WHEREAS, on March 31, 2003, the Yonkers City Council received petitions from FC Yonkers Associates, LLC to amend the City of Yonkers Zoning Ordinance to provide for and to map a new zoning district to be known as the PMD (Planned Multi-use Development) District which would allow the development of an 84-acre parcel of real property commonly known as Ridge Hill (Block 4060, Section 4, Lot 1), and

WHEREAS, such an action is classified by SEQRA (State Environmental Quality Review Act) as a Type I action and requires a coordinated review by all involved agencies, and

WHEREAS, the Yonkers City Council pursuant to 6 NYCRR Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law initiated coordinated review and Lead Agency designation by circulating its Notice to Act as Lead Agency and the completed Part 1 of the full Environmental Assessment Form (EAF) and other information supplied by the applicant to all involved agencies on April 9, 2003, and

WHEREAS, the Yonkers City Council received no objections to its willingness to act as Lead Agency and after the requisite 30 days, the Yonkers City Council assumed the role of lead agency, and

WHEREAS, at a City Council meeting on June 10, 2003, the City Council adopted a Determination of Significance and issued a Positive Declaration in Resolution #140-2003, directing that a Draft Environmental Impact Statement be prepared in connection with this action, and

WHEREAS, the City Council also directed the filing, publishing and mailing of said Positive Declaration in accordance with SEQRA regulations, and

WHEREAS, the Positive Declaration was published in the Environmental Notice Bulletin on June 18, 2003 and no comments were received pertaining to this action with respect to said publication, and

WHEREAS, a Draft Scope of the Draft Environmental Impact Statement (DEIS) was prepared by applicant, FC Yonkers Associates, LLC for review by the City Council and its planning and development consultants, and
RESOLUTION NO. 215-2003 (CONTINUED)

WHEREAS, the City Council authorized the circulation of said Draft Scope to all involved and interested agencies and other parties, and

WHEREAS, the City Council held a Public Scoping Session on June 24, 2003 to identify the relevant issues that need to be discussed in the DEIS and received written comments until August 7, 2003, and

WHEREAS, the Yonkers City Council Real Estate Committee held meetings on July 29, 2003; August 19, 2003; August 27, 2003; September 4, 2003; and September 30, 2003 to review and discuss the completeness of the Draft Scope.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Yonkers hereby determines that the attached Scope of the issues to be addressed in the Draft Environmental Impact Statement to amend the City of Yonkers Zoning Ordinance to provide for and to map a new zoning district to be known as the PMD (Planned Multi-use Development) District which would allow the development of an 84-acre parcel of real property commonly known as Ridge Hill and identified as Block 4060, Section 4, Lot 1 on the Official Tax Map of the City of Yonkers is complete and hereby adopts said Scope and authorizes its distribution to all involved and interested agencies and other parties.

THIS RESOLUTION WAS ADOPTED BY THE CITY COUNCIL AT A STATED MEETING HELD ON TUESDAY, OCTOBER 14, 2003 BY A VOTE OF 7-0.

[Signatures and dates]
PROPOSED ACTION

The Proposed Action consists of amendments to the Yonkers Zoning Ordinance, site plan approval and related permits to permit the construction of the Ridge Hill Village Center at 1 Ridge Hill in the City of Yonkers, New York. The 81.4-acre property is currently improved with a single office building of 240,000 square feet, which is partially occupied for general office use, ten smaller buildings aggregating 120,000 square feet, which are unoccupied, and approximately 1,000 parking spaces. The project for which a change of zone is sought is a planned, integrated, multi-use development to include retail, commercial, multi-family residential and hotel conference center uses along with accessory parking.

The project is proposed to include approximately 1.2 million square feet of retail stores set along a traditional “Main Street” that will include shopping, dining and entertainment; a 350-room hotel and 40,000 square foot conference center; up to 800 residential units, a portion of which will be developed in accordance with the City of Yonkers Affordable Housing Ordinance (Article XV of the Yonkers City Code); and approximately 150,000 square feet of office and research facilities. Approximately 5,000 parking spaces will be located appropriately throughout the site, both along the internal streets of the village center as well as in covered and uncovered facilities along the perimeter of the property.

Vehicular access to the center would be provided from Exit 6A of the New York State Thruway (Interstate 87) to the west and a new connector to the Sprain Brook Parkway (Tuckahoe Road Exit)—and Tuckahoe Road to the east, incorporating the existing roadway systems to the extent possible. The applicant proposes improvements to Exit 6A including reconstruction of the Bates Bridge; extension of the Thruway southbound service road from Stew Leonard Drive to the bridge; closure of the existing southbound Thruway entrance ramp at Stew Leonard Drive; and construction of a new southbound Thruway entrance ramp south at the Bates Bridge. (See Figure 1)

The project will create new jobs, both construction-related and permanent, and is estimated to generate increased tax revenues for the City of Yonkers and Westchester County.

The approvals required by the action are anticipated to include zoning text and map amendments and comprehensive development plan approval from the Yonkers City Council; site plan and subdivision approval and affordable housing approval from the Yonkers Planning Board; water supply and wastewater disposal approval from the City of Yonkers and Westchester County Departments of Health; highway work permits from the New York State Department of Transportation (NYSDOT) and Thruway Authority; SPDES permits from the New York State Department of Environmental Conservation (NYSDEC); and wetland permits from the U.S. Army Corps of Engineers.
POTENTIAL SIGNIFICANT ADVERSE IMPACTS

Potential significant adverse impacts relate to vehicular traffic, air quality, noise, aesthetics and community character, socioeconomics, topography and soils, water supply, sanitary wastewater, sediment, and erosion control, stormwater management, and for construction and post-construction activities.

GENERAL GUIDELINES

The primary goals of scoping are to focus the Draft Environmental Impact Statement (DEIS) on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or non-significant. This DEIS will address all components of the Proposed Action, including, but not limited to, the information needed to evaluate the various permits and approvals required to implement the Proposed Action.

The DEIS will cover, at a minimum, all items in this Scoping Document. Each impact issue will be presented in a separate subsection which includes a discussion of existing conditions, potential significant impacts of the Proposed Action, and mitigation measures designed to minimize the identified significant impacts. Alternatives to the Proposed Action will be analyzed and discussed in a separate section of the DEIS for purpose of clarity.

Narrative discussions will be accompanied by appropriate tables, charts, maps, graphs and figures whenever possible. If a particular subject can be most effectively described in graphic format, the narrative discussion will summarize and highlight the information presented graphically. All plans and maps showing the site will include adjacent properties (if appropriate), neighboring uses and structures, streets and other infrastructure.

Information will be presented in a manner that can be readily understood by the public. Efforts will be made to avoid the use of technical jargon. When practical, impacts will be described in terms which the lay person can readily understand.

Discussions of mitigation measures will clearly indicate which measures have been incorporated into the Proposed Action, versus measures that may mitigate impacts, but have not been incorporated into project plans.

The document and any appendices or technical reports will be written in the third person. The Applicant's conclusions and opinions, if given, will be identified as those of "the Applicant."

Any assumptions incorporated into assessments of impact will be clearly identified. In such cases, the "conservative scenario" analysis will also be identified and discussed.
ENVIRONMENTAL IMPACT STATEMENT CONTENT.

INTRODUCTORY MATERIAL

A. Cover Sheet

The DEIS will be preceded by a cover sheet that identifies the following:

1. Title of the document: Draft Environmental Impact Statement

2. Title of the Proposed Action

3. Location: Street address; City of Yonkers, Westchester County, New York, as well as the tax map designation of all properties that are part of the subject site

4. Abstract of the Proposed Action Statement

5. Name, address and telephone number of the lead agency, and name of contact person:
   
   SEQRA Lead Agency: The City of Yonkers City Council
   Contact Person: Dana Pavelchak
                  Legislative Assistant
                  Office of the City Council President
                  City Hall, Room 403
                  40 South Broadway
                  Yonkers, NY 10701
                  Telephone: 914 377-6060
                  FAX: 914 964-1949

   NEPA Lead Agency: The City of Yonkers
   Contact Person: Lee J. Ellman, AICP
                  Planning Director
                  City of Yonkers Planning Bureau
                  87 Nepperhan Avenue, Suite 320
                  Yonkers, NY 10701
                  Telephone: 914 377-6558
                  FAX: 914 377-6552

6. The name and address of the Project Sponsor (also referred to as “the Applicant”) and the name and telephone number of a contact person representing the Applicant

7. The name and address of the primary preparer(s) of the DEIS, and the name and telephone number of a contact person representing each preparer
8. Date of acceptance of the DEIS. [Note: Specific calendar date to be inserted later.]

9. Deadline by which comments on the DEIS are due: [Note: Specific calendar date to be inserted later.]

B. List of Consultants Involved With the Project

The names, addresses and project responsibilities of all consultants involved with the project will be listed, including preparers for the Applicant and reviewers for the Lead Agency.

C. Table of Contents

All headings which appear in the text will be presented in the Table of Contents, along with appropriate page numbers. In addition, the Table of Contents will include a list of figures, a list of maps, a list of tables, a list of appendices and a list of additional DEIS volumes, if any.

I. EXECUTIVE SUMMARY

The DEIS executive summary has as its major purpose clarity – to give the reader a clear and cogent understanding of the Proposed Action, its alternatives, its impacts, if any, and measures to mitigate them, if necessary. A second function of the summary is to provide information on the Proposed Action and its negative impacts, if any, in sufficient detail to facilitate the Lead Agency’s preparation of its Notice of Completion.

This DEIS section will contain a brief but complete description of the Proposed Action, a brief summary of the affected environment now and in the anticipated build year, consequences of the Proposed Action with details and quantification (as appropriate) given for significant negative impacts, description of mitigation measures and alternatives to the Proposed Action.

The DEIS will include an executive summary that will provide the reader with a clear and cogent understanding of the information found elsewhere in the main body of the DEIS, and will be organized as follows:

- Brief description of the Proposed Action, including background leading to the development of this project and the anticipated build year, including project phasing by component and year.

- Summary of the anticipated significant impacts and proposed mitigation measures for each significant impact issue discussed in the DEIS.

Summary of the reasonable alternatives to the action, and to elements of the action, considered in the DEIS, as follows:
a. No Action
The no action alternative is the existing partially occupied office facility.

b. Existing Zone (City Council Takes No Action) – Development Capacity Plan for the PEP Zone

c. Alternate Under Proposed PMD Zone
1. Alternative project that substitutes an enhanced commercial program for the residential portion of the Proposed Action

d. Alternative Access to and from the Sprain Brook Parkway and Tuckahoe Road
1. Alternative roadway design layout for Ridge Hill Boulevard connecting directly with Tuckahoe Road
2. Alternative access from the Sprain Brook Parkway through the Sprain Ridge Park to the northeast portion of the site
3. Alternative access from Tuckahoe Road using an alignment west of the Consolidated Edison facility in the vicinity of Hermann Place

List of Involved and Interested Agencies and required approvals and permits by Involved Agencies.

- Coordination between NEPA and SEQRÅ and rationale for review under both governing regulations.

II. DESCRIPTION OF THE PROPOSED ACTION

A. Project Purpose, Need and Benefits

1. Project sponsor – identification, background, experience and objectives

2. Project background and history – description of past uses and owners of the property, including the City’s participation in the developer selection process and lease arrangement as well as the nature, extent and conditions of the public financing for the project.

3. Public need for the project discussed in terms of each project component, i.e. retail, hotel/conference center, office and housing.

4. Benefits of the Proposed Action
B. Project Location

Regional and City site location, acreage, zoning and tax map designation (include property survey)

2. Frontage and access, including regional highways and area roads

3. Description of existing site development and surrounding neighborhood (include site/vicinity map)

4. Description and mapping of key surrounding developments in the Primary and Secondary Study Areas (see Section III A - Land Use and Zoning Section for the definition of these Study Areas).

C. Project Development Data

1. Proposed development program - layout, size and design of commercial buildings, residential buildings including their affordable housing component, roadways, pedestrian facilities, parking, open space and public spaces

2. Site access – existing roads (on site and off-site), proposed on-site roads, and proposed off-site road improvements
   a. Sprain Brook Parkway Access
   b. New York State Thruway Access (including the Bates Bridge enhancement)
   c. Ridge Hill Boulevard
   d. Tuckahoe Road

3. On-site circulation and parking
   a. Vehicular circulation – design and layout
   b. Parking facilities – number of spaces, location, operations
   c. Pedestrian circulation
   d. Connectivity between vehicular, pedestrian and parking facilities.
   e. Public transportation
   f. Control of service vehicle traffic

4. Landscaping, lighting and signage – location and design

5. Drainage and Stormwater Management
   a. Proposed construction and post-construction storm water management plans and associated permitting, based upon requirements of USEPA/NYS DEC Phase II Stormwater Regulations
      (1) Water quantity – include hydrologic/computer analyses of 1, 2, 10, 25, 50 and 100 year storms
      (2) Water quality protection measures/BMPs
   b. Erosion and sedimentation control plans for construction and post construction activities, including operation and maintenance inspections.
6. Utilities – summary of projected demand and means of obtaining service
   a. Water supply (including use of existing on-site water tower)
   b. Sanitary sewer
   c. Gas and electric
   d. Telephone and cable
   e. Satellite Antennae

7. Construction of Project
   a. Schedule – construction duration, project phasing, and anticipated start of construction
   b. Sequence
      (1) Site preparation – demolition, erosion and sedimentation control, including storm water permitting, earthwork
      (2) Construction – site work and parking, utilities and infrastructure, buildings
      (3) Off-site improvements – Sprain Brook Parkway and New York State Thruway improvements, Bates Bridge improvements
      (4) Final site work – site features and landscaping

D. Permits and Approvals

   1. Listing and description of all required permits, approvals and Involved and Interested Agencies

   2. Approval process sequence and coordination between SEQRA and NEPA reviews.

III. ENVIRONMENTAL ANALYSES

The DEIS will include a discussion of the existing environmental conditions, potentially significant adverse or beneficial long or short-term impacts of the Proposed Action and proposed mitigation measures for the following categories:

A. Land Use and Zoning
This section is intended to discuss the Proposed Action’s compatibility with the community character and development trends in the surrounding area. This task will include the following:

   1. Definition of the Study Area. The Land Use Study Area will correspond to the area where the Proposed Action may have the potential to affect existing land use; and land use trends and land use plans, and overall neighborhood character. The Land Use Study Areas are outlined on the attached maps. More specifically, the Study Area will encompass a Primary, Secondary and Tertiary Area.
The Primary Area is bounded on the south by Tuckahoe Road, on the west by the Saw Mill River Road, on the east by the Sprain Brook Parkway and on the north by Jackson Avenue and will include a detailed parcel by parcel inventory of those properties that may be impacted by the Proposed Action or elements of the Proposed Action (See Figure 2).

The Secondary Area is established for the purpose of generally describing and documenting existing zoning and land uses in the area. The Secondary Area includes those properties fronting on the Tuckahoe Road corridor from the Bronx River Parkway to the Saw Mill River Parkway and the Central Park Avenue corridor, from the Cross County Parkway to the White Plains border. (See Figure 3).

A Tertiary Area is bounded by and includes the Cross County/Cross County Square Shopping Centers on the south, the Bronx River Parkway on the east, the Hudson River on the west, and the Cross Westchester (Interstate 287) on the north. This area is established for the purpose of generally describing the existing land use patterns in a region, as well as identifying key land uses including major retail centers, community retail nodes, Village centers (Hastings, Ardsley, Dobbs Ferry, Tuckahoe, and Bronxville) and downtowns of the Cities including Yonkers, White Plains, and Mount Vernon, as well as commercial corridors and commercial concentrations that may be impacted by the Proposed Action (See Figure 4).

2. Existing Conditions

Land Use
a. Provide a parcel-by-parcel inventory of existing land uses within the Primary Study Area and map accordingly, using digital mapping.
b. Provide a general land use inventory by land use category for the Secondary Study Area and map accordingly, using digital mapping.
c. Map and describe the key land uses, commercial nodes and commercial corridors, village centers, downtowns and commercial concentrations in the Tertiary Area as noted above.
d. Describe general development trends in the Secondary and Tertiary Study Areas.
e. Examine local and regional land use plans for the Primary and Secondary Study Areas, and the consistency of the proposed use, specifically the Connections: City of Yonkers Comprehensive Plan, the Central Avenue Corridor Study, Yonkers Downtown/Waterfront, Empowerment Zone and Empire Zone Plans and the Westchester County Patterns Plan and Westchester County Economic Development Plan. Reference local and regional land use plans in the Tertiary area.
f. Describe and map other significant projects planned within the respective Study Areas, based upon existing approved or active applications before the City of Yonkers and surrounding
municipalities, including Greenburgh, Hastings, Ardsley, White Plains, Dobbs Ferry, Bronxville, Tuckahoe and Mount Vernon.

Zoning
This description will provide the background and history of the current zoning for the project site and a map of the existing zoning districts in the above areas. This section will focus on and summarize the:

a. Existing underlying and overlay zones applicable to the Site
b. Zoning of adjoining properties
c. General zoning map of the Primary Study Area

3. Potential Impacts

Land Use
a. Impact on adjacent land uses:
   (1) Primary Study Area, including the Grassy Sprain neighborhood
   (2) Secondary Study Area
b. Cumulative impact of this project and other planned projects in the Primary and Secondary Study Areas on land use based upon existing applications to and building permits issued by the City of Yonkers and adjacent municipalities where relevant. This should provide the basis for the “no build” or “no action” alternative.
c. Consistency with existing plans, including: Connections: The Yonkers Comprehensive Plan, Central Avenue Corridor Study and Empowerment Zone, Empire Zone and Downtown/Waterfront Plans for the City of Yonkers.
d. Consistency with existing Westchester County Patterns for Westchester and Westchester County Economic Development Plan.

Zoning
a. Proposed zoning amendments that show permitted uses, lot and bulk requirements, parking and loading requirements etc., including table showing project conformance.
b. Applicability of zoning amendments to other potentially eligible sites.

4. Mitigation Measures

B. Topography, Soils and Geology

1. Existing Conditions
   a. Site topography and slopes – existing topographic character (include property survey with topography identified in 2’ contours), description and location of slopes, rock outcrops and other geological formations
b. Existing soil types and subsurface conditions based upon soil survey information and soil boring logs, including existing fault lines and potential for seismic activity

c. Existing site improvements, including buildings, paving and overall utility system

d. Results of environmental assessment undertaken for the Site

Potential Impacts

a. Impacts on site topography, including the extent of rock removal or blasting, and engineering limitations

b. Extent of impact on construction on various slope categories (0-10%, 10-15% and 15% or greater)

c. Analysis of proposed cut and fill activities and potential impacts associated with these activities

d. Potential impacts to surrounding residents and businesses related to the demolition of existing improvements, including discussion related to construction clearing and blasting

3. Mitigation Measures

a. Erosion and sediment control plan and procedures

b. Site stabilization and protection of steep slopes

c. Environmental remediation, if any

d. Blasting plan and time frames

C. Vegetation and Wildlife

1. Existing Conditions

a. Existing vegetation, including State-listed threatened, endangered or protected species will be shown on an existing vegetation map

b. Existing wildlife and affected area’s value as habitats, including State-listed threatened, endangered or protected species

2. Potential Impacts

a. Amount and significance of vegetation removal will be outlined on an existing vegetation map and site disturbance map

b. Disturbance to wildlife habitats, including a discussion regarding the proximity of the project site to the Sprain Ridge Park and impacts upon surrounding residential areas

3. Mitigation Measures

a. Proposed landscape plan, including plant species and size

b. Replacement or augmentation of wildlife habitats

D. Water Resources

Stormwater
a. Existing Conditions
   (1) Existing surface water drainage patterns on the site and within the site’s drainage basin
   (2) Discharge points of existing drainage
   (3) Stormwater quantity – model existing stormwater runoff routed through and within the site, and peak discharge rates for the two (2), ten (10), twenty-five (25), fifty (50) and one hundred (100) year storms, methodologies accepted by State, County and City agencies
   (4) Stormwater quality – estimate site’s existing pollutant load per methodologies included in DEC Stormwater Design Manual

b. Potential Impacts
   (1) Stormwater quantity – model proposed stormwater runoff and peak discharge rates for the two (2), ten (10), twenty-five (25), fifty (50) and one hundred (100) year storms per methodologies included in DEC Stormwater Design Manual
   (2) Stormwater quality – estimate development’s anticipated pollutant loads per methodologies included in DEC Stormwater Design Manual

c. Mitigation Measures
   (1) Erosion and sediment control plan
   (2) Stormwater management plan – quantity and quality measures
   (3) Maintenance of stormwater management controls

2. Surface Waters
   a. Existing on-site and downstream waterbodies (lakes, ponds, streams and wetlands) and current condition and classifications

       Existing wetlands – delineation, survey and mapping of jurisdictional (U.S. Army Corps of Engineers) wetlands within or contiguous to the project site
       Wetland characteristics, function and quality

   b. Potential Impacts on quantity and quality aspects of on-site and affected downstream water bodies

   c. Mitigation measures to protect on-site and affected downstream water bodies

3. Groundwater
   a. Existing on-site and affected downstream groundwater and current condition and classifications
b. Potential impacts on quantity and quality aspects of on-site and affected downstream groundwater

c. Mitigation measures to protect on-site and affected downstream groundwater

E. Utilities

Water Service

a. Existing conditions
   (1) Usage, source, system capacity, pressure
   (2) Evaluation of the age and use/condition of the on-site water tank

b. Proposed conditions – usage, available supply

c. Potential impacts
   (1) Water demand analysis and letters of capacity/supply availability from City
   (2) Impacts on water supply, pressure and fire protection in adjoining neighborhoods

d. Mitigation measures
   (1) System and infrastructure improvements
   (2) Implementation of measures to reduce demand and conserve water resources and maintain adequate pressure.

2. Sewage Disposal

a. Existing conditions – flow quantities, disposal system capacity, treatment plant capacity

b. Proposed conditions – flow quantities, disposal system requirements, treatment plant capacity

c. Potential impacts
   (1) Sanitary flow analysis and letters of sewer and plant capacity, treatment, and availability from City and County
   (2) Impacts on existing infrastructure

d. Mitigation measures
   (1) System and infrastructure improvements
   (2) Implementation of measures to reduce demand

3. Electric and Gas Service

a. Existing conditions – load, source, system capacity, providers
(1) Discussion of adjacent Consolidated Edison sub-station

b. Proposed conditions – load, source, system capacity

c. Potential impacts
   (1) Electric and Gas service analysis
   (2) Impacts on existing infrastructure
   (3) Discussion of adjacent Consolidated Edison sub-station and
coordination with Con Edison and Electro-Magnetic Field;
related issues
   (4) Discussion of security issues vis-à-vis Con Edison sub-
station

d. Mitigation measures
   (1) System and infrastructure improvements
   (2) Implementation of energy conservation and efficiency
measures to reduce demand
   (3) Implementation of security measures vis-à-vis the Con
Edison sub-station under the Existing Conditions, the
Proposed Action and Alternatives

4. Telephone and Cable TV Service/ Satellite Antennae

a. Existing conditions – service, source, facilities

b. Proposed conditions – service, source, facilities

c. Potential impacts
   (1) Telephone and Cable TV service analysis
   (2) Impacts on existing infrastructure

d. Mitigation measures
   (1) System and infrastructure improvements

F. Traffic and Parking

The traffic and parking section will evaluate impacts of the Proposed Action and
the Alternatives on traffic flow and parking conditions in the site environs and at
the Study Area intersections and highway transportation facilities (See Figure 5a &
5b). Measures to mitigate any significant impacts will be proposed and evaluated.

1 Data Collection

a. Peak Hour Traffic Volumes
Determine existing traffic flows in the traffic Study Area for the
weekday AM, mid day and PM; and weekend mid day peak hours,
for the proposed project using available data and a new counting
program. Counts will be made according to acceptable traffic
engineering standards. The count data collected will also include
information on heavy vehicle usage. The traffic data collection will
be done in periods to reflect peak retail and community-based traffic conditions in the Study Area. Volumes will be presented on regional and local volume diagrams. The following intersections are to be included in the Study Area:

(1) Saw Mill River Road (Route 9A) at Ashford Avenue  
(2) Saw Mill River Road (Route 9A) at Northbound Thruway Off-Ramp (Interchange 7)  
(3) Saw Mill River Road (Route 9A) at Southbound Thruway On-Ramp (Interchange 7)  
(4) Saw Mill River Road (Route 9A) at Jackson Avenue/Ravensdale Road  
(5) Jackson Avenue at Sprain Road (westerly intersection)  
(6) Jackson Avenue at Southbound Sprain Brook Parkway On/Off-Ramps  
(7) Jackson Avenue at Northbound Sprain Brook Parkway On-Ramps from Eastbound and Westbound Jackson Avenue  
(8) Jackson Avenue at Northbound Sprain Brook Parkway Off-Ramp  
(9) Jackson Avenue at East Grassy Sprain Road  
(10) Sprain Road at Stew Leonard Drive  
(11) Stew Leonard Drive at Southbound Thruway On/Off-Ramps (Interchange 6A)  
     Stew Leonard Drive at Northbound Thruway On-Ramp/Thruway Northbound Service Road (Interchange 6A)  
(13) Thruway Northbound Service Road at Ridge Hill Entrance  
(14) Tuckahoe Road at Southbound Thruway Off-Ramp to Westbound Tuckahoe Road/On-Ramp from Eastbound Tuckahoe Road (Interchange 6W)  
     Tuckahoe Road at Southbound Thruway Off-Ramp to Eastbound Tuckahoe Road (Interchange 6E)  
     Tuckahoe Road at Northbound Thruway Off-Ramp to Westbound Tuckahoe Road/On-Ramp from Eastbound Tuckahoe Road (Interchange 6)  
     Tuckahoe Road at Northbound Thruway On-Ramp from Westbound Tuckahoe Road (Interchange 6W)  
(18) Tuckahoe Road at Herrmann Place/Shop Rite Parking Lot  
(19) Tuckahoe Road at Ice Skating Rink  
(20) Tuckahoe Road at Grassy Sprain Road/Southbound Sprain Brook Parkway On-Ramp  
     Tuckahoe Road at Southbound Sprain Brook Parkway Off-Ramp to Eastbound Tuckahoe Road  
     Tuckahoe Road at Northbound Sprain Brook Parkway Off-Ramp to Westbound Tuckahoe Road/On-Ramp from Eastbound Tuckahoe Road/Off-Ramp to Eastbound Tuckahoe Road  
(23) Tuckahoe Road at East Grassy Sprain Road  
(24) Tuckahoe Road at Mountain Dale Road/Wainwright Avenue
b. Traffic volumes for the highway transportation facilities:
Collect and/or determine daily and peak hour traffic volumes for the following facilities:
(1) I-87 - northbound and southbound
(2) I-87 - Exit 6/6E/6W, 6A and Exit 7 ramps
(3) Sprain Brook Parkway - mainline northbound and southbound
(4) Sprain Brook Parkway Ramps at Tuckahoe Road Interchange

c. Automatic Traffic Recorder (ATR) counts. ATRs will be conducted for a minimum of one week. A sampling of vehicle classification data will be conducted. The counts will be performed at the following locations:

(1) Sprain Brook Parkway between Tuckahoe Road and Route 100, north and southbound
(2) Tuckahoe Road between NYS Thruway and Sprain Brook Parkway, east and westbound
(3) NYS Thruway between Exit 5 and Exit 6/6W/6E, north and southbound
(4) Sprain Road between Stew Leonard Drive and Austin Avenue, north and southbound
(5) Saw Mill River Road between NYS Thruway and Ashford Avenue, north and southbound

Exit and Entrance Ramps:
(1) Sprain Brook Parkway at Tuckahoe Road Interchange
(2) NYS Thruway at Exit 6, 6E and 6W
d. Travel time and delay runs on the Tuckahoe Road Corridor, between Saw Mill River Road and Park View Road during the weekday am mid-day pm and Saturday peak hours. A minimum of three (3) runs will be conducted in each direction with significant stops and their duration noted. Results will be provided in tabular format.

e. Roadway and Intersection Geometry Data
Street widths, pavement condition, sidewalk widths, traffic flow directions, curbside parking regulations, speed limits, roadway lighting as well as other items required for traffic analysis will be inventoried. The most recent signal timings from Westchester County/Yonkers/NYSDOT for each study area intersection will be acquired.

f. Accident Data
The most recent three year period of accident data will be obtained and summarized for the Study Area intersections and transportation facilities listed below. The summary will also identify any significant patterns to the accidents.

(1) The intersections on Tuckahoe Road between Saw Mill River Road and Park View Road
(2) Intersection at Sprain Road and Jackson Avenue
(3) Intersection of Saw Mill River Road and Jackson Avenue

2. Traffic Analysis

a. Existing Conditions
Determine the capacity and level of service of the Study Area intersections for existing conditions using the 2000 Highway Capacity Manual methodology (using the Highway Capacity Software Version 4.1c or later). Summarize in tabular format the existing levels of service, volume-to-capacity (v/c) ratios and delays at each intersection by lane group for all four peak hours.

Determine the capacity and level of service of the highway transportation facilities for existing conditions using the 2000 Highway Capacity Manual methodology (using the Highway Capacity Software Version 4.1c or later). Analysis to include mainline capacity and ramp capacity based on merge and diverge maneuvers and ramp proper.
b. Future No Build Conditions

Determine future traffic conditions without the Proposed Action (No Build conditions), using the build year of 2006. A regional background growth factor will be coordinated with the New York State Thruway Authority and the NYSDOT for the highways. This growth factor will be applied to the existing volumes to the design year for completion of the proposed development. Traffic from other significant and relevant developments identified by the City of Yonkers and others will be superimposed on the Future Baseline traffic volumes as applicable. Changes in traffic flows attributable to planned and programmed improvements to the roadway system will be incorporated into the projection of future traffic volumes.

Determine the capacity and level of service of the Study Area intersections for future no build conditions using the 2000 Highway Capacity Manual methodology (using the Highway Capacity Software Version 4.1c or later). Summarize in tabular format the existing levels of service, volume-to-capacity (v/c) ratios and delays at each intersection by lane group for all four peak hours.

Determine the capacity and level of service of the highway transportation facilities for future no build conditions using the 2000 Highway Capacity Manual methodology (using the Highway Capacity Software Version 4.1c or later). Analysis to include mainline capacity, and ramp capacity based on merge and diverge maneuvers and ramp proper.

c. Future Build Conditions

Roadway improvements proposed by the Applicant, including a new connection to the Sprain Brook Parkway and enhanced access to the Thruway via an enhancement to the Bates Bridge, will be analyzed and discussed. The improvements may include road widening and new pavement markings, traffic signal installations and modifications, and parking regulation changes.

Trip generation

Traffic generated by the proposed development will be superimposed onto the future No Build Condition to determine the future Build Condition. Data for the project-generated traffic forecast will be derived from the Institute of Transportation Engineers studies, similar sites, existing facilities or other appropriate sources. Trip generation will be performed and summarized for each proposed land use. Trip generation estimates will also be prepared for trucks/service deliveries. This information shall be presented in tabular format.
Trip Distribution

Project-generated trip assignments will utilize U.S. Census data, marketing studies and other sources of data. Trip distribution will be performed for each of the proposed land uses, including likely modal split/ride sharing etc. The Applicant will identify the methodology used to assign the project generated traffic to the street network. This information shall be displayed graphically for each land use.

Determine the capacity and level of service of the Study Area intersections for future build conditions using the 2000 Highway Capacity Manual methodology (using the Highway Capacity Software Version 4.1c or later). Summarize in tabular format the existing levels of service, volume-to-capacity (v/c) ratios and delays at each intersection by lane group for all four peak hours.

Determine the capacity and level of service of the highway transportation facilities for future build conditions using the 2000 Highway Capacity Manual methodology (using the Highway Capacity Software Version 4.1c or later). Analysis to include mainline capacity, and ramp capacity based on merge and diverge maneuvers and ramp proper.

All locations where significant adverse impacts are expected to occur will be identified and mitigation measures proposed. The Applicant will also conduct a capacity analysis for a Build with Mitigation scenario. Impact criteria for determining significant adverse impacts will be developed in coordination with the City of Yonkers and its review consultants.

Highway Mainline/Ramp

Impacts to these facilities will be determined through coordination with the New York State Thruway and the New York State DOT.

Proposed Traffic Mitigation

Significant traffic impacts attributable to the proposed project will be identified. At Study Area Intersections and highway facilities where significant traffic impacts are identified, improvement measures will be developed to mitigate the impacts. Analysis to demonstrate benefits will be performed for all mitigation measures. Improvements will consider the New York State Thruway Area Wide Traffic Analysis and Forecast Study for the Ardsley, Yonkers and Greenburgh area (December 2002).
Queue Analysis

Provide a queue analysis of all signalized intersections as well as the I-87 ramps and the Sprain Brook Parkway ramps. Present information in tabular format and include available storage length and queue length in feet for the Existing, No Build, Build and Build With Mitigation scenarios.

Provide a simulation analysis using CORSIM or an acceptable alternative at critical areas to further describe traffic flow and queuing conditions. It is anticipated that the critical areas will include:
(1) Exit 6A on the NYS Thruway
(2) Ridge Hill Boulevard and the Sprain Brook Parkway
(3) Tuckahoe Road and the Sprain Brook Parkway

Emergency Access

Assess the emergency access for the proposed site including fire engine access and turnaround capacity for pumper truck and hook and ladder truck.

Truck Circulation and Access

Describe the roadways that trucks would use to access the site. Identify the location of the loading bays and proposed delivery operations. Discuss any proposed measures to control service (deliveries) vehicle traffic within adjacent neighborhoods.

Internal Vehicular and Pedestrian Circulation

Describe the on site vehicular and pedestrian circulation. Provide a capacity analysis for the access roads and key internal intersections.

Alternative Modes

Describe the mass transit, pedestrian and bicycle facilities that are proposed as part of the project.

Transportation Demand Management System

The Applicant will assess the availability of mass transit to serve the proposed development and develop a Transportation Demand Management System for the project including the following elements:
County bus service to the site – bus stops, routes and schedules

- Employee ride-sharing programs.
- Specialized jitney bus service to nearby Metro-North railroad stations.

3. Proposed Parking

The adequacy of the number of parking spaces proposed to be constructed will be addressed in relation to anticipated parking demand generated by the proposed development. This assessment will be prepared for the cumulative retail, movie theaters, office, hotel, conference center, restaurant and residential parking using recognized professional standards for shared parking analysis.

a. Calculation of parking required under existing zoning for the individual land uses.

b. Calculation of parking demand for individual land uses on an hourly basis for weekday and weekend periods.

c. Evaluation of total project peak parking demand when combining the hourly peaks of the individual land uses.

d. Analysis of seasonal variations in parking demand in the shared parking calculations.

e. Analysis of shared parking opportunities between land uses in accordance with shared parking criteria established by nationally recognized professional standards

f. Projection of potential parking required for buses and jitney vans serving the site.

G. Noise

The noise study will evaluate impacts on noise sensitive receptors (residences, schools, churches hospitals and parklands) that could be adversely affected by noise from traffic associated with the proposed development.
1. Existing Conditions - Identify existing ambient and regularly recurring noise sources on and in the vicinity of the site (industrial, vehicular, rail, aircraft, etc.)

   a. Describe significant stationary noise sources in the project area.
   b. Describe significant vehicular noise sources in the project area.
   c. Identify sensitive noise receptors in the project area. Select sensitive receptor locations for detailed noise analysis. Receptor sites will include locations where the proposed development would have the greatest potential to affect ambient noise levels. Six (6) receptor locations are assumed. The locations of the noise receptors will include: the residences along Sprain Road adjacent to the southbound lanes of the NYS Thruway and near the Bates Bridge, residences in the neighborhood southeast of the site (Grassy Sprain Road/Lakeview/Hillwood area) and within the project itself.
   d. Conduct a noise monitoring survey at the six (6) sensitive receptors to determine existing noise levels. Measurements will be made during the weekday AM and PM peak and off-peak periods. Based on a review of existing weekday and Saturday traffic volumes along the adjacent highway corridors, measurements will also be made during the Saturday peak period at the monitoring site adjacent to the southbound lanes of the NYS Thruway along Sprain Road, and in the western section of the project site itself. Peak hour Leq noise levels and traffic volumes will be noted, where feasible.
   e. Analyze and present the results of the noise monitoring survey including existing noise levels, primary noise sources and conditions for the project site.
   f. Noise levels at the sensitive receptors adjacent to the proposed site access connections and within the project site will be modeled for Future No Build and Future Build scenarios using the Traffic Noise Model (TNM). The model shall be calibrated according to existing conditions observed in the field.

2. Potential Impacts
   a. Describe anticipated noise levels from the proposed development, both for permanent operations and for temporary construction-related activity.
   b. Compare future 1 hour Leq levels to the FHWA Noise Assessment Criteria and existing levels to determine where traffic noise impacts will occur. Impacts may occur if a substantial (10 dBA or greater) increase in noise level (No Build to Build) is projected.
   c. Identify potential significant noise impacts resulting from the proposed project, including impacts on future residents of the proposed project.
   d. Review existing and currently proposed local noise ordinances and identify information pertinent to construction activities or future operations at the site.
3. Mitigation Measures
   a. Describe measures to minimize temporary construction-related noise
   b. Describe measures to minimize noise from the adjacent highway corridors for future residents of the proposed project

At off-site locations where a potential impact is projected, mitigation measures will be evaluated to determine if noise abatement measures are reasonable and feasible.

H. Air Quality

Existing Conditions
   a. Describe the National Ambient Air Quality Standards (NAAQS)
   b. Identify the project area's air quality attainment status for the NAAQS, and discuss relevant aspects of the State Implementation Plan
   c. Present most recent available data from NYSDEC air monitoring stations closest to the project site, as well as designated vehicular emission "hot spots" and other sources of air pollution
   d. Identify relevant sensitive receptors on- and off-site

2. Potential Impacts
   a. Potential Mobile Source Impacts
      (1) Identify induced additional traffic from project (including delivery trucks)
      (2) Evaluate nearby highway emissions of CO on relevant on-site locations using NYSDOT guidelines and, if warranted, perform additional modeling
      (3) Conduct a screening analysis (Level 1) in accordance with the criteria set forth in the NYSDOT Environmental Procedures Manual to determine if the Study Area intersections warrant further modeling and analysis
      (4) Conduct a Level 2 analysis of select intersections using the CAL3QHC model, if warranted
      (5) Evaluate emissions from the proposed at-grade parking lots, and parking garage facilities within the project based on EPA Volume 9 guidelines
      (6) Conduct a PM10 (particulate matter) screening analysis based on NYCDEP protocols and, if warranted, perform additional modeling for both PM10 and PM2.5 as appropriate using CAL3QHC or CAL3QHCR analysis
   b. Potential Stationary Source Impacts
      (1) Prepare a qualitative screening analysis identifying distances between boiler vents and the nearest building of similar or greater height. Perform additional modeling using SCREEN3 or ISCST and meteorological data, if warranted
c. Potential Temporary Construction Impacts
   (1) Calculate tailpipe emissions from off-road construction
       vehicles and construction workers' vehicles during the
       various construction phases and compare results with
       applicable de minimis criteria for pollutants of concern
   (2) Evaluate potential generation of fugitive dust from vehicles
       on unpaved surfaces and from storage piles and, if
       warranted, perform additional modeling for PM10 and
       PM2.5

3. Mitigation Measures
   a. Minimization of temporary construction-related impacts to air
      quality – fugitive dust control, proper operation of equipment
   b. Limitation of permanent vehicular-related air quality impacts

I. Visual/Aesthetics/Neighborhood Character

1. Existing Conditions
   a. Existing views of the site and adjacent affected areas:
      (1) From area roads and highways – Tuckahoe Road, Sprain
          Brook Parkway, New York State Thruway, Austin Avenue
          development west of the New York State Thruway, and
          Sprain Ridge Park
      (2) From neighborhoods adjacent to the property to the east and
          west
      (3) From public places with an important view of the site and
          affected areas
   b. Existing buildings and site – aesthetics and lighting
      (1) A Site Lighting Analysis will address the existing glare,
          direct lighting impacts, night sky glare, and indirect lighting
          impacts on the adjacent properties and additional areas
          where glare is likely to be significant.
   c. Existing buildings – historic significance
      (1) An Historic Resources Report based on the New York State
          Standards for Cultural Resource Investigation will include
          Phase 1A Literature Search and Sensitivity Study, and Phase
          1B Field Investigation if warranted by Phase 1A Study
   d. Existing character of neighborhood
      (1) Mix, scale and density of land uses in the surrounding
          neighborhood
      (2) Discussion of the Sherwood House and Water Works
          property based on the Phase 1A Study

2. Potential Impacts
   a. Change in views
      (1) Provide illustrative exhibits, including color renderings and
          photo simulations of building elevations and landscaping, to
demonstrate the architecture, massing and views of the proposed development from vantage points described in III.1.1 above.

(2) General Site Lighting Photometric Analysis
(3) Lighting Spillage Analysis
(b) Change in site aesthetics and lighting
(c) Changes in historic significance
(d) Change in character of neighborhood
(1) Discussion of the relationship of the proposed structures to street level pedestrian activity projected in the future.
(2) Provide a map depicting access to retail facilities, driveways, residential entrances, hotel entrance and other points of increased pedestrian and/or vehicular activity.
(3) Discussion of the relationships between the Proposed Action and adjacent areas with respect to building design, density, height, bulk, scale, shadows, light and air including the proposed Bates Bridge enhancement.
(4) Change in neighborhood character as a result of the Proposed Action, including the displacement of local residents.
(5) Impact on property values of surrounding uses based upon an analysis of other similar “lifestyle centers.”

3 Mitigation Measures
a. Architectural treatment to buildings
b. Lighting controls
c. Landscape screening
d. Historic building archiving/preservation
e. Sidewalk treatment
f. Provision of open space, parks and recreation areas within the proposed development and relationship/linkages with the adjacent Sprain Ridge Park

J. Socio-economic Resources

The socio-economic analysis will draw in part upon the land use section III A and the project’s market data for the retail, movie theaters, hotel/conference and residential components. The market areas will be defined for each component (retail, residential and hotel/conference center) and include factors that influence the market for that component. For example, the retail market data will include categorization of general merchandise, restaurant and entertainment, general square footage, an estimated percentage of the project by category, a range of projected goods to be sold at the proposed retail components that will be devoted to major retail categories such as GAFO (general merchandise, apparel, furnishings, other), food and beverage, and entertainment, as well as the approximate number of screens and seats at the movie theater.
The residential market data will include proposed unit types and sizes, the existing and potential market for comparable units, absorption rates, etc. The hotel/conference market data will include a description of the proposed facility, reference to the City of Yonkers Comprehensive Plan’s goals and objectives related to the hotel/conference component, along with the location, description and economic viability of other hotels/conference centers in the immediate trade area based upon available information from travel hospitality industry research agencies.

In addition, noteworthy population and demographic trends for each market area component will be identified. This analysis will be performed using market demographic data from an industry-accepted data provider and will be drawn on a zip code basis.

Existing Conditions

Fiscal

a. Existing site and building occupancy, including number of jobs, general employment categories with approximate salary ranges, and secondary spending effects.

b. All current tax generation from the site and taxing entities.

c. Current lease payments by the Ridge Hill LDC to the State of New York.

Commercial Character Assessment - Retail

a. Identify, to the extent possible, the general categories of merchandise to be sold, the approximate range of square footage for each general merchandise category to be sold at the site of the Proposed Action based on the industry standard GAFO, food and beverage, and entertainment categories. In addition, identify the approximate number of screens and seats for the proposed movie theater.

b. Define the Primary and Secondary retail trade area as follows:

   The Primary Trade Area will include an area that reflects the predominant north/south nature of the transportation corridors in Westchester County. The Primary Trade Area will generally extend from Riverdale/North Bronx at the south edge to the intersection of the Bronx River and Saw Mill River Parkways (Hawthorne Circle) at the north edge, and from the Hudson River to the Long Island Sound.

   The Secondary Trade Area shall be generally defined on the south by 59th Street in Manhattan and on the north by the Westchester County line. The eastern edge will extend to include the remaining portions of Westchester County, the Bronx and Fairfield County up to and including Stamford, CT. The western edge will include the

For the purpose of this assessment, retail includes movie theaters.
Fort Lee area in New Jersey, and Rockland County from the Hudson River west to Route 202, and the New Jersey border north to Route 304. Both the Primary and Secondary Trade Areas are illustrated on the attached map. (See Figure 6).

(a). For the Primary Trade Area, identify and map major retail centers and community retail nodes and provide a characterization of their retail inventory, including but not necessarily limited to:
   i. Central Park Avenue (Yonkers, Greenburgh and White Plains)
   ii. Tuckahoe Road Corridor
   iii. Cross County/Cross County Square Shopping Centers
   iv. Austin Avenue Development
   v. Getty Square/Waterfront Area (the characterization of this area will include a general discussion of existing and proposed uses/impacts in light of the proposed stadium and other relevant projects)
   vi. Village Centers in nearby communities: Hastings, Ardsley, Dobbs Ferry, Hartsdale, Tuckahoe, and Bronxville
   vii. The downtowns of the Cities of Mount Vernon, White Plains and New Rochelle

(b). For the Primary Trade Area, identify significant new and/or expanding retail projects in terms of size, location and amenities

c. Quantify the existing demographics and retail spending potential and spending patterns in the Primary and Secondary Trade Areas according to major retail merchandise categories (GAFO, food and beverage, and entertainment) corresponding with the range of goods to be sold at the site of the Proposed Action as identified above. Based upon merchandise categories identified, relevant establishments in the Primary Trade Area will be discussed.

d. Provide an overall assessment of the current Primary Trade Area, including a description of the major shopping nodes, corridors, and Village centers. For the entire Primary Trade Area, determine how much new retail the market can absorb. For the Secondary Trade Area, note major shopping centers impacting the sales draw for the

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2 Data on proposed mix uses shall be culled from the recently accepted DEIS for the stadium and readily available documents/studies on file with the City of Yonkers.

3 Relevant establishments that in conjunction with similar relevant establishments comprise a significant retail concentration.
e. Characterize the economic condition of the commercial concentrations within the Primary Trade Area and identify similar commercial locations, given the range of products to be sold at the site of the Proposed Action.

f. A parcel level inventory of the Central Park Avenue (from Cross County/Cross County Square Shopping Centers up to and including to the White Plains portion) and Tuckahoe Road (from the Saw Mill River Parkway to the Bronx River Parkway) retail corridors developed in the land use section will be summarized in this section in tabular and narrative form. A discussion of relevant anchors and partial anchors, commercial trends, such as vacancy rates, typical rents per square foot (if available) and evidence of new investment and disinvestment, will be included.

g. The elements of the regional retail economy and projected economic trends will be described and their location illustrated on a map that shows the downtown centers and commercial clusters which make up the principle elements of the retail economy.

Residential Market Assessment

a. Identify the number of rental units, number of bedrooms per unit, unit sizes, number of affordable units and amenities to be provided by the proposed project, along with approximate rents for each type of unit.

b. Define the Residential Rental Market Area boundaries and identify significant new and/or expanding residential projects.

c. Using existing county-wide housing data, provide an overview of the current residential rental market, including vacancy rates. Identify existing and future demographic trends.

d. Identify proposed relevant, large-scale new residential rental projects in the Cities of Yonkers, White Plains, New Rochelle, and the Town of Greenburgh, which will be constructed in the same time period as the proposed project and estimate the annual absorption of units to be achieved.

Hotel/Conference Center Market Assessment

a. Identify the type of hotel, the number of rooms, average cost per night, the amenities provided, square footage of conference center, target market and types of services to be offered by conference center, etc.

b. Define the Hotel Market Area and identify and map hotels, motels, inns and conference centers (similar in type to those being proposed as well as those along Tuckahoe Road and Executive Boulevard).
serving the market area of the proposed hotel/conference center. Based upon available information from hospitality industry research sources, provide an overview of the current hotel market, including: average vacancy rates, number of rooms, average cost per night, and amenities and square footage of conference centers, if any. For the hotel market area, identify significant new and/or expanding hotels, motels, inns and conference centers, serving the market of the proposed hotel/conference center.

c. Based on the hospitality market assessment above, provide an overview of existing conditions, future trends and vacancy rates. Provide a similar assessment for conference facilities.

d. Characterize the economic condition of existing hotels, motels, inns and conference centers within the hotel market area and determine the ability of the market to absorb the rooms of the hotel/conference center component of the Proposed Action.

2 Potential Impacts

Fiscal

a. Estimate the fiscal contributions by the Applicant, such as lease payments to the Ridge Hill LDC and property and other taxes to be paid to each of the public taxing jurisdictions after development, taking into account any tax abatements, PILOT payments, and/or other financial incentive programs the Proposed Action will be benefiting from; describe these programs.

b. Provide a quantification of the sales tax/hotel tax/property tax revenue to be generated by the project to each of the taxing jurisdictions.

c. Provide an estimate of the number of jobs and estimated payroll for:
   i. full-time permanent employment;
   ii. construction jobs (expressed in person years of employment); and
   iii. secondary job growth as a result of the project.

d. Estimate the secondary (off-site) spending effect in the City of Yonkers and the County of Westchester to be generated from:
   i. temporary construction activities;
   ii. expenditures by temporary construction workers;
   iii. the permanent operation of the proposed retail establishments and hotel/conference center;
   iv. expenditures by new permanent employees;
   v. expenditures from new residents (assuming that a portion of the residents will come from outside the Trade Area); and
   vi. expenditures from secondary job growth employees.

Identify appropriate multipliers and economic models to be used in determining secondary spending figures.

e. Based on above, provide a table showing the costs and benefits of the Proposed Action from a fiscal perspective, comparing the Proposed Action with existing conditions.
f. A qualitative discussion of property values, potential displacement of residents and potential change in neighborhood character will be cross-referenced to Section III – I2: Visual/Aesthetics/Neighborhood Character.

Retail - Commercial Character Assessment of Shopping Districts

a. Identify retail districts to be affected by the Proposed Action by forecasting changes in the Primary and Secondary Trade Areas in terms of:
   i. demographics;
   ii. site capture of Trade Area spending by retail category based on existing spending patterns and retail sales, along with sales beyond the Trade Area to determine market saturation point;
   iii. generally identifying shopping areas and districts that, as a whole, may be affected by the Proposed Action due to location, existing physical conditions, vacancy rates, etc.

b. Where the analysis identifies a potentially affected district, assess which general retail categories (GAFO, food and beverage, and entertainment) would be affected and how the relevant categories contribute, on a socio-economic basis, to the overall commercial activity of the district. Anticipated impacts upon community character will focus on whether and how “retail/commercial anchors” and “partial anchors” contribute to the economy of each retail concentration.

c. Impacts on surrounding uses and properties will include a qualitative assessment of:
   (1) Impacts on retail locations, focusing on direct and indirect displacement of businesses, especially anchors and partial anchors, and how such displacement may cause or accelerate blight (based on b above);
   (2) Impacts on property and sales taxes in retail locations potentially impacted by the Proposed Action

Residential Impacts

a. Impacts on major residential complexes within the residential market area will include a qualitative and quantitative assessment of:
   i. changes in absorption rates;
   ii. potential to cause or increase blight;
   iii. potential changes in neighborhood character

Hotel/Conference Center Impacts

a. The hotel market analysis and potential impacts will include an assessment of how the project will affect overall demand for hotel rooms, which is typically referred to as room night demand.\(^4\)

\(^4\) The number of occupied hotel rooms in the market area over a one-year period.
Impacts on hotels, motels, inns and conference centers (similar in type to those being proposed) within the hospitality market area will include a qualitative and quantitative assessment of:

i. changes in room night demand;
ii. potential to cause or increase blight;
iii. potential changes in neighborhood character and/or the character of commercial areas

3. Mitigation measures
   a. Increase in property and other taxes generated by the Proposed Action
   b. Identify potential public policy actions to alleviate impacts on retail, hotel and/or residential locations significantly adversely impacted by the Proposed Action, including promotion of Yonkers shopping districts, Yonkers housing and Yonkers hotels, motels, retail corridor aesthetic improvements, etc.

K. Community Facilities and Services

Describe the community services that are currently provided for the project site and Primary Study Area (including manpower, equipment and existing capacity to provide services), focusing on police and fire protection, emergency services, schools, health, public works, recreation and sanitation facilities. This analysis will include a detailed description of any facilities, equipment or services to be provided on-site, as well as description of any services to be provided off-site. In addition, this section will describe the breakdown of public and private streets on the site, and the services provided for each type of street. Finally, this section will include a detailed fiscal impact analysis to determine the cost of any new services, personnel, or equipment needed to service the Proposed Action juxtaposed against the tax revenues to be generated. An appropriate fiscal impact analysis methodology will be utilized that compares costs of the community services outlined below with expected revenues to generate data, with information provided in narrative, statistical and matrix format for ease of comparison.

1. Police/Fire/Hospital/Emergency Services
   a. Existing conditions
      (1) Proximity of services to the site/response time
      (2) Capacity to provide services
      (3) Manpower and equipment
      (4) Provision of private security by Applicant and relationship to services provided by the City of Yonkers
   b. Potential impacts
      (1) Assess any potential impacts on the provision of community facilities or services as a result of the Proposed Action (e.g. need for additional police, fire, personnel or equipment etc. and the cost thereof). In particular, indicate the anticipated incidence of crime likely to occur at the site and its impact
on police services, utilizing comparative statistics from similar developments, as well as similar municipalities where new shopping/mixed use projects have been built.

(2) Potential impact on surrounding areas

c Mitigation measures

2. Schools
   a. Existing conditions
      (1) Proximity of schools to the site
      (2) Identification of school locations for the project
      (3) Staffing and space capacity at these schools
   b. Potential impacts
      (1) Anticipated new public school students, broken down by age based upon accepted methodology confirmed by review of Yonkers Public Schools enrollment experience in similar multi-family buildings and compared with multipliers from recognized professional sources.
      (2) Costs of educating new school children based upon available Yonkers and school district data
      (3) Potential impact on staffing and facilities
   c. Mitigation measures

3. Recreation
   a. Existing conditions
      (1) Proximity of recreational resources to the site
      (2) Types of recreational resources available
      (3) Capacity of facilities
   b. Potential impacts
      (1) Need for additional manpower, equipment and/or facilities
      (2) Discussion of the provision of handicap accessible opportunities and compliance with Americans with Disabilities Act
   c. Mitigation measures
      (1) Discussion of on-site public recreational resources for use by residents, visitors and surrounding community

4. Public Works Services (trash collection, the general location and provision of dumpsters, and snow removal)
   a. Existing conditions
      (1) Proximity of services to the site
      (2) Capacity to provide services
      (3) Manpower and equipment
      (4) Provision of private carting by the Applicant and relationship to services to be provided by the City of Yonkers
   b. Potential impacts
      (1) Need for additional manpower, equipment and/or facilities
      (2) Potential impact on surrounding areas
   c. Mitigation measures
(1) Discussion of the proposed breakdown of public and private streets and services associated with each type of street

L. Affordable Housing
   a. Background, policy, and legal environment relating to Yonkers affordable housing requirements.
   b. Existing conditions
      (1) Number and proximity of affordable units in the vicinity of the site.
   c. Potential impacts
      (1) Affordable housing ordinance
         a) Number and type of units (between 10% and 20% of aggregate)
         b) Square footage and number of bedrooms, and affordability of units within the residential component of the project
         c) Architectural integration
            - Description of location within proposed development
            - Diagram illustrating location of units
         d) Income levels (in both dollar amounts and % of median) for which units are set aside and the number of units at each level
         e) Staging of residential construction

(2) Compliance with Americans with Disabilities Act (ADA)

(3) Potential impact on schools and public facilities (cross-reference with K above)

d. Mitigation Measures

M. Construction
   Describe potential construction impacts including demolition activities, transportation of materials, construction equipment and workers, provision of utilities during construction period, construction traffic, disruption to the local community and potential impacts on land use, natural resources or other impact areas during the construction phase of the project. Address impacts related to the proposed phasing of the construction of the project, including timing, traffic operations, staging of equipment and other temporary impacts.

1. Existing conditions

2. Potential impacts
   a. Earthwork, including cut and fill volumes, affected areas, on site stockpiling and off site haul.
b. Blasting, including affected areas, duration, on-site/off-site notices and warnings and the method of blasting to occur.
c. Noise, including sources, controls and potential environmental and residential receptors.
d. Dust
e. Construction traffic, including types of vehicles, duration and hours of operation, phasing, staging, access points and parking for delivery and employee/worker vehicles.

3. Mitigation Measures
   a. Blasting control and monitoring plan
   b. Construction logistics plan
   c. Traffic control and safety plan

IV. ALTERNATIVES

Discuss each reasonable alternative with regard to the applicable environmental topic described above in sufficient detail to enable a meaningful comparison among such alternatives, including qualification of when applicable. Provide a matrix

A. No Action

The no action alternative is the existing partially occupied office facility.

B. Existing Zone (City Council Takes No Action) – Development Capacity Plan for the PEP Zone

C. Alternate Under Proposed PMD Zone
   1. Alternative project that substitutes an enhanced commercial program for the residential portion of the Proposed Action

D. Alternative Access to and from the Sprain Brook Parkway and Tuckahoe Road
   1. Alternative roadway design layout for Ridge Hill Boulevard connecting directly with Tuckahoe Road
   2. Alternative access from the Sprain Brook Parkway through the Sprain Ridge Park to the northeast portion of the site
   3. Alternative access connecting directly with Tuckahoe Road using an alignment west of the Consolidated Edison facility in the vicinity of Hermann Place

V. ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

Where significant impacts of the Proposed Action cannot be mitigated, these will be described as unavoidable adverse impacts and identified in this chapter. Impacts may be both short term (construction) and long term in nature.
VI. **IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

An evaluation will be made of the resources that would be irrevocably and irreversibly committed to the development of the Proposed Action.

VII. **GROWTH-INDUCING IMPACTS**

This section of the DEIS will assess and analyze, together with the impacts of the Proposed Action, whether additional off-site growth would be stimulated, where this growth will occur and the type and magnitude of growth anticipated.

VIII. **EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES**

This section will discuss use of design and materials that minimizes energy demand and emissions associated with energy production.

IX. **LIST OF AGENCIES**

X. **APPENDICES**

A. All SEQRA and NEPA Documentation

B. Copies of Official Correspondence Related to Issues Discussed in the DEIS

C. Copies of All Technical Studies

D. Simulations
INVOLVED AGENCIES

City of Yonkers (Attn: Mayor John Spencer)
City of Yonkers City Council (Attn: President Vincenza Restiano)
City of Yonkers Planning Board

City of Yonkers Department of Housing and Building
City of Yonkers Department of Public Works
City of Yonkers Industrial Development Agency
Ridge Hill Development Corporation

Westchester Industrial Development Agency
Westchester County Department of Health

New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Thruway Authority
New York State Power Authority
New York State Public Service Commissioner

United States Army Corps of Engineers
United States Department of Housing and Urban Development

INTERESTED AGENCIES AND OTHER PARTIES

City of Yonkers
- Corporation Counsel (Attn: Frank Rubino, Esq.)
- Department of Planning and Development
- Department of Parks and Recreation
- Department of Housing and Building
- City Engineer
  - Traffic Engineer
- Office of Affordable Housing
- Police Department
- Fire Department
- City School District

Westchester County
- Department of Parks, Recreation and Conservation
- Department of Planning
- Department of Public Works
- Department of Transportation
- Department of Environmental Facilities
- Planning Board

New York State Office of General Services
Empire State Development Corporation

Town of Greenburgh
Village of Ardsley
Village of Hastings
Consolidated Edison
Fitzpatrick, Cooper and Clark (Raymond Fitzpatrick, Esq.)
Grassy Sprain Civic Association (Marie L. Murray, President)
Tuckahoe Road Watchdog Group (Stephen Sansone, Spokesperson)