozer</td>
<td>80</td>
<td>74</td>
<td>68</td>
<td>60.5</td>
<td>54.5</td>
</tr>
<tr>
<td>Cement Mixer</td>
<td>63-71</td>
<td>57-65</td>
<td>51-59</td>
<td>43.5-51.5</td>
<td>37.5-45.5</td>
</tr>
<tr>
<td>Compressor</td>
<td>67</td>
<td>61</td>
<td>55</td>
<td>47.5</td>
<td>41.5</td>
</tr>
<tr>
<td>Generator</td>
<td>78</td>
<td>72</td>
<td>66</td>
<td>58.5</td>
<td>52.5</td>
</tr>
<tr>
<td>Jackhammer/ Paving Breaker</td>
<td>82</td>
<td>76</td>
<td>70</td>
<td>62.5</td>
<td>56.5</td>
</tr>
<tr>
<td>Trucks</td>
<td>91</td>
<td>85</td>
<td>79</td>
<td>71.5</td>
<td>65.5</td>
</tr>
</tbody>
</table>


Construction activities must comply with the City of Yonkers noise regulations. To minimize noise impacts, construction will be limited to between the hours of 7:00 am and 6:00 pm on weekdays. No work will be conducted on weekends or legal holidays.

During construction, noise will be minimized to the extent practicable through the proper maintenance of the construction equipment and limits on the length of idling. In accordance with Federal and State regulations, devices such as exhaust mufflers and acoustic casing enclosures will be required.
Vibration Impacts

The construction of the Yonkers Rising development will require the installation of piles for foundation supports and sheet piling for the temporary support of soil excavations. The sheet piling system is anticipated to be limited to the construction area at the eastern end of Nepperhan Street.

The installation of these piles and sheet piles can cause vibrations to adjacent buildings as well as utilities. To monitor and minimize the vibrations a monitoring program will be implemented. Seismic monitoring will be conducted following protocols used for the Larkin Plaza Daylighting project and approved by the City to protect the adjacent and nearby structures, especially the historic Philipse Manor property on the opposite side of Larkin Plaza.

The vibration monitoring program will include the following measures:

- During the installation of the piles and sheet piles, as well as other construction activities, a licensed professional engineer will perform continuous vibration monitoring.
- A property condition assessment (PCA’s) will be completed prior to the start of construction activity and the vibration tolerance will be determined based on this assessment.
- The contractors will survey the locations and elevations of all utilities and structures surrounding the Yonkers Rising property prior to the commencement of construction, pile driving operations. They shall take all precautionary measures to ensure those utilities and structures remain the same and are not damaged during the course of construction work.
- The United States Bureau of Mines (USBM) damage threshold values will be used as appropriate.
- The USBM defines a peak particle velocity (PPV) of 0.20 inches per second for fragile buildings. Both the USBM and the Federal Transit Administration (FTA) define the threshold value for PPV for historic, fragile buildings as 0.12 inches per second. The tolerance for historic buildings shall used and applied to the Philips Manor property, located north of Larkin Plaza.
- Settlement monitoring points in Larkin Plaza and at the Philips Manor property will be established. During the pile driving activity they will be monitored on a bi-weekly basis.
- If the measured vibrations from the construction activity exceed the PPV tolerances noted above and those determined by the property condition assessment work shall be discontinued on the site.
- All pile locations shall be pre-drilled when adjacent to existing utilities and foundations of adjacent buildings. It is the goal of this monitoring program to protect structures, underground utilities, concrete flume and other construction from damage caused by any and all of the pile driving operations.
3.8 IMPACT ON THE COMMUNITY (FACILITIES & SERVICES)

To evaluate the demand that will be placed on community services, the population that would be introduced by the Yonkers Rising project must first be estimated.

Using demographic multipliers published by the Rutgers University Center for Urban Policy Research (CUPR) in their publication Residential Demographic Multipliers, June 2006, it is projected that a studio and one-bedroom rental unit would have a household size of 1.67 persons and a two bedroom unit would have a household size of 2.31 persons on average. Based upon these multipliers, the proposed Yonkers Rising project would introduce 419 residents to the City of Yonkers, an average of 1.8 persons per household. In addition, according to a recent economic study prepared for the applicant, the project is conservatively projected to create some 410 jobs.¹

Student multipliers published by the Rutgers University (CUPR) were also used to project schoolage children (grades K-12). Studio and one bedroom rental units would have an average school age children population of 0.08 students and a two bedroom unit would have a school age population of 0.23 students, resulting in a total student population of 26 students.

In summary, Yonker's population would grow by approximately 419 persons, including 26 school age children.

According to U.S. Census 2010 estimates, the City of Yonkers had a population of 195,976 persons. An additional 419 residents would increase the City's population by approximately 0.2 percent. The addition of 419 residents would be expected to modestly increase the demand for community services.

The project site is within the jurisdiction of the following community services:

- Yonkers Police Department
- Yonkers Fire District
- Yonkers Public Schools

These community service providers were contacted to assess the project's potential impact on these services. In addition, since school costs typically represent the largest share of costs, a fiscal analysis was prepared to estimate the amount of school tax revenues that would be generated by the project which would offset the costs associated with the additional demand for school district services from the added school-age population.

3.8.1 Police Protection

Existing Conditions

The Yonkers Police Department serves the entire City of Yonkers and is divided into 4 precincts representing the four geographic quadrants of the City. The Yonkers Rising is located within the 4th Precinct which covers the northwest portion of the City of Yonkers. The Fourth Precinct is divided into six patrol sectors. The precinct typically operates twelve cars per shift. Each police vehicle is manned by two police officers, coverage is provided 24 hours per day 7 days per

¹ AKRF, Economic and Fiscal Benefits of the Yonkers Rising Development Project, August 16, 2012. Prepared for the applicant. Employment projection is reported in full-time equivalent jobs.

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3.8-1
Supplementing motorized patrol are five regularly staffed foot posts, and three posts patrolled by officers on bicycles. These posts are augmented by the department’s Housing Unit which patrols the city’s housing projects during peak time periods. The fourth precinct is staffed by 105 police personnel, including sergeants, detectives, and patrol officers. This precinct receives approximately 28,000 calls for service annually which represents approximately 31 percent of all calls in the City. The 4th precinct police station is located at 53 Shonnard Place, Yonkers. City-wide police headquarters is also located in close proximity to the Yonkers Rising project at 104 South Broadway. Based on the 4th Precinct population of 57,000 persons, the City maintains a police/population ratio of 1.8 police officers per 1,000 population.

Response time to the project site would be three to five minutes given the close proximity of the project to the police stations.

Avoidance or Minimization of Potential Impacts

It is anticipated that the proposed Yonkers Rising development project would add approximately 419 residents to the City's population and 410 employees. The ratio of police personnel to the City's population would remain approximately 1.8 police officers per 1,000 population.

Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute, model factors for police protection recommend two (2) police personnel per 1,000 persons which further breaks down to 1.5 police personnel per 1,000 residents (residential uses) and 0.5 police personnel per 1,000 employees (nonresidential uses). Based on this standard, the projected project population would increase police staffing needs by less than one police officer which is not likely to have an impact on the 4th precinct's police personnel ratio of 1.8 personnel per 1,000 residents. To offset this additional demand, the project would generate approximately $800,000 in annual property tax revenues to the City of which some could be applied to the Police Department budget.

At the present time it is not determined the extent to which the buildings will have security alarm systems. Any such system would have central station monitoring.

According to Police Officer Panko of the Yonkers Police2 department, no measurable impact on staffing or service levels would be expected from the potential addition of calls from the Yonkers Rising project. No decline in services is anticipated. Based on the foregoing analysis, the project would not appear to have an adverse impact on police protection services. A letter inquiry to confirm this information has been sent to the Yonker's Police Department on July 31, 2012 (refer to Appendix A, Correspondence). No written response has yet been received.

3.8.2 Fire Protection

The City of Yonkers municipal fire municipal department provides fire protection services to the entire city including the area where the Yonkers Rising development is proposed. The department also responds to medical emergencies although it does not provide transportation to area hospitals. The department coordinates with Yonkers Empress EMS, a fee for service ambulance provider with 24 hour coverage, to assure that transportation to area hospitals is available.

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2 Phone conversation with Police Officer Panko of the Yonkers Police Department, on July 25, 2012.

Yonkers Rising - Expanded EAF
3.8-2
Existing Conditions

The Yonkers Fire Department is a paid municipal full time fire department. The Fire Department currently operates 11 fire stations and is staffed by 450 paid firemen. The Department is divided into an East and a West Division. The project site is located in the West Division, with the closest fire station located on Shonnard Place. Current response time is estimated to be an average of three to five minutes. The City Fire Department is headed by a Chief, 10 Assistant Chiefs, 28 Captains, and 75 Lieutenants who oversee firematic operations. The civil division of the department is headed by the Fire Commissioner, three deputy chiefs, a captain, two lieutenants, an assistant and a Secretary who perform administrative operations.

The Yonkers Fire Department currently operates 10 engines, 4 aerial ladder trucks that can reach 100 feet, 2 tower ladder trucks that can reach 75 feet, 1 heavy rescue vehicle, 1 light rescue vehicle, a marine rescue boat, and 3 Battalion Chief patrol cars. The department is staffed by 450 members who respond from 11 fire stations. On average the department responds to approximately 15,000 calls for service per year. These calls consist of structural fires, motor vehicle accidents (MVA's), automatic alarms, vehicle fires, underwater rescue, mutual aid, and various other calls for assistance.

Avoidance or Minimization of Potential Impacts

Based on planning standards published in the Development Impact Assessment Handbook, approximately 1.65 fire department personnel per 1,000 population is recommended to provide adequate fire protection service. Up to 419 new residents and 410 employees would generate demand for an additional 1.4 fire department personnel. To offset this additional demand, the project would generate approximately $800,000 in annual property tax revenues to the City of which some could be applied to the Fire Department budget.

The proposed buildings will be designed in accordance with City and New York State building and fire codes and will be readily accessible to emergency service vehicles. Fire hydrants will be installed according to City standards. Each building in the project will incorporate automatic sprinklers and have fire alarm systems with central station monitoring.

Based on the foregoing analysis, the project would not appear to have an adverse impact on fire protection services. A letter of inquiry has been sent to the Yonker's Fire Department on July 31, 2012 (refer to Appendix A, Correspondence). No written response has yet been received.

3.8.3 School Services

Existing Conditions

The project site is served by the Yonkers Public School District which encompasses the geographic boundaries of the City of Yonkers. The school district is the fourth largest district in New York State and the second largest employer in Westchester County. The district has a total of 38 schools including 13 traditional elementary schools each with a magnet discipline focus. The district has 16 middle schools and 9 high schools. Overall enrollment is approximately 25,000 students.

The District is well-known for its award winning magnet programs. Students participate in learning opportunities in the classroom, on the stage, on the playing field. The District offers programs in collaboration with local colleges, universities, museums and cultural institutions.
Enrollment in the magnet schools is through a controlled school choice plan. In this manner the Yonkers Public Schools offers students and families a wide range of educational options including:

- 4 International Baccalaureate Programs crossing all grade levels
- 3 Montessori schools including the country’s first public pre-kindergarten-to-grade 12 Montessori Academy
- 13 traditional elementary schools, each with a unique magnet program
- 17 schools with grades pre-kindergarten through 8, each with a unique magnet program
- 1 dedicated academically talented program for grades pre-kindergarten through 8
- 1 College Board Preparatory Academy for grades 7 through 12
- 9 comprehensive high schools, each with unique magnet programs
- Integrated adult, early childhood and parent education center
- Adult education and job training

The District has received high marks for school quality and program initiatives. However, the Yonkers school buildings have fallen into a state of critical disrepair. The District’s buildings are the oldest in New York State; the average age is 73 years old, nine are over 95 and the oldest is 117. Ninety five percent of the buildings are deemed “unsatisfactory” by the New York State Board of Education, and the majority were built to educational standards of a previous era – they are dark, poorly ventilated and uniformly too small.

According to information provided by the School District, with an overall 2010 enrollment of 25,000 students, the buildings in the district were overcrowded by 20 percent, or approximately 4,000 seats. District enrollment is expected to increase over the next 10 years by 12 percent or approximately 3,000 students, resulting in a shortfall of approximately 7,000 seats.

Given the realities of the current economic climate, the Yonkers School District recently initiated a Public Private Partnership, known as a P3, which would allow for private investment in the school building infrastructure and the ongoing maintenance of school facilities, while allowing the district to concentrate on providing the educational services necessary to educate students. The P3 is dedicated to the development and maintenance of the District’s capital assets using a design-build-finance-maintain model. In a statement made by Yonkers Board of Education President Paresh Patel, he says “The P3 model is a viable solution to the ongoing financial constraints that have limited our ability to provide our students with the modern, well-maintained learning environments they deserve. We have outlined a three-phase, 15-year Educational Facilities Plan to refurbish our schools, and the P3 is critical to its success.”

**Avoidance or Minimization of Potential Impacts**

As described earlier, a total of 26 school-age children are projected to reside at Yonkers Rising. Typically, approximately 15 percent of school-age children in the northeast attend private or parochial schools. However, conservatively, it was assumed that all 26 students may attend the Yonkers Public Schools.

Growth of 26 students represents 0.1 percent of the school district's total enrollment. Distributed over 13 grades this represents a potential addition of approximately two students per grade. The Yonkers Rising project has been factored into the growth projections of new students in the 2011 Educational Facilities Plan Update, prepared for the Yonkers School District, and the
proposed residences are likely to be rented and occupied over a multi-year period, further minimizing the influx of new students per grade.

As described in the fiscal analysis which follows, the project will generate a net benefit of $1,735,838 in revenues after covering costs to the School District, which may be used to supplement expenses for educational services and facilities.

**Fiscal Analysis of School Impacts**

Since school taxes typically represent the largest share of taxpayer costs, a fiscal analysis was prepared to estimate the amount of school tax revenues that would be generated by the project which would offset the costs associated with the additional demand for school district services.

Yonkers Rising would introduce to the downtown area a total of 233 studio, one and two bedroom residential rental units, in addition to 38,184 square feet of retail, 78,099 square feet of office space and a 229,469 square foot mechanized parking garage. The construction value of this project has been estimated at $125,850,000. Using the current 2012 City of Yonkers equalization rate of 3.35 percent, the total assessed value of the proposed project is projected to be $4,215,975, or approximately $4,043,875 above the present assessed value of $172,100.

**Current and Projected School Tax Revenues**

Based upon the current school tax rate of $467.17 per $1,000 of assessed valuation, the project-generated tax revenues to the Yonkers Public School District would be approximately $1,969,577 annually.

**Costs Associated with the Proposed Project**

The budget for the 2011-2012 school year for the Yonkers Public District totaled approximately $500,910,465. With a current enrollment of 25,000 students, per-student costs are $20,036. Forty-five percent of the school district's budget is raised by property taxes, or $224,749,240. Thus, the cost per student to be raised through property taxes is approximately $8,990 per student.

Based on this per student cost to be raised by the tax levy, total costs to the school district resulting from the 26 students generated by the project would be $233,739 annually. The proposed Yonkers Rising development is projected to generate $1,969,577 annually in property tax revenues to the school district. Thus, the overall effect on the district's budget is projected to be a net benefit of $1,735,838 per year.

**Summary**

No potentially significant adverse effects on community services have been identified; the project as designed will avoid or minimize any potential adverse effects.

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3.8.4 Utilities

Existing Conditions

The project site, within the area bounded by Warburton Avenue on the East, Nepperhan Street on the North, Market Place on the West and Main Street on the South is served by municipal water and sewer service, and by gas, electrical, telephone and cable service. Specific utilities, potential project impacts and mitigation measures are described below.

Water Supply

Water service for the project site is provided by the City of Yonkers water supply system and is managed by the City of Yonkers Department of Public Works, Water Bureau. According to the City of Yonkers 2011 Annual Water Quality Report, the City obtains drinking water from the New York City Water Supply System. The source of this supply is mostly from reservoirs in the Catskill and Delaware watershed areas located west of the Hudson River in the Catskill region. Water from the upstate reservoir system is conveyed to the Kensico Reservoir in Westchester County through two aqueduct systems. The City of Yonkers water supply enters Yonkers at several locations, including the Westchester County Water District #1 Kensico Line. According to the City of Yonkers Bureau of Water, the majority of water provided to the City of Yonkers, and to the project area specifically, is blended water from different reservoir systems that flow through the Kensico Reservoir.

In 2011, a total of 9.93 billion gallons of water entered the City of Yonkers water distribution system according to the City of Yonkers Annual Report. Average daily citywide consumption was 27.2 million gallons, with an average daily per capita usage of 135.1 gallons. Approximately 10 percent of annual usage was used for fire fighting purposes, hydrant flushing, street sweeping, distribution system leaks, and unauthorized use. There are over 375 miles of water lines, over 4,400 fire hydrants, 3 water towers, 4 pump stations and 5 disinfectant stations within the City water distribution system. The City maintains high and low service (elevation) pressure zones to accommodate the varying topography within the City of Yonkers. Downtown Yonkers, and the project site, is supplied with water by a low service zone of the Yonkers water distribution system.

The existing water mains within the project area include the following:

- A 20-inch transmission main is located on the west side Warburton Avenue.
- An 8-inch main in the west sidewalk of Warburton Avenue.
- A 12-inch main on the east side of Warburton Avenue.
- A new 12-inch diameter main that was recently installed along the north side of Nepperhan Street as part of the Saw Mill River Daylighting Project. A 12” main located beneath the south sidewalk adjacent to the project site was cut, capped and abandoned in place. New building service connections to the existing structures along the south side of Nepperhan Avenue were installed from the new 12-inch main.

Wastewater Collection and Treatment

According to the City of Yonkers, the City of Yonkers Department of Public Works, Sewer Bureau owns and maintains the wastewater collection system in the City boundaries. The
Sewer Bureau’s services include the inspection, maintenance and repair of 400 miles of combined sanitary and storm sewers, including the city’s 11,500 catch basins, 25,000 manholes, and connecting pipelines.\(^5\)

The majority of the sanitary system was originally constructed in the early 1900’s, resulting in the need for frequent maintenance. Infiltration and inflow of stormwater and groundwater and leaking pipes are problems related to aging infrastructure, including the City of Yonkers system. Westchester county combined sewers also pass through the City of Yonkers and provide trunk sewer and stormwater collection. The Westchester County Department of Environmental Facilities (WCDEF) recommends separating stormwater and sanitary sewer lines for new projects to help improve water quality in the Hudson River and maintain an acceptable capacity at the Yonkers Joint Wastewater Treatment Plan.

All sanitary sewage generated in the City is treated at the Yonkers Joint Wastewater Treatment Plant, located along the Hudson River, approximately 0.3 miles from the Downtown Area. The plant is maintained by WCDEF and treats sewage from 22 municipalities and seven separate sewer districts, and serves a population of approximately 506,000. The City of Yonkers contains three sewer districts, the North Yonkers, Central Yonkers, and South Yonkers districts. Sanitary sewer lines and combined stormwater and sanitary sewer drains serve the Project Site as well as the surrounding neighborhood.

The Westchester County Yonkers Joint Wastewater Treatment Plant (WWTP) was originally designed to accommodate a maximum flow rate of 330 million gallons per day (MGD) and treat up to 92 MGD according to the WCDEF Annual Report (2011)\(^6\). During storm events, the plant accommodates greater volumes since some areas, such as Downtown Yonkers, contain combined stormwater and sanitary sewer lines. The plant is permitted to treat average daily flows of 120 mgd from June to November and 145 mgd from December through May\(^3\). The annual report lists the 2011 actual flow of 105.9 MGD.

According to utility information provided in the River Park Center, Cacace Center, Larkin Plaza and Palisades Point DEIS (Struever Fidelco Cappelli LLC (SFC), March, 2008), a 58 inch to 72 inch brick combined sewer is located in Main Street. This 72-inch trunk sewer flows to the Westchester county-owned North Yonkers Pump Station which is located west of the Metro North rail lines near the Hudson River. It handles an average daily flow of around 30 mgd and has a design flow of 70 mgd. During storm events, the plant can accommodate up to around 200 mgd with the design flow being pumped to the Yonkers Joint Wastewater Treatment Plant. The excess combined sewage overflow is partially treated at the Yonkers Joint Wastewater Treatment Plant before being discharged into the Hudson River.\(^7\)

The City of Yonkers is serviced by approximately 400 miles of combined sanitary and storm sewers. The combined sewer lines are owned, inspected and maintained by the City of Yonkers Department of Public Works, Sewer Bureau. The Sewer Bureau inspects, maintains, and repairs the combined system and cleans and repairs the city’s 11,500 catch basins, 25,000 manholes, and connecting pipelines.\(^8\)

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5 City of Yonkers, Department of Public Works, Sewer Bureau website  
7 Yonkers Downtown Zoning DGEIS, September 2011  
8 City of Yonkers, Department of Public Works, Sewer Bureau website
As part of the Saw Mill River Daylighting Project the existing combined sanitary sewer lines were removed and replaced along Nepperhan Street from the intersections of Nepperhan and Warburton Avenue to Nepperhan and Buena Vista Avenue. The new sanitary mains range in size from 12 to 18 inches. The existing sanitary and storm connections were reconnected to the new sewer. The new sewers connect to a 24-inch cast iron Westchester County sewer at the intersection of Market Place and Nepperhan Street. The County sewer continues south along Nepperhan Street to Buena Vista, where it continues south to Main Street and ultimately to the North Yonkers Pump Station.

As part of the Saw Mill River Daylighting project, new storm drains were installed in Nepperhan Street. These storm drains discharge directly to the Saw Mill River. This will allow the storm and sanitary for the proposed project to be separated and not flow to the combined sewers.

Electric and Natural Gas Service

The electric service in the area is provided by Consolidated Edison. All power lines are located in underground conduits. The distribution lines are within Nepperhan Street and Warburton Avenue. The gas service is provided by Consolidated Edison. The gas main ranges in size from 4 to 12 inches. All gas mains are located within Nepperhan Street and Warburton Avenue. The project Mechanical, Electric and Plumbing (MEP) engineers are coordinating with Con Edison to determine the projected electrical and gas needs and the capacity of the Con Edison facilities to service the project.

Telecommunications

Verizon provides telephone and data services to the City of Yonkers. A review of the as-built plans for Larkin Plaza shows the existing underground telecommunications are located in Warburton Avenue. The project MEP engineers are coordinating with Verizon to determine the projected needs for the project and the capacity of Verizon facilities to service the project.

Avoidance or Minimization of Potential Impacts

The proposed project will require connections to the existing utilities (water, sewer, gas and electric). For the purpose of determining the utility requirements, the total project will include 233 residential units, 9,003 sf of retail area, 33,027 sf of office space, approximately 608 restaurant seats, and associated common areas.

Waste Water Treatment

The total projected sewer demand, with 20% water saving reduction for water savings fixtures in the entire project, is 53,871 gpd using the flow rates outlined in the “NYSDEC Design Standards for Wastewater Treatment Works, 1998”. See the calculation breakdown in the table below.
### Table 3.8-1  
Projected Sewer Usage Flow Rates

<table>
<thead>
<tr>
<th>Use</th>
<th>Unit</th>
<th>No. Of Units</th>
<th>Flow / Unit</th>
<th>GPD / Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High-Rise Building</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Units</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Studio</td>
<td>Bedroom</td>
<td>24</td>
<td>150</td>
<td>3,600</td>
</tr>
<tr>
<td>1BR</td>
<td>Bedroom</td>
<td>163</td>
<td>150</td>
<td>24,450</td>
</tr>
<tr>
<td>2BR</td>
<td>Bedroom</td>
<td>46</td>
<td>300</td>
<td>13,800</td>
</tr>
<tr>
<td>Total # Units</td>
<td></td>
<td>233</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>SF</td>
<td>5,585</td>
<td>0.1</td>
<td>559</td>
</tr>
<tr>
<td>Restaurant</td>
<td>Seat</td>
<td>319</td>
<td>35</td>
<td>11,178</td>
</tr>
<tr>
<td><strong>Sub-Total High-Rise Building</strong></td>
<td></td>
<td></td>
<td></td>
<td>53,587</td>
</tr>
<tr>
<td>Reduction for water savings devices (20%)</td>
<td></td>
<td></td>
<td>(10,717)</td>
<td></td>
</tr>
<tr>
<td><strong>Total High Rise Building</strong></td>
<td></td>
<td></td>
<td></td>
<td>42,870</td>
</tr>
<tr>
<td><strong>Low-Rise Building</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>SF</td>
<td>3,418</td>
<td>0.1</td>
<td>342</td>
</tr>
<tr>
<td>Restaurant</td>
<td>Seat</td>
<td>289</td>
<td>35</td>
<td>10,108</td>
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<tr>
<td>Office</td>
<td>SF</td>
<td>33,027</td>
<td>0.1</td>
<td>3,303</td>
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<tr>
<td><strong>Sub-Total Low-Rise Building</strong></td>
<td></td>
<td></td>
<td></td>
<td>13,753</td>
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<tr>
<td>Reduction for water savings devices (20%)</td>
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<td></td>
<td>(2,751)</td>
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</tr>
<tr>
<td><strong>Total High Rise Building</strong></td>
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<td>11,002</td>
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<tr>
<td><strong>Total Projected Flow (GPD)</strong></td>
<td></td>
<td></td>
<td></td>
<td>53,871</td>
</tr>
</tbody>
</table>

Notes:
1. Sewer usage is based on NYSDEC Design Standards for Wastewater Treatment Works, 1988, Table 3, Expected Hydraulic Loading Rates.
2. Approximate number of restaurant seats determined by using a 35% allowance for kitchen area and 35% allowance for circulation and amenity space in dining room. Number of seats based on 15 SF per seat.

The high-rise and low-rise buildings will connect to the new 18” sanitary located in Nepperhan Street. The project will not connect to the City combined sewer system.

The City of Yonkers typically determines sewer mitigation costs for new development based on the estimated sewer usage of the development. Any contribution to the City for Inflow and Infiltration (I&I) studies or improvements will be determined in consultation with the City.

**Water Usage**

The water demand for the project is approximately equal to the sewer demand. To allow for water usage that does not flow to the sanitary system, the water demand for the project is estimated at 10% higher than the sewer demand. This added water usage includes water for mechanical systems, restaurant usage, and water for landscaping, etc. Based on the daily sewer usage calculation above, the projected water usage for the proposed project is approximately 59,258 gpd; 47,156 gpd for the high-rise building and 12,102 gpd for the low-rise building. This additional flow to the proposed project will not result in a substantial increase in the average daily flow for the City.

Domestic water service for both the high-rise and low-rise buildings will be connected to the new 12-inch water main located in Nepperhan Street. All existing water service connections will be cut, capped and abandoned in place.
Cross Contamination

The proposed project will require the installation backflow prevention devices or reduced pressure zone (RPZ) devices to prevent the cross contamination of water resources. The RPZ for the domestic service for both buildings will be installed in accordance of New York State Department of Health requirements. The fire service for both buildings will be protected by an approved double check detector assembly (DCDA) backflow preventer.

Fire Protection

A separate dedicated fire protection water service connection will be provided for each building. The dedicated service will be provided from the new 12-inch main in Nepperhan Street. The maximum flow rate for the building’s fire protection system will be approximately 1,000 gpm. The high-rise building will have a fire pump sized to provide adequate fire pressure throughout the building.

Three (3) hydrants are located adjacent to the project site, on the south side of Nepperhan Street. Two hydrants are located curbside; one at the intersection of Warburton Avenue and Nepperhan Street and one at the intersection of Market Place and Nepperhan Street. The third hydrant is located mid-block adjacent to the existing building.

A fire flow test was performed by the City of Yonkers Water Repair Shop on August 3, 2012. The test was performed on the new 12-inch main in Nepperhan Street. The pressure was recorded at an existing fire hydrant located on Nepperhan Street at the intersection of Market Place and the flow hydrant was located adjacent to 38 Nepperhan Street. The results of the hydrant flow test was as follows:

- Static Pressure - 106 pounds per square inch (psi)
- Residual Pressure - 100 psi
- Flow Rate at Residual Pressure - 1,550 gallons per minute (gpm)
- Calculated Flow at 20 psi - 4,841.5 gpm

Based the flow test conducted, the fire pump running at approximately 1,000 gpm will have approximately 3,800 gpm remaining for the fire department. The applicant will continue to work with the City of Yonkers Water Bureau and the Fire Department to assess existing hydrants in the vicinity of the buildings.

Electric

The project mechanical engineer has estimated the project will require 5,200 Amps and 1,000 Amps of electric service for the high-rise and low-rise building, respectively. The project will request: (1) High-Rise Residential Service: 3,600 Amps @ 120/208 Volt, 3-Phase, 4-Wire, (9) sets of (4) #600 MCM each in 5" Conduit Underground (HDPE); (2) High-Rise House, Retail & Common Areas: 1,600 Amps @ 277/480 Volt, 3-Phase, 4-Wire, (6) sets of (4)#600 MCM each in 5" Conduit Underground (HDPE); (3) Low-Rise House, Retail & Common Areas: 1,600 Amps @ 277/480 Volt, 3-Phase, 4-Wire, (6) sets of (4) #600 MCM each in 5" Conduit Underground (HDPE).

The project mechanical and civil engineers will coordinate with ConEdison on the desired location of services into the buildings and any required street vaults. The project is not expected to result in adverse impacts to local electrical service. Based upon correspondence with
ConEdison, the applicant will provide for the installation of new transformer vaults as required to service the building. Consolidated Edison will install the transformers, network protectors, and service cables to the customer point of entry.

**Natural Gas Service**

The project mechanical engineer contacted Con Edison regarding the estimated project demands for natural gas service and formally requested service for the project. It is anticipated that new gas service with one gas meter will be provided for each building. The new gas meter assembly will be located in a gas meter room in the building mechanical space. The estimated natural gas demand for the high-rise building is 69.1 CCF and for the low-rise building is 116.9 CCF. The applicant will work with Con Edison to provide any required infrastructure improvements to service the project. The project is not expected to result in adverse impacts to local natural gas service.

**Energy Conservation**

The project will include a number of design features that would reduce the project's operational and long term energy use, including:

- Automated garage system
- Proximity to public transportation
- Use of energy efficient building materials
- Use of water conservation fixtures that exceed building code requirements

Given these energy reducing design features, the Project's proposed use of energy and the related generation of greenhouse gases have been reduced to the extent practical.
3.9 IMPACT ON THE COMMUNITY (GROWTH & CHARACTER)

Existing Conditions

The City of Yonkers recently amended its zoning for the downtown area to accommodate and encourage a greater mix of land uses by updating its zoning use restrictions, bulk restrictions, and parking regulations that 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 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 City's new D-MX Downtown Mixed-Use zoning allows for increased development potential in the downtown area, which will help to strengthen Downtown Yonkers as a retail and entertainment destination. [DGEIS page 2-8]

The growth potential of the downtown area, in which the project site is centrally located, is increased by the City's new zoning as it is facilitated by the close proximity of public mass transit systems (bus and rail), the downtown's accessibility to the region's core (New York City), and existing infrastructure. The Findings adopted by the City state:

Through adoption of the [Zoning Code amendments], 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 [Zoning Code amendments] is to better serve the community by creating a vibrant and walkable 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. None of these benefits would occur under the No Action Alternative.

The City's Findings continue:

The [Zoning Code amendments will] result in an incremental increase of population and density in the downtown (including 1,377 dwelling units and 1,559,331 square feet of commercial floor space as compared to the No Action condition); however this is generally beneficial in nature because the proposed Zoning support the City's vision to create a vibrant mixed-use downtown with street level activity that will support local businesses, attract new residents, and realize the potential of the downtown as the center of the city and as a regional attraction.

Avoidance or Minimization of Potential Impacts

The proposed Yonkers Rising project will result in the conversion of approximately 88,350 square feet of commercial space (20,350 square feet of which is occupied, the remaining 68,000 square feet is vacant at the present time) to a mix of uses at the heart of the Yonkers business district. The proposed project will encompass approximately 17 percent of the increased residential space and 7.5 percent of the increased commercial space projected for the downtown in its GEIS (233 dwelling units and some 116,283 square feet of leasable commercial space).
The City's GEIS established that the character of certain neighborhoods will likely change as a result of the proposed rezoning due to the 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.” The proposed project has been designed to conform with the new design standards for façades, massing, siting, parking, and landscaping in the new zoning code that are intended to create a unifying architectural theme and further encourage attractive investment in Downtown Yonkers. The City found that the new design standards will have a positive impact on community character within the downtown.1

The Applicant's proposal fully complies with the new D-MX zoning and is advantageously situated such that it can provide a pedestrian-oriented and transit-oriented environment for a variety of uses, and will provide places of work, opportunities for commercial/retail/office and service businesses, dining and entertainment activities open to the public, and places of residence in very close proximity to mass transit. The project will face the newly rebuilt City park and has been designed specifically to complement this new downtown environment with both its proposed uses and its architecture in response to the City's goals for the growth and character of this area.

**Short Term Economic Growth - Beneficial Impacts to the Community**

The proposed project will create new opportunities for employment, both in the short term as construction-related employment and over the long term as permanent jobs. As a result of an estimated $113M expenditure for project construction in a recent economic study prepared for the applicant, the direct employment demand is estimated to be 423 person-years of employment in the short term.2 In addition, the construction will generate an additional 187 person-years of indirect and induced employment within Yonkers, and an additional 105 in the County.

This new employment translates to an estimated $35M of direct employee compensation during the construction period, much of which would be spent in the local area economy, and an additional $14M of indirect and induced employee compensation in the City of Yonkers and $10M in the County.

Construction activity from the proposed project is projected to generate an estimated $1.21M in tax revenue for the City of Yonkers. Tax revenues will stem from personal, corporate and business income taxes as well as sales tax on construction materials.

**Long Term Economic Growth - Beneficial Impacts to the Community**

Once construction is complete and the project is fully occupied, a recent economic report prepared for the applicant by AKRF estimated that the Yonkers Rising project will introduce 210 new jobs, including 128 retail jobs, 66 office jobs, and 8 jobs associated with the residential development.3 These values may be conservatively low; an estimate of potential project employment based upon research data published by the Urban Land Institute and Institute of Transportation Engineers indicates future employment opportunities could be on the order of 520 full time equivalent jobs.

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3 Ibid. at Table 7.
Total employment resulting from the operation of Yonkers Rising will include jobs in business establishments providing goods and services to the occupants of the buildings (indirect jobs), and jobs resulting from new household spending (induced jobs). Based on the IMPLAN\textsuperscript{4} model’s economic multipliers for the City of Yonkers, the completed development will generate an additional 64 indirect and induced jobs within the City and 35 in the County.

Direct employee compensation from the annual operation of Yonkers Rising is estimated to be $10M.\textsuperscript{5} Additional indirect and induced employee compensation resulting from the proposed project is estimated at $3.5M in the City of Yonkers and $2M in the County.

The built project is estimated to generate $2.25M annually (in 2012 dollars) in non-property-related tax revenues for the City of Yonkers, Westchester County, New York State, and MTA. Yonkers will receive approximately $0.6M. Based on estimated project construction costs and FY 2013 tax rates from the City of Yonkers, the Yonkers Rising project will generate approximately $2.4M in annual property taxes. Of that amount, approximately $0.74M will go to the City of Yonkers and $1.65M will go to the school district.

\textit{Population Growth and Household Spending}

Once completed, population would be expected to increase as a result of this development. Using demographic multipliers published by the Rutgers University Center for Urban Policy Research (2006),\textsuperscript{6} it is projected that the proposed Yonkers Rising project would introduce 419 residents to the City of Yonkers, including a projected 26 students.

The new resident population would introduce consumer demand for the retail and service establishments located within the project vicinity, as well as the larger commercial area within Westchester County and the region. Businesses within the project vicinity would benefit from new resident expenditures. Approximately 30 percent of typical household income is spent on retail goods and services. According to the U.S. Census, the 2010 median family income in the City of Yonkers is approximately $72,000. Using this number as a representative income of future residences, it is estimated that 233 new households would spend on average $5M annually. A substantial portion of these expenditures would be made at supermarkets, local convenience stores, apparel stores, restaurants and service businesses such as gas stations and hair salons in the local area.

\textsuperscript{4} IMPLAN is the economic modeling program used in the \textit{Economic and Fiscal Benefits} analysis, July 13, 2012.
\textsuperscript{5} \textit{Economic and Fiscal Benefits} at Table 9.