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 unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment 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.

---

**THIS AREA FOR LEAD AGENCY USE ONLY**

**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 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

PUR Special Use Permit and Parkland Alienation for The Plant

Name of Action

City of Yonkers Planning Board

Name of Lead Agency

Jeff Williams  
Print or Type Name of Responsible Officer in Lead Agency

Commr, Planning & Development  
Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from responsible officer)

website  
Date

Page 1 of 21
PART 1--PROJECT INFORMATION
Prepared by Project Sponsor

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.

Name of Action  PUR Special Use Permit and Parkland Alienation for The Plant

Location of Action (include Street Address, Municipality and County)
45 and 45A Water Grant, Yonkers, NY, Westchester County

Name of Applicant/Sponsor  Glenwood POH, LLC

Address  159 Alexander Street

City / PO  Yonkers  State New York  Zip Code 10701

Business Telephone  914-309-3544

Name of Owner (if different)  Kenneth L. Capolino and Glenplace Equities

Address  218 Hillair Circle (Both)

City / PO  White Plains  State New York  Zip Code 10605

Business Telephone  914-536-4604

Description of Action:

See Appendix A, Description of Actions attached.
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: Municipal Parkland

2. Total acreage of project area: 33.9691 acres.
   APPROXIMATE ACREAGE
   PRESENTLY AFTER COMPLETION
   Meadow or Brushland (Non-agricultural) _____ acres _____ acres
   Forested _____ acres _____ acres
   Agricultural (Includes orchards, cropland, pasture, etc.) _____ acres _____ acres
   Wetland (Freshwater or tidal as per Articles 24,25 of ECL) 2.6578 acres 2.6578 acres
   Water Surface Area 2.6578 acres 2.6578 acres
   Unvegetated (Rock, earth or fill) _____ acres _____ acres
   Roads, buildings and other paved surfaces 10.8623 acres 10.3823 acres
   Other (Indicate type) Grass/Turf Park Area (inc. Roof top Park fields) 20.449 acres 20.802 acres

3. What is predominant soil type(s) on project site? Fill. See App. A
   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? N/A, acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? ☐ Yes ☑ No
   a. What is depth to bedrock? app. 100 (in feet)

5. Approximate percentage of proposed project site with slopes:
   ✓ 0-10% 68% ✓ 10-15% 13% ✓ 15% or greater 19%

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? App. A (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:  
U.S. Fish and Wildlife Services; NYSDEC Natural Heritage Program; National Marine Fisheries Services; PS&S Essential Fish Habitat Society  

Identify each species:  
Shortnose sturgeon. See Appendix A.  

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

Describe:  
See Appendix A.  

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

If yes, explain:  
See Appendix A.  

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

Hudson River and Palisades Park. See Appendix A attached.  

15. Streams within or contiguous to project area:  
Hudson River is contiguous to the Plant Site and JFK Marina Park.  

a. Name of Stream and name of River to which it is tributary  
Hudson River.  

16. Lakes, ponds, wetland areas within or contiguous to project area:  
The Hudson River is considered a tidal wetland and is contiguous to the Plant Site and JFK Marina Park. As such, both areas are considered tidal wetland "adjacent areas". Additionally, the boat dock restoration will occur within the Hudson River.  

b. Size (in acres):  
N/A
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: 4.2991 acres.
   b. Project acreage to be developed: 12.4512 acres initially; 15.9412 acres ultimately.
   c. Project acreage to remain undeveloped: 18.027 acres.
   d. Length of project, in miles: N/A (if appropriate)
   e. If the project is an expansion, indicate percent of expansion proposed. N/A %
   f. Number of off-street parking spaces existing ___338__; proposed ___App.A___
   g. Maximum vehicular trips generated per hour: See ___App.A___ (upon completion of project)?
   h. If residential: Number and type of housing units:

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<th>Two Family</th>
<th>Multiple Family</th>
<th>Condominium</th>
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<tr>
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<td>Ultimately</td>
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   i. Dimensions (in feet) of largest proposed structure: App.A height; width; length.
   j. Linear feet of frontage along a public thoroughfare project will occupy is? 1,310 ft.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? ___0____ tons/cubic yards.

3. Will disturbed areas be reclaimed ☐ Yes ☐ No ☐ N/A
   a. If yes, for what intended purpose is the site being reclaimed?

   __________________________

   b. Will topsoil be stockpiled for reclamation? ☐ Yes ☐ No
   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? ___App.A____ 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: 36__ months. (including demolition)

7. If multi-phased:
   a. Total number of phases anticipated __ N/A __ (number)
   b. Anticipated date of commencement phase 1: _______ month _______ year, (including demolition)
   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 ___1800___ : after project is complete ___955___

10. Number of jobs eliminated by this project ___0___.

11. Will project require relocation of any projects or facilities?  ☐ Yes  ☐ No

   If yes, explain:
   
   See Appendix A.

12. Is surface liquid waste disposal involved?  ☐ Yes  ☐ No

   a. If yes, indicate type of waste (sewage, industrial, etc) and amount Storm Water

   b. Name of water body into which effluent will be discharged Hudson River

13. Is subsurface liquid waste disposal involved?  ☐ Yes  ☐ No  Type __________________

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

   If yes, explain:
   
   ____________________________

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

16. Will the project generate solid waste?  ☐ Yes  ☐ No

   a. If yes, what is the amount per month?  ______227____ tons

   b. If yes, will an existing solid waste facility be used?  ☐ Yes  ☐ No

   c. If yes, give name App. A ___________________________; location App. A________________________

   d. Will any wastes not go into a sewage disposal system or into a sanitary landfill?  ☐ Yes  ☐ No
e. If yes, explain:

Some solid waste materials will be recycled or used for on-site power generation. See Appendix A.

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)

   See Appendix A.

22. If water supply is from wells, indicate pumping capacity ______ N/A ______ gallons/minute.

23. Total anticipated water usage per day ______ 46,600 ______ gallons/day.

24. Does project involve Local, State or Federal funding? □ Yes □ No
   If yes, explain:

   The project has been identified as a priority economic development granted funding by the Mid-Hudson Regional Economic Development Council. Additionally, some other forms of funding may be required to assist the Applicants construct the roadway and other infrastructure planned for the Project.
25. Approvals Required:

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<thead>
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<th>Submittal Date</th>
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<tr>
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<tr>
<td>PUR Special Use Permit</td>
<td>October 2012</td>
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<tr>
<td>Parkland Alienation</td>
<td>November 2012</td>
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<tr>
<td>City, Town, Village Planning Board</td>
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<tr>
<td>PUR Special Use Permit</td>
<td>October 2012</td>
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<td>Site Plan Approval</td>
<td>February 2013</td>
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<td>City, Town Zoning Board</td>
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<td>Sewer Hook Ups</td>
<td>February 2013</td>
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<td>City, County Health Department</td>
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<td>Other Local Agencies</td>
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<td>Other Regional Agencies</td>
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<td>State Agencies</td>
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<tr>
<td>DEC - Tidal Wetlands/BCP</td>
<td>July 2012</td>
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<td>DOS Coastal Zone Consist.</td>
<td>Sept. 2013</td>
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<td>Federal Agencies</td>
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<td>US ACOE - Fill/Stuctures</td>
<td>Sept. 2013</td>
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</table>

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  □ New/revision of master plan  □ Subdivision
□ Site plan          □ Special use permit  □ Resource management plan  □ Other
2. What is the zoning classification(s) of the site?

See Appendix A.

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

See Appendix A.

4. What is the proposed zoning of the site?

The PUR special use permit is proposed, which is consistent with the URA Plan and Master Plan.

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

The PUR Concept Plan describes the maximum development potential as the proposed Project. See Appendix A.

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

See Appendix A.

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

See Appendix A.

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

9. If the proposed action is the subdivision of land, how many lots are proposed? N/A

   a. What is the minimum lot size proposed? N/A
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

   a. If yes, is existing capacity sufficient to handle projected demand?  □ Yes  □ No

      See Appendix A.

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

      See App. A.

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 the 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  Glenwood POH LLC  Date 10/25/12

Signature

Title  Ronnie Shemesh, President

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.
PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE
Responsibility of Lead Agency

General Information (Read Carefully)

1. 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.
2. 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.
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.
4. 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 example, 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.

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<td>Small to Moderate Impact</td>
<td>Potential Large Impact</td>
<td>Can Impact Be Mitigated by Project Change</td>
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**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.
1. Smell to Moderate Impact | Potential Large Impact | Can Impact Be Mitigated by Project Change
---|---|---
- Construction or expansion of a sanitary landfill. |  | Yes No
- Construction in a designated floodway. | Yes No
- Other impacts: |  | Yes No

Parkland is being impacted by impacts are being mitigated by replacement of parkland or parkland improvements on a greater than one-for-one basis.

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: |

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

| NO | YES |
---|---|
- 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?

| NO | YES |
---|---|
- 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?

- [ ] NO  [ ] YES

**Examples** that would apply to column 2

- Proposed Action will require a discharge permit.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Construction or operation causing any contamination of a water supply system.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Proposed Action will adversely affect groundwater.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Proposed Action would use water in excess of 20,000 gallons per day.
  - [ ]  [ ]  [ ] Yes  [ ] No

- 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.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Proposed Action will allow residential uses in areas without water and/or sewer services.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.
  - [ ]  [ ]  [ ] Yes  [ ] No

- Other impacts:
  - [ ]  [ ]  [ ] Yes  [ ] No
6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

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- **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:

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**IMPACT ON AIR**

7. Will Proposed Action affect air quality?

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<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
  - 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:

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**IMPACT ON PLANTS AND ANIMALS**

8. Will Proposed Action affect any threatened or endangered species?

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<td>Potential Large Impact</td>
<td>Can Impact Be Mitigated by Project Change</td>
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- **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 the 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 for agricultural purposes.

• Other impacts:

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:

10. Will 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.
<table>
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<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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**IMPACT ON AESTHETIC RESOURCES**

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

☐ 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.

☐ ☐ ☐ Yes ☐ No

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

☐ ☐ ☐ Yes ☐ No

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

☐ ☐ ☐ Yes ☐ No

- Other impacts:

☐ ☐ ☐ Yes ☐ No

**IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES**

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?

☐ NO ☐ YES

**Examples** that would apply to column 2

- Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.

☐ ☐ ☐ Yes ☐ No

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

☐ ☐ ☐ Yes ☐ No

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

☐ ☐ ☐ Yes ☐ No
**IMPACT ON OPEN SPACE AND RECREATION**

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

<table>
<thead>
<tr>
<th></th>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated by Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>□</td>
<td>□</td>
<td>Yes □ No</td>
</tr>
</tbody>
</table>

**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:

<table>
<thead>
<tr>
<th></th>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated by Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>□</td>
<td>□</td>
<td>Yes □ No</td>
</tr>
</tbody>
</table>

There will be increases in recreational opportunities in the adjacent parkland.

**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 6NYCRR 617.14(g)?

<table>
<thead>
<tr>
<th></th>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated by Project Change</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>□</td>
<td>□</td>
<td>Yes □ No</td>
</tr>
</tbody>
</table>

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

The Hudson River is a tidal estuary.

**Examples that would apply to column 2**

- Proposed Action to locate within the CEA?
- Proposed Action will result in a reduction in the quantity of the resource?
- Proposed Action will result in a reduction in the quality of the resource?
- Proposed Action will impact the use, function or enjoyment of the resource?
- Other impacts:
**IMPACT ON TRANSPORTATION**

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

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small to Moderate Impact</td>
<td>Potential Large Impact</td>
<td>Can Impact Be Mitigated by Project Change</td>
</tr>
</tbody>
</table>

- **Examples** that would apply to column 2
  - Alteration of present patterns of movement of people and/or goods.
  - Proposed Action will result in major traffic problems.
  - Other impacts:

  See App. A.

**IMPACT ON ENERGY**

16. Will Proposed Action affect the community’s sources of fuel or energy supply?

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO</td>
<td>YES</td>
<td></td>
</tr>
</tbody>
</table>

- **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.
  - 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.
  - Other impacts:

**NOISE AND ODOR IMPACT**

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO</td>
<td>YES</td>
<td></td>
</tr>
</tbody>
</table>

- **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:
### IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?

- **NO**  
- **YES**

- 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 liquefied 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:

<table>
<thead>
<tr>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated by Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Yes  No</td>
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<td>Yes  No</td>
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<tr>
<td></td>
<td></td>
<td>Yes  No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes  No</td>
</tr>
</tbody>
</table>

### 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.)

<table>
<thead>
<tr>
<th>Small to Moderate Impact</th>
<th>Potential Large Impact</th>
<th>Can Impact Be Mitigated by Project Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Yes  No</td>
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<td>Yes  No</td>
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<td>Yes  No</td>
</tr>
<tr>
<td></td>
<td>1 Small to Moderate Impact</td>
<td>2 Potential Large Impact</td>
</tr>
<tr>
<td>---</td>
<td>----------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>•</td>
<td>Proposed Action will set an important precedent for future projects.</td>
<td>□</td>
</tr>
<tr>
<td>•</td>
<td>Proposed Action will create or eliminate employment.</td>
<td>□</td>
</tr>
<tr>
<td>•</td>
<td>Other impacts:</td>
<td>□</td>
</tr>
</tbody>
</table>

20. Is there, or is there likely to be, public controversy related to potential adverse environment 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
Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.

2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).

3. Based on the information available, decide if it is reasonable to conclude that this impact is important.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.
PART 1- PROJECT INFORMATION

Description of Actions

A. The Plant Project

The proposed Planned Urban Redevelopment Special Use Permit (the "PUR") and Parkland Alienation ("Parkland Alienation") Actions are intended to facilitate the proposed preservation and redevelopment of the historic 1904-7 Yonkers Glenwood Power Plant site (the "Plant Site") into a new, mixed-use destination facility ("The Plant") for not only local Yonkers residents, but regional and international communities.

As described in the PUR Comprehensive Development Plan ("CDP"), the three existing former power plant buildings ("Plant Buildings") will be stabilized, preserved and redeveloped as a mixed-use, destination facility. Consistent with the adopted May 2009 Alexander Street Master Plan (the "Master Plan") and current IP zoning, the project (the "Plant Project") proposes two hotels, a new conference and retreat center, exhibition center, cultural/community space and associated assembly spaces, a spa health and wellness center, restaurants, lounge bar(s), retail space(s), restored large boat dock slips, and related back-of-house and support uses.

The 256,475 square foot Plant Project is anticipated to serve as a multi-faceted catalyst for economic growth - creating 1,800 construction jobs and an estimated 955 permanent jobs - in numerous sectors including hospitality, retail, service and management. The hotels and convention center will be designed for a capacity of between 1,600-3,500 individuals at any one given time. Architectural and structural integrity studies are currently underway for the reuse of the historic industrial buildings for readaptation to habitable, commercial and community use, with diverse activities in business, arts, culture, retail and hospitality. A significant aspect of the Plant Project and associated cost will be structural stabilization repairs to restore the historic structures and features, and environmental remediation both inside and outside of the on-Site structures.

This Project's vision is consistent with the Master Plan, and Urban Renewal Plan (the "URP"), each adopted in May 2009. The Master Plan provided that one of the potential reuses for the Plant Buildings, which were slotted to be preserved, was a large scale commercial entertainment "destination." As further analyzed below, most of the proposed reuses for the on-Site structures are fully permitted under the Site's existing IP (Planned Industrial) zoning. Despite some as-of-right zoning for the hotels, restaurants and spa components, other aspects of the Project including the convention center and restored docks, require the proposed PUR Permit.
The Plant will include four distinct “destination” spaces, which will all be connected internally through an interior corridor not currently in existence, and which will make each space accessible to all parties entering The Plant. The program for the four destination spaces, including the three buildings and outdoor, enclosed Courtyard area include:

- **Smoke Stack Building** – This building on the southern portion of the Plant Site will be converted into a Reception area and Café Restaurant on the ground floor. The Hotel will be on upper floors on either side of the building and extend over the “Coal Bin” restaurant in the center of the building up to the roof level. The “Coal Bin” Restaurant and Bar will actually be constructed inside and around the former coal bin power plant structures. The large interior atrium in the center will focus on the preserved smoke stacks. Individual meeting rooms will be developed inside the actual smoke stacks.

- **Great Turbine Hall** – This center Plant Building will be converted into the convention center, exhibition space. Toward this end, the large interior space will be preserved for this use. There will also be a vertical retail component on upper levels on each side of the building, and a health and wellness center spa.

- **Enclosed Courtyard** – Currently just an open-air space, which exists north of the Turbine Hall building and south of the Switch House building, this space will be converted into an enclosed Courtyard with a glass roof housing a restaurant, café and seasonal garden and will allow for passage from the Great Turbine Hall building into the Switch House Building.

- **Switch House Building** – This Building on the northern portion of the Site will be converted into a corporate retreat with an intimate hotel, an assembly hall/ballroom as well as a restaurant and café. The Reception area will be on the ground level, the café/restaurant on the 2nd floor, the conference retreat area on the 3rd floor, and the intimate hotel on the upper floors. The only exterior structural change to the Plant buildings will be a two-story addition on this Building to accommodate the need for additional hotel room space. Since so much of the interior of the buildings are being preserved, including the historic four rotaries being refurbished on the first floor of this building, this leaves too little interior room for reuse without the two story addition.

Additionally, the Plant Project includes a 0.2 mile 30 foot wide new public right of way and 5 foot\(^1\) walkway in the same approximate location as the existing dirt road to the east of the Plant Site providing for a future connection to a causeway over the cove to the south of the Plant Site and leading to a future an extension of Alexander Street.

See Exhibit B, PUR Plant Project Concept Plan.

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\(^1\) Note the Master Plan called for this walkway to be 15 foot but there is simply not enough physical room to construct both a 30 foot wide two lane road and a 15 foot wide walkway. The widest this walkway can be to accommodate both uses is 5 feet right at this location adjacent to the pre-existing Plant Buildings.
B. The Parks Improvement Project

The Parkland Alienation action will enable the improvement of adjacent Trevor Park and JFK Marina Park (the “Parks Improvement Project”) to provide parking and physical access to the Plant Site while enhancing the existing park facilities at Trevor Park and JFK Marina Park (collectively, the “Parks”). The Parks Improvement Project is necessary because the Plant Site sits on a parcel of land surrounded by the Hudson River on three sides (north, west, and south) without current access to a public road. The dirt road present to the east of the Plant Site, a Metro North easement, has historically served as the sole physical access point into the Site, but the only access to this dirt road easement is through the Parks. Therefore, the paved road that is currently present, JFK Memorial Drive, which commences on Warburton Avenue near the Hudson River Museum and meanders down the large hill into JFK Marina Park’s large paved parking lot, is the only access point into the Site and the gateway access for the Plant Project.

As contemplated in the Master Plan, it will be necessary to alienate portions of the Parks to accommodate the Plant Project, but as part of the Parks Improvement Project, the Parks will be significantly improved. The Master Plan fully recognized that a new road network would have to be created through the Parks in order to provide not only access to the Plant Site, but to connect the Parks south to Alexander Street for the benefit of the new waterfront community envisioned in the Master Plan. The Master Plan also recognized that parkland alienation would be required, including possible de-dedication of the JFK Memorial Drive roadway portion of the parkland in both Parks to accomplish this goal. However, the Master Plan concluded that: “Any resulting loss in parkland acreage will more than be compensated for by the addition of new parkland along the Alexander Street Waterfront.”

This has turned out to be the case since the initial (and since extended) PUR Permit for the Master Plan Area (the “Initial PUR Permit”) for Master Plan Parcels E, G-1, H-1, I-1, and J included 8 acres of public park land and open space, including an esplanade along the Hudson River. This represented 1.5 acres more open space than required by the Master Plan, which called for 17.5 acres of new parkland and open space, or 4.67 acres of public open space for every 1,000 dwelling units based on the 3,752 units planned in the Master Plan area. Applying these requirements to the Initial PUR Permit approved wherein 1,395 units are planned, 6.5 acres of new public parkland and open space were required for Parcels E, G-1, H-1, I-1, J, but the owners opted to develop additional parkland acreage. Despite this addition of 1.5 acres in the Initial PUR Permit, this EAF for the Plant Project and Parks Improvement Project (together, the “Project”) will analyze how the proposed Project will enhance the Parks with no net loss of parkland. The now minimally active Parks will be stimulated with new passive and active recreational activities and provide for the necessary parking facility and road network envisioned in the Master Plan.

Essentially, in order to accommodate the 855 parking spaces required for the planned 256,475 square foot Plant Project in a manner compliant with the Yonkers Building Code, the Parks Improvement Project will be necessary. The Parks Improvement Project will construct a subgrade parking structure with 870 parking spaces (the “Subgrade Parking Structure”) in Trevor Park with new park amenities and enhancements on the rooftop. The rooftop park (the “Rooftop Park”) will provide three new play fields and new play courts to replace and enhance existing
park recreational facilities. Additionally, a new expanded playground will also be added outside the Subgrade Parking Structure footprint. The parking garage will be essentially invisible and completely blend into the landscape on the same physical footprint as the current parkland. See Exhibit “B” Project Concept Plan. This concept has been recently utilized in conjunction with new parking lots containing roof top parks associated with the new Yankee Stadium in the Bronx. Several alternative designs will be analyzed in the EIS for the Parking Facility, and input will be received from members of the public, before the Concept Plan is finalized.

In addition, JFK Marina Park, which is now essentially a large paved parking lot with unimproved grass areas, with the exception of one gazebo, shall be transformed into an entirely new park with the parking moved to the north, the center of the park made into active parkland space, and the park area to the south made into a new open space area and entrance into the Plant Site. All along the waterfront perimeter of JFK Marina Park will be the esplanade envisioned in the Master Plan. See Exhibit B. These improvements to JFK Park include:

- Relocated parking lot and improved park area north near the boat ramp and public marina of 1.47 acre with 100 public parking spaces and 10 boat trailer parking space representing no net loss of public parking spaces. While 40 of the existing boat trailer spaces are not included in this design, historically these spaces have not been used, and an additional acre of active parkland is gained. However, the final design will be subject to public input.
- A 0.45 acre area to serve dual use as open park space and drop off area for guests and visitors to the new facilities at the Plant Site and serve as the main entrance into the Switch House Building.
- 5,000 square feet of Canal Restoration to include a wider canal and adding a passage adjacent to the restored canal to access the northern entrance of the Plant Project into the Switch House Building.

C. Prior Environmental Assessments

A DGEIS, FGEIS, and City of Yonkers Findings Statement were completed for the Master Plan/URP. Additionally, for the Initial PUR Permit a Long Form EAF and an Underwater Lands Impact Analysis was completed and the City issued a Negative Declaration pursuant to SEQRA.

A. SITE DESCRIPTION

1. Present Land Use

As former power plant buildings, the former use of the buildings was industrial. In relation to the Plant Project, the existing uses on the Plant Site are vacant, abandoned, dilapidated former power plant buildings located on contaminated land requiring remediation and former piles in the water evidencing two former large boat slips/docks. If portions of these on-Site buildings are not structurally repaired in the near future, the outer portions of the structures are in danger of collapse into the Hudson River.
In relation to Trevor Park, the existing uses include: the Hudson River Museum and associated 91 space parking lot, a 55 space Yonkers Parking Authority Parking Lot, two ballfields, three tennis courts, one basketball court, a 300 seat amphitheater with 43 space parking lot, and JFK Memorial Drive and overpass over the Metro-North tracks. Riverside High School and Fire Station No. 8 are also present on former parkland. However, for purposes of the acreage calculations acreage in this application, the High School and Fire House acreage was not included since these uses are no longer parkland uses.

In relation to JFK Marina Park, the existing uses include: a 99 public parking space asphalt parking lot, 50 asphalt paved boat trailer parking spaces, a marina building, boat ramp, gazebo, a grill area, bathrooms and partially paved extension of JFK Memorial Drive, which is essentially part of the parking lot.

2. Total Acreage

The total Project acreage includes the Plant Site and the Parks. The Plant Site, which includes Tax Block/Lots 2-2635-1, 15, and 19, consists of three on-Site former Plant Buildings occupying the majority of the land mass. The Plant Site totals 4.2991 acres, 1.9412 acres upland with the balance underwater land.

With respect to the acreage being impacted in relation to the Parks Improvement Project, the chart below illustrates the existing acreage of each park, and the acreage in relation to the portions of the Parks being improved with new roads, the Subgrade Parking Structure Rooftop Park, footbridge, esplanade and other amenities:

**Table 1**

<table>
<thead>
<tr>
<th>Trevor Park</th>
<th>Existing Acreage</th>
<th>Proposed Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parkland (excluding high school and Fire House)</td>
<td>20.87 acres</td>
<td>19.79 acres (see Trevor Park Drive 1.08 acres for difference)</td>
</tr>
<tr>
<td>Play Fields</td>
<td>3.46 acres</td>
<td>4.47 acres (extra 1.01 acres due to Rooftop Park)</td>
</tr>
<tr>
<td>Play Courts</td>
<td>0.73 acres</td>
<td>0.50 acres (slightly smaller court area but larger Playground by 0.14 acres, which with larger Play Fields area more than making up for impact of Trevor Park Drive )</td>
</tr>
<tr>
<td>Playground</td>
<td>0.04 acres</td>
<td>0.18 acres</td>
</tr>
<tr>
<td>Trevor Park Drive New Road</td>
<td>-</td>
<td>1.08 acres</td>
</tr>
<tr>
<td>Extra Park Amenities - Overlook Walkway +</td>
<td>-</td>
<td>0.23 acres (825 LF)</td>
</tr>
<tr>
<td>Pedestrian Footbridge over</td>
<td></td>
<td></td>
</tr>
<tr>
<td>tracks and towers</td>
<td>Existing Acreage</td>
<td>Proposed Acreage</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-----------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>JFK Marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkland (excluding underwater land)</td>
<td>8.80 acres</td>
<td>8.36 acres (see JFK Memorial Drive Extension of 0.44 acres for difference)</td>
</tr>
<tr>
<td>Recreational/ Lawn Area</td>
<td>5.84 acres</td>
<td>6.4 (0.56 more active parkland acres made available due to lower number of unused boat parking spaces from 50 to 10)</td>
</tr>
<tr>
<td>Extension of JFK Memorial Drive (30’ road; 50’ right of way, sidewalk and driveway)</td>
<td>0.44</td>
<td>0.44 (Currently this portion of JFK Memorial Drive beyond end of the mapped ramp is part of the parking lot and not the mapped street)</td>
</tr>
<tr>
<td>New Park Amenity - Waterfront Esplanade Walkway (16’ wide)</td>
<td>-</td>
<td>0.64 acres (1740 LF)</td>
</tr>
<tr>
<td>New Park Amenity - Continuation of Pedestrian Bridge Tower Bases</td>
<td>-</td>
<td>0.06 acres</td>
</tr>
</tbody>
</table>

In sum, the impacts of the new parking lot and roads are off-set on a greater than one-for-one basis by new parkland or new park amenities as follows:

- In Trevor Park, the 1.31 acres of parkland impacted by proposed the Trevor Park Drive new road (1.08) and loss of one play court (.23) is offset by 1.38 acres of new parkland and improvements:
  - adding 1.01 acres of new parkland directly on Trevor Park via the parking lot roof, which creates 1.01 acres of new land from otherwise unusable land area currently in the crest of the large hill in the Park
  - expansion of 0.04 acre playground into a state-of-the-art 0.18 acre new and improved playground
  - reduction in one play court of 0.23 acres offset by one new large play field on 1.01 acres of new parkland on the parking lot roof and 0.23 acres constituting a new overlook walkway and pedestrian footbridge amenities

- In JFK Marina Park, the 1.06 acre of parkland impacted by the 0.44 acres JFK Memorial Drive Extension, the .56 acres loss of 40 boat trailer parking spaces and 0.06 acre associated with the tower bases for the pedestrian bridge is offset by 1.2 acres of new parkland and improvements:
- adding a 0.64 acre waterfront esplanade at the river's edge as required by the Master Plan;
- adding 0.56 acres of new active parkland in place of the 40 unused boat trailer parking spaces directly on Trevor Park; and
- adding the new pedestrian bridge amenity that will predominantly span above and over the Metro North tracks with a minimal physical Park impact of 0.06 acres associated with the base of the towers, and which new amenity will facilitate pedestrian access through both Parks and to the Plant Site.

MTA Metro North Railroad tracks traverse the two parks and is not part of the Project except for the pedestrian bridge described above.

3-4. Predominant Soil Type and Bedrock Depth

The entire Plant Site and JFK Marina Park consist of contaminated historic fill soils from approximately 0-30 feet. Native silts are present under the fill soils. These areas are well drained. Bedrock is not present until average depths of approximately 100 feet below grade surface (bgs) based on investigation results in the Initial PUR Permit area. The presence of deep fill and unstable soil conditions was generically considered in the Master Plan DGEIS. A geotechnical study is underway in Trevor Park to characterize the predominant soil types and location of bedrock.

5. Slopes

A topographic survey has been prepared as part of the Project Site Plan. See Exhibits D-1, D-2, and D-3.

While there are only minor slopes within the Plant Site and JFK Marina Park, there are significant grade changes in portions of Trevor Park. In Trevor Park, there is a significant grade change from the east side on Warburton Avenue, the north side of the PUR (approximately 110 feet above mean sea level (msl)), and Glenwood Avenue on the south side of the PUR (approximately 110 feet above msl), down to the west side along the Hudson River (approximately 8 feet above msl). Vehicles that enter Trevor Park from Warburton travel on JFK Memorial Drive which cuts across Trevor Park from the north to the south along the large slope to decrease the severe grade. Prior to entering JFK Park, there is an existing bridge present over the Metro-North railroad tracks at 30 feet above msl, which then enters into JFK Marina Park down ramps, and then eventually to the Plant Site to the south. The "road" appears to end at the end of the ramp, where the paved area simply turns into a parking lot.

The summary of slopes for each Project Area is as follows:
<table>
<thead>
<tr>
<th>Trevor Park</th>
<th>Acres</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-100%</td>
<td>20.88</td>
<td></td>
</tr>
<tr>
<td>&gt;15%</td>
<td>5.65</td>
<td>27%</td>
</tr>
<tr>
<td>0-10%</td>
<td>11.37</td>
<td>54%</td>
</tr>
<tr>
<td>10-15%</td>
<td>3.86</td>
<td>18%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>JFK Park</th>
<th>Acres</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-100%</td>
<td>8.8</td>
<td></td>
</tr>
<tr>
<td>&gt;15%</td>
<td>0.34</td>
<td>4%</td>
</tr>
<tr>
<td>0-10%</td>
<td>8.11</td>
<td>92%</td>
</tr>
<tr>
<td>10-15%</td>
<td>0.36</td>
<td>4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Plant Site</th>
<th>Acres</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-100%</td>
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6-7. **Proximity to Cultural Resources, Historic Landmarks & Registry Sites**

In Trevor Park, the Hudson River Museum is more than 50 years old, but will not be impacted by this Project other than to increase patronage of the museum. The front exterior portion of this Museum was updated in the 1960's, but rear section consists of the Glenview Mansion. This Mansion is 50 years or older and has undergone renovations, but is listed on the National Register of Historic Places. It was listed on June 19, 1972 as the John Bond Trevor House.

With respect to archeological resources, JFK Marina Park is a former landfill and therefore would have no archeological resources. It is not yet clear if any filling occurred on Trevor Park. Sites in the vicinity of these Parks have undergone extensive environmental investigation and no significant archeological resources were found.
The DGEIS Chapter 12 analyzed the cultural resources and local Yonkers landmarks in great detail. A cultural resources analysis was performed in accordance with SEQRA and the New York State Historic Preservation Act (SHPA). Fifty-three buildings were identified as “locally significant,” however, the vast majority of these buildings are located closer to the southern end of the Master Plan/URA. At the northern end of the Master Plan area, historically significant buildings/structures included the Glenwood Power Station (the Project Buildings) and Glenwood Train Station. This proposed action will preserve and redevelop the Glenwood Power Station and will not adversely impact the Glenwood Train Station as previously analyzed in the DGEIS and FGEIS.

Additionally, the Palisades of the Hudson, which is across the river in Bergen County, New Jersey, is listed on the Register of National Natural Landmarks, but clearly visible from the Plant Site. The Proposed Project is consistent with the Master Plan in that there will be no visual impact on the Palisades resulting from the restoration of the Plant Site and the Parking Facility will not be visible from the Palisades.

8. Water Table Depth

As demonstrated by the extensive environmental investigation work that has been performed at sites along Alexander Street, and due to the proximity of the Plant Site and JFK Marina Park to the Hudson River, depth to the water table is relatively shallow ranging from 4 to 7 feet bgs in these area. As a result of the relatively shallow groundwater table and the existing flood plain, the elevation of the existing structures protect existing structures from 100 year flood conditions. See also the Flood Insurance Rate Map in Exhibit E.

As part of the geotechnical study in Trevor Park, the depth to water table will be determined.

9. Primary, Principal, or Sole Source Aquifer

The Plant Site and Parks are not located over or in proximity to a primary, principal, or sole source aquifer. The City of Yonkers, along with the City of New York, obtains its water supply from watersheds in upstate New York (Catskill, Delaware and Croton). See DGEIS Chapter 11 at 11-1.

10. Hunting, Fishing or Shell Fishing Opportunities

No hunting or shell fishing opportunities exist in the project area now, and none are anticipated in the future, due to the urban location of the Plant Site and Parks. There are potential fishing opportunities at JFK Park and the Plant Site because of their proximity to the Hudson River. The Hudson River has been severely impacted by PCB contamination from sites in the upper Hudson River currently being remediated by General Electric and by other closer sites in Hastings on Hudson. As a result, while fishing opportunities may exist in the future, fish should not be eaten from the area at this time.
11. **Threatened or Endangered Plant or Animal Life**

DGEIS Chapter 4, entitled “Natural Resources,” analyzed the existing and future plant and animal communities in detail.

According to the U.S. Fish and Wildlife Service, except for occasional transient individuals, no federally listed or proposed endangered or threatened species, or habitat designated or proposed as “critical habitat” in accordance with provisions of the Endangered Species Act, are known to exist in the vicinity of the Plant Site. DGEIS at 4-6. The NYSDEC Natural Heritage Program and National Marine Fisheries Services indicate that the federally-listed and state-listed endangered shortnose sturgeon (*Acipenser brevirostrum*) is known to occur in the lower Hudson River. DGEIS at 4-6.

The shortnose sturgeon is an anadromous bottom-feeding fish that can be found throughout the Hudson River system. These fish spawn, develop, and overwinter well upriver of the Yonkers waterfront, and prefer colder, deeper waters for all life stages. Shortnose sturgeons have occasionally been documented in the Yonkers area between the months of July and October. However, their presence within the vicinity of the Project is thought to be infrequent and rare. DGEIS at 4-6.

Therefore, there is no threatened or endangered plant or animal life that will be impacted by the Project since the Project impact in the river will be limited to restoration of two existing boat docks.

12. **Unique or Unusual Land Forms on the Project Site**

As noted above in Response to Question 5 on slopes, a topographic survey has been performed. See PUR Exhibit D. While there are no unique or unusual land forms associated with the Project, such as cliffs, dunes, other geological formations, there is a significant grade change in a portion of Trevor Park.

13. **Present Use by the Community or Neighborhood as an Open Space or Recreation Area**

See discussion of existing uses of Trevor Park and JFK Park in the Description of Action and response to Question 1 above. While the community does use the Parks, there are few recreational opportunities in the Parks and the ones that are present are old and in need of repair and/or rehabilitation. JFK Marina Park is predominantly an overly large parking lot. The only uses in that Park, other than parking, include a gazebo and grill area in a park that is almost 9 acres.
14. Present Scenic Views Known to be Important to the Community

The current scenic views of the Hudson River and the Palisades are important to the community, and will be enhanced to the extent possible as a result of the Project. Because of the additional amenities provided for Trevor Park and JFK Park, access to these scenic viewsheds will be enhanced.

17. Existing Public Utilities

*Existing Water Supply and Improvements Needed* – The City of Yonkers, along with the City of New York, obtains its water supply at wholesale rates from aquifers in upstate New York (Catskill, Delaware and Croton). See DGEIS Chapter 11 at 11-1. Therefore, the existence of an adequate water supply is clear. However, it was known during the development of the Master Plan that the existing water supply lines are inadequate to support the water demand required in the Master Plan area.

Specifically with respect to the Plant Project, the Applicants’ engineers at PS&S have learned the following about the existing water supply lines and their adequacy to support the projects in the PUR. There is an existing 10” water supply main that serves the Plant Site on Glenwood Avenue and extends under the Metro North tracks to the Plant Site. There is also an 8” water supply main in JFK Marina Park. See Exhibit “I” Utilities Plan. As a result, no new water mains are currently anticipated. However, flow test of the mains will be conducted as part of the DEIS site utility evaluation.

An engineering study will be prepared as part of the DEIS and final Site Plan review to fully engineer the improvements required to bring an adequate supply of water into the Plant Site. This hydraulic analysis will be performed to determine if the major water mains in Warburton Avenue are adequate for the demand and fire protection of the proposed development. The analysis must also include other new developments and existing water customers in the area affected by the proposed development.

At a minimum, at this time, based on initial discussions with the Yonkers Water Bureau, PS&S anticipates that a new water main “loop” will need to be constructed through the Plant Site that extends to the existing water mains that extend onto the Site from Glenwood Avenue and under the tracks and in JFK Marina Park. These improvements will likely be needed to provide an adequate water supply to the area for the required demand of approximately 43,600 gallons of water per day. Engineering calculations to show how the proposed capacity of the utility pipes shown on the Utilities Plan are anticipated to be sufficient upon construction to accommodate the projected demand of approximately 43,600 gallons of water per day are included below. See Exhibit “I” Utilities Plan. Further discussions are needed with the City of Yonkers on how all utility improvements will be made and funded. See FGEIS at 4-140-141.

*Existing Waste Water System and Improvements Needed* – The Applicants’ engineers at PS&S have learned the following facts about the existing stormwater and sewer lines, and their adequacy to support the Projects. There is one existing discharge point to the Hudson River in JFK Marina Park. This a 48” outfall is centrally located in the Park. There is a manhole about
30 feet off the bulkhead for this outfall. In the current design, the location of this outfall will remain in place and four new outfalls will be added. Three new outfalls will be installed in the Park and one new outfall will be on the Plant Site. See Exhibit “T”.

A new sanitary sewer force main will be required that will connect along the JFK Memorial Bridge on JFK Memorial Drive to the City of Yonkers Sanitary 12” sewer line that is currently present at that location. See Exhibit “T”. The proposed plan is to request approval from the City to connect to the Yonkers existing sanitary sewer line at this location.

A more detailed engineering study will be prepared as part of the DEIS and final Site Plan review to fully evaluate these improvements and to determine if these proposed improvements are sufficient to meet the requirements of the Projects. See Exhibit “T”.

With regard to sewage treatment plant capacity, the DGEIS and FGEIS concluded that a similar amount of wastewater would be generated as compared to the amount of fresh water supply needed. As estimated above, the required water supply demand of approximately 43,600 gallons of water needed was calculated. See DGEIS Chapter 11 at 11-4 – 11-5 and Figure 11-1. Based on the formulas used to calculate water usage, the proposed PUR 256,475 square feet of commercial space will use an average of 43,600 gallons of water per day. The DGEIS at page 11-4 stated that “[b]ased on the 200 [million gallons per day] MGD capacity of the plant, and the 96 MGD Average flows, the sewage treatment plant would have the capacity to treat the approximately 1.2 MGD of additional flows expected from full implementation of the Proposed Master Plan.”

The Applicant will confirm with Westchester County if the trunk sewer on the site has adequate capacity to handle the projected sewer flows.

*Storm Water Management* – With respect to storm water, the addition of 0.56 acres of newly landscaped parkland in JFK Marina Park will reduce uncontrolled sheet flow into the Hudson River. Currently, the entire northern section of this Park is an impervious, asphalt paved parking lot with no storm water retention or treatment and the surface water runoff goes directly into the River. See DGEIS Chapter 4 entitled “Natural Resources” at 4-11. Since the proposed reconfiguration of this Park will add more pervious green surfaces, and will comply with the latest New York State storm water management requirements, the proposed action is expected to reduce post-construction flow rates compared to existing site conditions and improve surface water runoff quality. A storm water pollution prevention plan will be included in the Site Plan package of information for each phase of the project. See also the General Drainage plan in Exhibits “H-1” and “H-2”. See also FGEIS at 4-142-143.

*Existing Solid Waste Disposal* – The approximately 110,000 tons per year of municipal solid waste generated in the City of Yonkers is collected by the City and transported to a transfer station along the New York State Thruway. Recyclables are separated for fuel and sent to the Charles Point Resource Recovery Facility, which is a waste to energy facility. Commercial waste is collected by commercial haulers. Since the Plant Site has no current operations, there is no current municipal waste disposal service for the Site and any solid waste generated is expected to be collected by commercial haulers. It is also important to note that the plan for this
Project is to use as little electricity “off the grid” as possible. As such, the applicant is also evaluating other alternative biomass fuel source technologies, including potentially the conversion of solid waste to hydrogen for use as fuel for the generation of electricity through fuel cells.

**Existing Electric, Gas, Telephone** – Existing electrical and telephone lines are present at JFK Marina Park. An engineering study will evaluate if these lines need to be modified or upgraded for the Projects. There is also an existing gas main on Warburton Avenue that comes down JFK Memorial Drive into the Park.

Consolidated Edison Company, Inc. provides electricity and natural gas to the PUR. As part of the initial Site Plan review, proposed electric and gas loads will be calculated and submitted to Con Edison. Con Edison will evaluate the whether any upgrades to their facilities are necessary to meet the demand of the proposed development. Due to the current and former heavy industrial uses, improvement to the existing gas and electric facilities are not anticipated to be extensive. However, to distribute electricity and natural gas to the proposed buildings, the project will require new underground natural gas and electric mains within JFK Memorial Park and extending over to the Plant Site. See PUR Exhibit “I”.

It is also important to note that the plan for this Project is to use as little electricity “off the grid” as possible. Bloom Energy fuel cells are planned for the site. Fuel Cells convert gas into hydrogen, which is then used in the fuel cells to generate on-Site power. As mentioned above, the applicant is also evaluating other alternative biomass fuel source technologies, which eliminate the use of natural gas as a hydrocarbon fuel to create the hydrogen, which would make the entire on-Site electric generation system complete self-sustainable.

It is important to note that the DGEIS includes very little additional information on existing electricity and gas in the Master Plan area other than as follows: “Electricity and natural gas service to the subject area is provided by Consolidated Edison.” In response to a question regarding these issues, the FGEIS at 4-140 adds: “Consolidated Edison of New York would provide electricity and natural gas service to the subject area and existing overhead electric and telephone lines would be removed and replaced with new utility lines running underneath proposed road rights-of-way. No significant impacts to energy delivery and generation systems are expected to result from the Proposed Action.”

**19. Critical Environmental Area Located in or Substantially Contiguous to Project Area**

The Hudson River shoreline, was designated as a Critical Environmental Area (CEA) by Westchester County pursuant to Local Law #16 in 1989. DGEIS Chapter 4 at 4-7 fully analyzed the CEA designation of the River Shoreline, including the river’s importance as a historic and scenic resource, its ecological importance as a marine fishery, and its water recreational assets. In addition, a Coastal Zone consistency analysis is included in DGEIS Chapter 5.
20. PUR Sites Used for Disposal of Solid or Hazardous Wastes

JFK Marina Park is a known former landfill consisting of historic solid waste fill soils. The planned geotechnical survey of Trevor Park will assess the nature of the soils on the site for the presence of solid or hazardous wastes.

B. Project Description

a. Total contiguous acreage owned or controlled by project sponsor:

The Applicant currently is under contract to purchase 4.2991 acres (the Plant Site). The Parkland Alienation action will provide the City with authority to permit the Applicant to perform the Parks Improvement Project.

b. Project acreage to be developed:

See Table 1 above.

c. Project acreage to remain undeveloped: Note the developed acreage includes the acreage of the existing and new recreational facilities to be provided at the Parks.

d. Length of project, in miles:

N/A

e. If the project is an expansion, indicate percent of expansion proposed.

N/A

f. Number of off-street parking spaces existing; proposed:

JFK Park currently includes 99 surface parking space and 50 boat trailer parking spaced. Trevor Park currently includes 55 spaces in the YPA lot, 91 spaces at the Hudson River Museum and 43 spaces at the Amphitheater. The Project will have no effect on the existing JFK Marina Park parking, but will reduce the number of boat trailer parking spaces to 10 from 50 and increase the surface lot spaces to 100 from 99. The Subgrade Parking Structure will contain 870 spaces. There is no “off-street” parking since the Plant Site has no land area for parking at all and the concept of “off-street” parking does not apply to the Parks.

g. Maximum vehicular trips generated per hour: (upon completion of project)?

Based on the traffic study in the DGEIS, the maximum number of trips expected to be generated by the 25,000 sf commercial component of the Plan for the Glenwood Station area was calculated to be approximately 180 trips per hour, with some additional traffic generated by a small residential component. A 250,000 square foot commercial facility would be expected to generate approximately 2,000 trips during the peak-hour, however, many of these trips could be
expected to come from mass transit. This increase in additional commercial space is planned for the PUR as opposed to the 25,000 square feet of commercial square feet allocated in the Alexander Street Plan. The Alexander Street Plan did not fully recognize the otherwise pre-existing 250,000 square foot facility. As will be detailed in the upcoming DEIS, the additional commercial space shall result in additional vehicle trips generated per hour that will be more fully analyzed in a comprehensive traffic study. However, any adverse impacts identified will be mitigated to the maximum extent practicable by the road improvements, enhanced access to mass transit along with new pedestrian and bicycle opportunities proposed as well as the 870-space parking structure being developed in accordance with the reduced TOD parking requirements in the Master Plan.

i. Dimensions (in feet) of largest proposed structure: height; width; length:

See PUR Exhibits C-1, C-2 and C-4. There are no new proposed Plant structures with the exception of a 2 story addition on the Switch House Building. The tallest pre-existing building is 104 feet tall. The pre-existing Plant smokestacks, which are at a height of 269.5 ft above sea level, will be restored and remain in place. The Subgrade Parking Structure is two stories tall and has dimensions of 750 ft by 180 ft.

j. Linear feet of frontage along a public thoroughfare project will occupy is?

The new Trevor Park Drive will be about 920 linear feet and the extension of JFK Memorial Drive will be about 390 linear feet of frontage.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? tons/cubic yards.

None.

3. Will disturbed areas be reclaimed?

If reusable clean fill is encountered, it will be reused if required.

a. If yes, for what intended purpose is the site being reclaimed?

N/A

b. Will topsoil be stockpiled for reclamation?

N/A If fill is reusable for the Project, it will be reused on site to raise the elevation of the roads as required. See PUR Exhibits G-1 and G-2, Grading Plans.

c. Will upper subsoil be stockpiled for reclamation?

If the fill is reusable fill, it will be stockpiled and reclaimed to raise the elevation of the roads as required. See PUR Exhibits G-1 and G-2, Grading Plans.
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site?

While some trees and other vegetation will be removed to accommodate the Parks Improvement Project, the will be a net increase of 1.86 acres of “greenspace” as a result of the Parks Improvement Project (1.01 acre additional ballfield; 0.14 acre larger playground area; 0.56 acre larger greenspace park area in JFK Marina Park).

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

No.

6. If single phase project: Anticipated period of construction: months, (including demolition)

There is no demolition associated with this project. Remediation will be required at the Plant Site and structural repairs to the building. The Project Schedule is separately attached.

8. Will blasting occur during construction?

No

9. Number of jobs generated: during construction; after project is complete

The 256,475 square foot Project in pre-existing historic buildings is anticipated to serve as a multi-faceted catalyst for economic growth - creating 1,800 construction jobs and an estimated 955 permanent jobs - in numerous sectors including hospitality, retail, service and management. The hotels and convention center will be designed for a capacity of between 1,600-3,500 individuals at any one given time.

11. Will project require relocation of any projects or facilities?

Yes. See description of Parks Improvement Project in Description of Action above.

12. Is surface liquid waste disposal involved?

See Storm Water section of response to Question A(17) above.

15. Is project or any portion of project located in a 100 year flood plain?

Yes, see Exhibit “E” Flood Insurance Rate Map. The 100 year FEMA flood elevation is includes the Plant Site which is built above the 100 year flood elevation.

16. Will the project generate solid waste?
Yes.

a. If yes, what is the amount per month?
   
   227 tons per month is estimated to be generated.\(^2\)

b. If yes, will an existing solid waste facility be used?
   
   See Solid Waste section of response to Question A(17) above.

c. If yes, give name; location
   
   See Solid Waste section of response to Question A(17) above.

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill?
   
   See Solid Waste section of response to Question A(17) above.

e. If yes, explain:
   
   See Solid Waste section of response to Question A(17) above.

17. Will the project involve the disposal of solid waste?
   
   No.

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

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

21. Will project result in an increase in energy use?
   
   Yes.

If yes, indicate type(s)

The facility is expected to use an additional $5.55 \times 10^7$ MBTU/year of energy\(^3\) as a combined quantity of electricity and natural gas. As discussed in the response to Question A(16)

\(^2\) Basis CEQR Technical Manual, Jan. 2012. Assumption is 25% of 955 employees will be categorized as restaurant and the remaining 75% of 955 employees as hotel.
above, however, the Plant expects to generate much of its own electricity through the use of on-site fuel cells. The fuel cells are expected to be fueled with either natural gas, hydrogen generated from solid waste, or alternative sources of hydrogen.

22. If water supply is from wells, indicate pumping capacity gallons/minute.
   
   No, water is supplied from the City of Yonkers.

23. Total anticipated water usage per day gallons/day.
   
   An average of 43,600 gallons of water per day will be used.

24. Does project involve Local, State or Federal funding?

   Yes, state CFA funding has been applied for and a preliminary approval announcement of future funding has been made with no dollar commitment to date. Additional future may be sought for infrastructure and other costs that may be too significant to make the Project economically feasible without some government assistance.

25. Approvals Required:

   Local:

   City Planning Board and City Council

   State Agencies:
   - Department of State, on Coastal Zone issues
   - Department of Environmental Conservation, on wetland permit issues and Brownfield Cleanup Program (submitted)
   - Office of General Services, on State Owned Lands Under Water issues

   Federal Agencies:
   - Army Corps of Engineers for a nationwide permit to refurbish the existing boat docks.

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision?

   Yes - PUR Special Use Permit

2. What is the zoning classification(s) of the site?

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3 Basis CEQR Technical Manual, Jan. 2012. Assumption is commercial space energy usage rate of 216.3 MBTU/sq. ft. for commercial space.
The Plant Site is currently zoned in an IP (planned industrial, residences excluded). Most of the proposed uses planned to occupy the historic on-Site power plant buildings, including a hotel, spa, and restaurants, can be developed as of right under the Site's current IP zoning. However, while a banquet hall and catering facility are permitted in an IP zone, a convention center is not specifically permitted and a private marina is not permitted in an IP zone. Therefore, a PUR Permit is required for these uses.

JFK Marina Park is also in an IP zone. However, Trevor Park is in an M District (apartment houses, medium-density), which is for medium density residential use. M Districts do permit Shared parking (with supplemental requirements), Private garages (with supplemental requirements), Private open-air parking (with supplemental requirements), Semipublic open air parking (with supplemental requirements), Semipublic parking structure (with supplemental requirements). However, these would be parking facilities associated with apartment buildings. Therefore, the new Subgrade Parking Structure in Trevor Park would also require a PUR Permit subsequent to the parkland legislation required to permit such an improvement to this Park.

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

See response to Question C(2).

4. What is the proposed zoning of the site?

PUR under the Urban Renewal Law

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

The Project as described represents the maximum potential development of the Plant Site since the on-Site buildings are being used with the exception of the one 2 story addition on one of the buildings.

6. Is the proposed action consistent with the recommended uses in adopted local land use plans?

This Project's vision is consistent with the Yonkers Alexander Street Master Plan, and Urban Renewal Plan, each adopted in May 2009 (the "Master Plan", and "URP" respectively). The Master Plan provided that one of the potential reuses for the historic Power Plant buildings, which were slotted to be preserved, was a large scale commercial entertainment "destination."4

4 Master Plan p. 4-4 (Key Elements of the Master Plan): In addition to these four main land use goals, the Alexander Street Master Plan will.... Preserve and adapt existing historic buildings, such as the City Jail and the Glenwood Power Station; p. 4-8 (Adaptive Reuse of Historic Structures): This plan also recognizes that there is currently a plan to reuse the former Glenwood Power Plant and its site for residential purposes with associated small-scale retail and restaurant uses, or for larger-scale entertainment type activities. Like the jail, the power plant site is immediately
7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

The zoning classifications within ¼ mile of the PUR include: I (industry, residences excluded), IP (planned industrial); CM (commercial, storage and light manufacturing, residences excluded), A (high density apartment houses), M (medium density apartment houses), BR (restricted business, residents excluded), M (medium density apartment houses), S-50 (detached single-family dwellings on 50 foot lots), and MG (low density apartment houses). The predominant existing land uses are vacant industrial, commercial, and residential.

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile?

Yes, the impacts on the adjoining surrounding land uses were all analyzed in a detailed GEIS process for the Master Plan and URA Plan.

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes

a. If yes, is existing capacity sufficient to handle projected demand? Yes

Police

The Project will be compliant with all fire and building codes to ensure no need for additional police and fire services. However, the existing Fire and Police Departments would have to respond in an emergency. The Parks Improvement Project will increase the available recreational facilities for the City. The Project will have no impact on demand for educational services in the City.

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes. An expected increase of approximately 2,000 trips per day is anticipated due to the Project, which rough projection will be confirmed based on a detailed traffic study.

The FGEIS Findings Statement found that traffic is expected to increase in the Master Plan area as a result of the proposed redevelopment with an influx of new residents and increased commercial activity, and improvements will be necessary to maintain acceptable levels of service. The Findings Statement indicated that a reasonable amount of congestion is healthy for a

adjacent to a Metro-North train station (the Glenwood station), and a convenient pedestrian link with the building may be realized; p. 4-12 (Parking); commercial development will generally supply the needs of the surrounding neighborhood allow residents to walk to nearby commercial establishments; the retail and commercial environment contemplated by this Master Plan does not aim to attract patrons arriving by automobiles. The exception to this general rule is the retail space designated to Parcel N, the Glenwood Power plant and the city jail site, which is planned for destination type commercial uses as described previously.
downtown urban environment, and with implementation of the mitigation measures and transportation improvements, potential increased congestion and decreased levels of service at affected intersections will be acceptable, and adverse impacts will be mitigated to the maximum extent practicable by the road improvements. The roadway and parking improvements proposed in the Parks Improvement Project and the proximity to the Glenwood Metro-North Station will mitigate the traffic impacts of the Project.

a. If yes, is the existing road network adequate to handle the additional traffic.

No. The proposed new Trevor Park Drive and JFK Marina Drive extension will be necessary to accommodate traffic created as a result of the Project.

D. Informational Details

This full EAF has summarized the impacts expected from the Project. However, it is expected that an Environmental Impact Statement will be required.