

II. Description of Proposed Action

II. DESCRIPTION OF PROPOSED ACTION

A. Overview of the Proposed Action

This Draft Environmental Impact Statement is submitted by the Applicant in connection with the proposed redevelopment by the Applicant of 28.9 acres of land in downtown Yonkers, NY. This DEIS complies with the provisions of the New York State Environmental Quality Review Act and the requirements of the City Council of the City of Yonkers, acting as lead agency in this matter. The Proposed Action encompasses a number of items that require City Council, CDA, YIDA and Planning Board approval, each of which is described herein. These items include:

- Approval by the City Council of certain amendments to the Zoning Ordinance of the City of Yonkers;
- Approval by the City Council and CDA of certain amendments to the Getty Square Urban Renewal Plan of the City of Yonkers;
- Discontinuance by the City Council of certain public streets;
- Adoption by the City Council of a Home Rule Message to the New York State Legislature in support of the alienation of certain City of Yonkers park lands;
- Approval by the City Council of a Redevelopment Plan under the New York State Municipal Redevelopment Law and authorization to issue tax increment bonds in accordance with that Law;
- Approval by the Planning Board and the City Council of a PUR special permit for Palisades Point;
- Approval by the City Council and CDA of appropriate amendments to the Waterfront Master Plan to conform that plan to the approved Palisades Point development;
- Approval by the Planning Board of the site plan(s) for the Project;
- Disposition of City and CDA owned property to the Applicant for redevelopment; and
- Potential financial assistance from the YIDA for eligible components of the Project.

Throughout this DEIS, the Project sites (see Exhibit II-1) are referred to as the following:

- **“Palisades Point,”** a ±5.8-acre site along the Hudson River, referred to as Parcels H and I and a portion of Parcel J in the Waterfront Master Plan.
- **“River Park Center,”** a ±13 acre site bounded by Nepperhan Avenue, New Main Street, Palisade Avenue and Elm Street, including the Chicken Island parking lot but excluding parcel 156-044-484-064 (C. H. Martin retail store) and parcels 156-044-475-31 and 156-044-475-35 (Mount Carmel Baptist Church) and adjacent sites referred to as the “Palisade Avenue Office Building” and “Government Center,”
- **“Cacace Center,”** a ±4.3-acre parcel to the south of Nepperhan Avenue across from City Hall; and
- **“Larkin Plaza,”** a ±1.9-acre site bounded by Dock Street to the north, Nepperhan Avenue to the south, Buena Vista Avenue to the west and Warburton Avenue to the east.

The overall proposed development program for the Project includes approximately 1,386 housing units, 473,000 square feet of retail space, 90,000 square feet of restaurant space, 475,000 square feet of office space, 80,000 square feet of cinema space, a 150 room hotel (approximately 75,000 square feet), 49,000 square feet for a new City of Yonkers Fire Department Headquarters, 6,600 parking spaces, a 6,500-seat ballpark, approximately 1,200

linear feet of Saw Mill River daylighting (400 linear feet at River Park Center and 800 linear feet at Larkin Plaza), and landscaping and other related improvements to ± 8.4 acres of publicly accessible open space along the Hudson and Saw Mill Rivers. The Applicant will undertake all components of the Project except the daylighting of the Saw Mill River and other public improvements at Larkin Plaza, which the City may elect to undertake if sufficient grants or other funding for the work can be obtained from the State and potentially the County and the federal government. The tax lots which comprise each site are identified in the Table II-1 below and are presented in Exhibits II-2 through II-9. These exhibits show ownership information for each property. As of January 1, 2008, the Applicant owns and/or controls a majority of the privately owned parcels of property which constitute the Project sites. The Applicant is presently in the process of acquiring control of the remaining parcels upon which the project is dependent.

**Table II-1
Tax Lots Comprising the Project Sites**

RIVER PARK CENTER				
	SECTION	SUBSECTION	BLOCK	LOT
	156	044	0475	001
	156	044	0475	009
	156	044	0475	019
	156	044	0475	022
	156	044	0475	025
	156	044	0475	026
	156	044	0475	035*
	156	044	0475	043
	156	044	0475	050
	156	044	0475	051
	156	044	0475	053
	156	044	0475	055
	156	044	0475	059
	156	044	0475	064
	156	044	0475	065.66
	156	044	0475	067
	156	044	0475	070
	156	044	0475	075
	156	044	0475	200*
	156	044	0475	202
	156	044	0483	005
	156	044	0483	007
	156	044	0483	009
	156	044	0483	010
	156	044	0483	012
	156	044	0483	013
	156	044	0483	016
	156	044	0483	050
	156	044	0483	060
	156	044	0484	001
	156	044	0484	003
	156	044	0484	005
	156	044	0484	008
	156	044	0484	015
	156	044	0484	051
	156	044	0484	053
	156	044	0484	055
	156	044	0484	056
	156	044	0484	057
	156	044	0484	059
	156	044	0484	061.62
	156	044	0484	063
	156	044	0485	001
	156	044	0485	002
	156	044	0485	003
	156	044	0485	004
	156	044	0485	006
	156	044	0485	007
	156	044	0485	008
	156	044	0485	010
	156	044	0485	012
	156	044	0485	014
	156	044	0485	016
	156	044	0485	018
	156	044	0486	015
	156	044	0486	016
Total (56 Lots)				

GOVERNMENT CENTER				
Total (4 Lots)	SECTION	SUBSECTION	BLOCK	LOT
	156	044	0487	013.15
	156	044	0488	001*
	156	044	0488	030
	156	044	0488	200
PALISADE AVENUE OFFICE BUILDING				
Total (5 Lots)	SECTION	SUBSECTION	BLOCK	LOT
	157	044	2027	048
	158	044	2027	050
	159	044	2027	051
	160	044	2027	052
	161	044	2027	054
CACACE CENTER				
Total (17 Lots)	SECTION	SUBSECTION	BLOCK	LOT
	156	051	0489	001
	156	052	0489	200
	156	052	0490	003
	156	052	0490	014
	156	052	0490	015
	156	052	0490	016
	156	052	0490	017
	156	052	0490	018
	156	052	0490	020
	156	052	0490	021
	156	052	0490	022
	156	052	0490	024
	156	052	0490	072*
	156	052	0490	080
	156	052	0490	200
	156	052	0490	201
	156	052	0490	202
PALISADES POINT				
Total (6 Lots)	SECTION	SUBSECTION	BLOCK	LOT
	156	050	0640	001
	156	042	0640	025
	156	050	0640	038
	156	050	0643	001
	156	042	0643	024
	156	050	0643	040
			7000	001**
*Partial				
** Railroad siding				

1. The Applicant

The Applicant, Struever Fidelco Cappelli, LLC, is a New York limited liability company comprised of Struever Bros. Eccles & Rouse, Inc. of Baltimore, Maryland; Fidelco Yonkers LLC, a related entity of the Fidelco Realty Group of Millburn, New Jersey; and LC Yonkers, LLC, a related entity of Cappelli Enterprises, Inc., of Valhalla, New York.

Struever Bros. has nationally recognized redevelopment experience in sophisticated urban Projects in major cities such as Baltimore's Inner Harbor and Camden Field, where the Baltimore Orioles (Major League Baseball) play. Although Baltimore has been the backdrop for many of the company's Projects, its vision and reputation for excellence has benefited Wilmington, Providence, Denver, Harrisburg, Boston, Nashville and Durham. Fidelco Group has successfully completed several large-scale redevelopment Projects including Harbor Station, the first phase of redevelopment of the former Military Ocean Terminal at Bayonne. Harbor Station is planned to include an ambitious mix of uses including multi-family housing, one and two-family townhouses, retail, restaurants and entertainment venues, as well as office, civic and recreational uses. Louis R. Cappelli of Cappelli Enterprises, Inc. is a Yonkers native, and is regionally recognized for the successful redevelopment and revitalization of the White Plains and New Rochelle downtowns. The company is also currently completing the approvals process for an approximately 1,100,000 square foot mixed-use commercial and residential center on a site in downtown New Rochelle.

Regional Setting

The area affected by the proposed Project is in southern Westchester County located in the downtown area in the southwestern portion of the City of Yonkers and along the Hudson River. Getty Square lies just to the west of River Park Center and just to the east of Larkin Plaza. The Yonkers City Hall is located just south of Getty Square, the main retail hub in downtown Yonkers, and west of River Park Center. The Cacace Center is located on the south side of Nepperhan Avenue between New Main Street to the east and South Broadway to the west. The Cacace Center site abuts the City of Yonkers Cacace Justice Center to the south. The downtown Yonkers Metro-North Railroad Station fronts Larkin Plaza to the west and lies approximately 950 feet north of Palisades Point. Palisades Point is situated on the Hudson River waterfront between the River and the Metro North Hudson Line tracks on the east. Palisades Point adjoins the site of the American Sugar Refinery to the south and Scrimshaw House to the north.

Proposed Project Development Program

As shown on Exhibits II-10 through II-13, the development program for each of the Project sites is as follows:

a. Palisades Point

Palisades Point is comprised of two parcels totaling ± 5.80 acres bounded by the Hudson River to the west and the Metro-North Railroad Hudson Line tracks to the east, and is situated nominally between Prospect Street to the north and Saint Mary Street to the south. The length of the Palisade Point's Hudson River shoreline is approximately 840 feet. The Applicant proposes to develop a mixed-use residential

development with “neighborhood” retail and/or professional office uses, publicly accessible open space along the Hudson River, an extension of the existing Hudson River Esplanade, and on-site structured and at-grade parking, including replacement parking for Scrimshaw House, a condominium development to the north of Palisades Point.

More specifically, Palisades Point includes the following principal components:

- Approximately 436 residential units in (2) two 25-story towers. Each unit averages 1,300 square feet for a total of 567,163 square feet. The projected unit mix will be as follows:
 - 25% 1-bedroom units
 - 50% 2-bedroom units
 - 25% 3-bedroom units
- Approximately 670 parking spaces in two (2) five-story parking garages located adjacent to each tower building (this includes replacement for 184 existing surface parking spaces that currently serve the adjacent Scrimshaw House)
- Approximately 8,700 sf of retail and/or professional office space
- ±136,000 sf of publicly accessible open space along the Hudson River with an extension of the Hudson River Esplanade, cantilevered boardwalk, canoe and kayak boat launch, and 57 on-street parking spaces located on the street between the two proposed buildings and in a proposed parking area located at the southern portion of the site (see Exhibit II-10)
- New road and pedestrian access to the site with a public bridge crossing the Metro-North tracks from Prospect Street to the proposed development

b. River Park Center

River Park Center consists of three components: a mixed-use residential and commercial component on the approximately 13 acre site consisting of the area commonly known as “Chicken Island” (excluding parcel 156-044-484-064 (C. H. Martin retail store) and parcels 156-044-475-31 and 156-044-475-35, Mount Carmel Baptist Church) and certain surrounding parcels; the redevelopment of an approximately 2.5 acre portion of the City Hall and Government Center Garage site and an adjoining parcel (sometimes called “Government Center”); and the redevelopment of a site at the northwest corner of Elm Street and Palisade Avenue (sometimes called “Palisade Avenue Office Building”).

Mixed-use residential and commercial development is proposed on the ±13.14-acre site that includes the ±9.2 acre area known locally as Chicken Island and adjacent properties, and is bounded by Nepperhan Avenue to the south, Elm Street to the north and east, and New Main Street to the west. Included as an integral part of this development is the daylighting of approximately 400 linear feet of the Saw Mill River (from School Street to Henry Herz Street), and the provision of publicly accessible, landscaped open space along approximately 1,100 linear feet of the river as it traverses the site (see Exhibits II-11 and II-14).

Government Center is a ± 2.5 -acre portion of the City Hall site and the adjoining property currently owned by the Salvation Army, situated on the northwest corner of Nepperhan Avenue and New Main Street. It currently includes a ± 550 space municipal parking garage, the office building known as 87 Nepperhan Avenue and the Salvation Army building located at 110 New Main Street. The Applicant proposes to redevelop Government Center as a mixed-use/parking development comprised of $\pm 20,000$ sf of street level retail/restaurant space (fronting on New Main Street), $\pm 21,000$ square feet for the Salvation Army Headquarters (located in a 3-story space at the south end of the proposed building) (see Exhibits II-27 through II-31), and a parking structure containing approximately 1,083 public parking spaces and 473 private parking spaces to serve one of the two residential towers to be constructed by the Applicant at River Park Center.

Palisade Avenue Office Building is located on a ± 0.86 -acre site situated on the northwest corner of Elm Street and Palisade Avenue (see Exhibits II-28 through II-37). The northern, western and eastern edges of Palisade Avenue Office Building parcel adjoin adjacent properties that form the remainder of the urban block. The Applicant proposes to redevelop this parcel as an office building comprised of approximately 225,000 sf of office space and an approximately 450 space parking structure.

The program for the three sites that comprise River Park Center is:

- Approximately 465,000 sf of retail
- Approximately 90,000 sf of restaurants
- Approximately 325,000 sf of office space
- Approximately 80,000 sf for movie theaters (total of 2,000 seats)
- Approximately 950 residential units in two towers. Each unit is anticipated to average 1,210 square feet for a total of 1,150,200 square feet of residences (without lobbies and other supporting and ancillary spaces). The projected unit mix will be as follows:
 - Approximately 25% 1-bedroom units
 - Approximately 50% 2-bedroom units
 - Approximately 25% 3-bedroom units
- An approximately 6,500-seat ballpark
- Approximately 4,598 parking spaces (2,550 at the River Park Center site, 1,613 at the Government Center site and 435 at the Palisade Avenue Office Building), of which 3,558 will be public spaces and 1,040 will be private spaces
- Daylighting of 400 linear feet of the Saw Mill River and construction of a publicly accessible, landscaped pedestrian “riverwalk” along the river as it traverse the site. See Exhibits II-11 and III.C-1 through III.C-5.

c. **Cacace Center**

Cacace Center is a ± 4.3 -acre site bounded by New Main Street on the east, South Broadway on the west and Nepperhan Avenue on the north (see Exhibit II-12). The southern edge of the site adjoins adjacent City-owned properties that form the remainder of the block. The Applicant proposes to develop Cacace Center as a mixed-

use development comprised of office space, an approximately 150 room hotel, a new City of Yonkers Fire Station (replacing the existing Fire Department Headquarters at 5-7 New School Street) (see Exhibit II-44), and an approximately 1,349 space parking structure containing 1,349 public spaces and 0 private spaces.

The program for Cacace Center is:

- Approximately 150 room hotel (approximately 75,000 square feet)
- Approximately 50,000 square foot Fire Department Headquarters and Station (new replacement for existing Fire Department Headquarters)
- Approximately 150,000 square feet of office space (a portion of which will replace municipal office space at the existing City of Yonkers Annex Office Building at 87 Nepperhan Avenue)
- Approximately 1,349 space parking garage all of which will be public spaces

d. Larkin Plaza

Larkin Plaza is a ± 1.9 -acre site bounded by Dock Street to the north, Main Street to the south, Buena Vista Avenue to the west and Warburton Avenue to the east (see Exhibits II-1 and II-13). The City is considering making public improvements at Larkin Plaza, including the daylighting of the Saw Mill River and the creation of a new public park (expansion of the existing public park at Larkin Plaza). If the City makes the improvements, the cost is anticipated to be defrayed with grants from the State and potentially the County and the federal government. For the City's benefit, the Applicant has prepared a concept plan for improvements to Larkin Plaza, which shows:

- Daylighting of ± 800 linear feet of the Saw Mill River with pedestrian "riverwalk" through the site (see Exhibits II-13 for plan and II-45 for perspective).
- Expansion of the existing public park, together with landscaping and other related improvements (requires the construction of replacement parking for 120 public parking spaces either adjacent to Larkin Plaza or at a nearby off-site location).

The improvements at Larkin Plaza are not a part of the Project proposed to be developed by the Applicant. However, because the City is considering making the improvements, they constitute a part of the Proposed Action which is the subject of this DEIS.

Proposed Amendments to the Zoning Ordinance

To permit the proposed development of the Project and to ensure that the Project can be financed during and after construction, certain amendments to the Zoning Ordinance are required. The requested amendments are briefly described as follows:

a. Palisades Point

Palisades Point is proposed to be approved as a Planned Urban Redevelopment ("PUR"). Amendments to the PUR regulations are needed to: (a) clarify that a PUR may be established in current and former zoning districts of the City, including the PDR District, since that is the last district classification of record for the site, but is not currently in a zoning district of the City; (b) clarify that none of the use or

dimensional regulations of the Zoning Ordinance apply to a PUR; and (c) clarify that uses established and buildings lawfully constructed as a PUR shall be considered to be conforming under all provisions of the Zoning Ordinance.

b. River Park Center and Cacace Center.

The amendments necessary to permit River Park Center to be developed fall into two broad categories: (a) modifications to the use and dimensional regulation of the CB District and GC District; and (b) modifications to the supplementary regulations for off-street parking and building height. The proposed modifications to the use and dimensional regulations are intended to specifically permit the broad range of uses proposed for River Park Center, including, most importantly, residences, which are not currently permitted in the CB District, and to permit buildings up to 525 feet high on sites in the CB District having at least 10 acres, and buildings 220 feet high on sites in the GC District having at least 4 acres, in both districts without a required rear yard setback and at a maximum coverage of 100%. Maximum floor area ratio in the CB District is also proposed to be increased from 5.0 to 6.0.

The supplementary parking regulations of the Zoning Ordinance are proposed to be amended primarily to: (a) establish new parking ratios for the uses at River Park Center that are consistent with ratios successfully utilized by SFC at other similar mixed-use urban projects in Westchester and elsewhere; (b) specifically permit off-street parking requirements for River Park Center and Cacace Center to be satisfied in public parking garages proximate to the development; (c) specifically permit shared parking in the public garages for the uses at River Park Center and Cacace Center, including the ballpark.

The supplementary regulation providing for exceptions to building height is proposed to be amended to permit rooftop appurtenances to cover the entire “floorplate” of the roof, consistent with recent architectural design trends. Note, however, that rooftop appurtenances have not yet been designed.

The Zoning Ordinance is also proposed to be amended to provide that in the CB and GC Districts, a tract having 10 or more acres of area in the aggregate and comprised of one or more parcels and/or lots may be designated by the City Council as a single “Development Site,” and further provide that the dimensional regulations of the Zoning Ordinance, including but not limited to the supplementary regulations in Section 43-33 of the Zoning Ordinance, shall apply to the entire tract designated as a Development Site and not to any of the individual parcels and/or lots which comprise the Development Site or any of the individual lots into which the Development Site is subdivided, and regardless of the ownership of the parcels and/or lots, provided that in all events each of the parcels and/or lots shall be used only in accordance with the approved site plan for the Development Site. The proposed amendment also provides that: (a) the parcels and/or lots which comprise a Development Site or the lots into which a Development Site is subdivided may be separated by public or private streets or rights-of-way; (b) the individual lots into which a Development Site is subdivided shall not be required to comply with the dimensional requirements of

this chapter, including but not limited to the supplementary regulations in Section 43-33 of this chapter; and (c) the individual lots into which a Development Site is subdivided may be comprised wholly or partially of subsurface land and/or volumes of air space.

Proposed Amendments to the Getty Square Urban Renewal Plan

Palisades Point is located within Development Area No. 10 of N.D.P. Area 2 under the Modified Urban Renewal Plan for N.D.P. Area 1 and N.D.P. Area 2 dated December 1998, and last amended in October 2004 (the “Riverview Urban Renewal Plan”). The current regulations of the Riverview Urban Renewal Plan permit Palisades Point to be developed as proposed.

However, to permit the proposed development of River Park Center and Cacace Center, certain amendments to the Getty Square Urban Renewal Plan are required. The Getty Square Urban Renewal Plan, which was last amended in 1978, does not permit the uses and the density of development proposed at River Park Center and Cacace Center, and therefore must be amended. More specifically, the proposed amendments would: (a) make the permissible floor area ratios and building coverage consistent with the amended Zoning Ordinance; (b) reflect the fact that School Street between Nepperhan Avenue and Palisade Avenue will be closed (see below); and (c) identify Government Center and Cacace Center as areas to be redeveloped.

Amendments to the Getty Square Urban Renewal Plan must be approved by both the City Council and the Yonkers Community Development Agency.

Proposed Amendments to Waterfront Master Plan

To permit the proposed development of Palisades Point, certain amendments to the Yonkers Waterfront Master Plan are required. The Waterfront Master Plan suggests a different development scenario than is currently being proposed for Palisades Point in terms of building height and number of units. The Waterfront Master Plan calls for a maximum building height of 80 feet, compared to 250 feet for the proposed development. It recommends 262 dwelling units and 528 parking spaces, compared to 436 units and 658 spaces as proposed.

The Waterfront Master Plan was adopted by the CDA and the City as a guide for future actions along the affected portion of the Hudson River waterfront. Accordingly, it should be amended to reflect the PUR plan for Palisades Point ultimately approved by the Planning Board and City Council. Proposed amendments to the Yonkers Downtown Waterfront Plan are shown in Appendix 1.E of this DEIS.

Sale of Land owned by the City and the Yonkers Community Development Agency and Discontinuance of City Streets

The Palisades Point site is owned by the Yonkers Community Development Agency (the “CDA”), as is a small parcel at the River Park Center site in the vicinity of Engine Place. The Cacace Center site, Government Center site, the majority of the existing Chicken Island parking area which is the largest component to the River Park Center site and the

existing Fire Department Headquarters site on School Street are all owned by the City. All City and CDA owned property within the Project area is proposed to be sold to the Applicant under the Master Developer Designation Agreement dated May 17, 2006 and made between the Applicant, the City, the CDA, the City of Yonkers Industrial Development Agency (the "IDA") and the City of Yonkers Parking Authority. In addition to the sale of City and CDA-owned land and buildings, certain existing City streets are proposed to be conveyed to the Applicant and redeveloped as part of the Project. School Street between its intersection with the New Main Street and Nepperhan Avenue and Palisade Avenue will be closed and discontinued and the portion of Guion Street between New Main Street and the site of the City's proposed new detention center will also be closed and discontinued. The discontinuance of Guion Street is necessary to accommodate emergency vehicle ingress and egress from the proposed new replacement Yonkers Fire Department Headquarters that will be constructed as part of the Project. Five other streets at River Park Center that are shown on the Official Map of the City will also be discontinued and conveyed to the Applicant: Ann Street, Henry Herz Street; James Street; John Street and Engine Place. With the exception of Guion Street, the proposed street closings will not affect future land uses, since the closings will be internal to the proposed development (e.g., School Street will be closed and existing uses such as the Fire Department Headquarters will be relocated. The bed of School Street will then be part of River Park Center site). Improvements will be made to Guion Street, resulting in the creation of a dead-end cul-du-sac near the proposed access for the new Fire Department Headquarters. The newly configured section of Guion Street between South Broadway and the proposed turnaround would allow for two-way traffic flow. It is recommended that truck access be prohibited due to the relatively small diameter of the proposed turnaround. The existing on-street parking spaces on Guion Street would be discontinued so as to allow for two-way traffic flow to/from the detention center and the Fire Department Headquarters. In connection with these improvements, existing water, sanitary sewer and storm drain lines may need to be modified to provide the necessary connections and maintain existing service between Guion Street and New Main Street. The existing residential uses on Guion Street will remain with suitable access provided.

Alienation of City Parkland

To permit the proposed development of these Projects, small areas of existing City parklands (approximately 2.93 acres in total) are proposed to be alienated and transferred to the Applicant. The park lands to be alienated are: 1) the Government Center site, which is an approximately 2.08 acre portion of the 4.8-acre¹ Washington Park, and which is comprised of the site of the existing Government Center garage and a portion of the land under Health Center Building (87 Nepperhan Avenue); and 2) three other parcels that are currently designated as City parkland (totaling approximately 0.85 acres), including two parcels that are part of Waring Park - a small parcel that fronts on South Broadway and is currently vegetated, and a parcel that fronts on Guion Street and is currently vegetated land and surface parking, and a parcel formerly known as Block 486, Lots 1 and 4, and now known as Block 483, part of Lot 60, which is within the River Park Center site (in the vicinity of Engine Place). This third parcel is grassy with little

¹ <http://www.cityofyonkers.com/Index.aspx?page=259&recordid=105>

tree coverage. (See Exhibits II-15 through II-19.) Under New York law, public parkland cannot be used for non-park purposes or transferred to a private party for private use (“alienated”) unless the New York State Legislature grants special legislative approval for the discontinuance of the park use. The Applicant has requested that the City Council adopt and transmit to the State Legislature a “home rule message” requesting legislative approval of the discontinuance of these parcels as park land so that they can be redeveloped as a part of the Project. State policy requires the designation of new park land to replace the park land being alienated. The City proposes to replace the 2.93 acres of park land to be alienated with two parcels of City owned lands comprising a total of 8.25 acres. These parcels are 4.95 acres at 1061 North Broadway (Block 3515, Lot 115) and 3.30 acres at 101 Odell Avenue (Block 3515, Lot 100). The creation by the City of the replacement park land can be accomplished without State or Federal Funding.

Acquisition of New York State Department of Transportation Right-of-Way

To permit the proposed development of these Projects, portions of the currently unused right-of-way of Nepperhan Avenue totaling approximately .3 acres will be acquired from the New York State Department of Transportation (see Exhibits II-20 and II-21). Permits will also be required from the New York State Department of transportation for improvements to State highways including the Saw Mill River Parkway ramps.

Adoption of a Redevelopment Plan and Tax Increment Bond Financing under the Municipal Redevelopment Law

The development of Palisades Point, River Park Center and Cacace Center is a public-private partnership. An essential component of the City’s participation is City funding for the construction of the approximately 5,000 public parking spaces at Palisades Point, River Park Center and Cacace Center and the public sewer, water and road and other infrastructure improvements needed to support the development, which are currently estimated to cost more than \$160,000,000. The vehicle through which public improvement is proposed to be funded is “tax increment financing” under the New York Municipal Redevelopment Law (New York General Municipal Law Article 18-C).

Tax increment financing can only be utilized in connection with a Redevelopment Plan approved pursuant to the Municipal Redevelopment Law. In a tax increment financing, the current real property tax assessed value of all properties in a designated “tax increment financing district” would be established as the “base value.” As redevelopment in the district increases the assessed values of the redeveloped properties, a portion of the additional tax revenue generated by the increase in assessed value over the base value would be set aside and committed by the City for debt service on “tax increment bonds,” the proceeds of which would be used for the construction of public improvements and infrastructure to support the development described in this DEIS. However, the tax revenue generated by the base value in the tax increment-financing district would continue to be general revenues of the City useable for any City purpose.

To facilitate the issuance of tax increment bonds, the City Council must establish a “Redevelopment Project” (the Redevelopment Project area is sometimes referred to as a “tax increment financing district”) in accordance with the New York Municipal

Redevelopment Law. The approval process for establishing a Redevelopment Project and authorizing the issuance of tax increment bonds involves several steps, including preparation and approval by the City Council of a Preliminary Plan and final Redevelopment Plan. The Applicant's proposed Preliminary Plan is included in the Appendix of this DEIS.

It is important to note that the property taxes of current owners in the "tax increment financing district" will not increase as a result of tax increment financing unless, of course, those owners improve their own properties, thereby increasing the assessed value of the properties.

The proposed Preliminary Plan is intended to facilitate the Project that is described in this DEIS. Because the Preliminary Plan is narrowly tailored to the Project, the potential environmental impacts that might arise as a result of the implementation of the proposed Redevelopment Plan are generally indistinguishable from the potential impacts of the Project, and analysis of these impacts is therefore subsumed in the analyses of Project impacts. To the extent that the implementation of the Preliminary Plan might have one or more distinct impacts, those separate impacts are identified and analyzed in the relevant section of this DEIS.

B. Detailed Description of Project Development Programs (refer to Exhibits II-23 to II-45)

1. River Park Center

a. Mixed-use commercial residential development

The core blocks of River Park Center will include a mixed-use development encompassing the Chicken Island site and the adjacent block to the east. As noted above, this site is bounded by Nepperhan Avenue to the south, Palisade Avenue and Elm Street to the north and east, and New Main Street to the west, but does not include parcel 064, the C. H. Martin retail store, and parcels 31 and 35, Mount Carmel Baptist Church. The Project proposes a mix of retail, restaurant, office, residential, entertainment and parking uses, and a minor league regulation-sized ballpark on the upper levels. (The team that occupies the stadium will likely be a member of the Independent Atlantic League of Professional Baseball.) The ballpark is part of an overall master plan for the redevelopment of downtown Yonkers and is located on the rooftop of the "podium" of the commercial building (see Exhibits II-35 through II-37 for plans and II-38 and II-39 for sections). The balance of the ± 2 million square feet mixed-use program that serves as a base for the ballpark includes: residential towers, office, restaurants, retail, multiplex movie theater and structured parking. A key component of the development plan is the daylighting of approximately 400 linear feet of the Saw Mill River and landscaping and other related improvements to create a pedestrian "riverwalk" along the river as it traverses the site (see Exhibits II-11, II-27 through II-37 for plans and II-25 through II-26 for perspectives). The projected program calls for the following uses:

- Approximately 450,000 square feet of retail space
- Approximately 75,000 square feet of restaurant space
- Approximately 175,000 square feet of office space

- Approximately 80,000 square feet for movie theaters
- Approximately 950 residential units in two towers. Each unit is anticipated to average approximately 1,210 sf for a total of 1,150,200 square feet of residences (without lobbies and other supporting and ancillary spaces). The projected unit mix will be as follows:
 - Approximately 25% 1-bedroom units
 - Approximately 50% 2-bedroom units
 - Approximately 25% 3-bedroom units
- An approximately 1,200 square foot police department booth/substation
- An approximately 6,500-seat ballpark
- ±3.37 acres of publicly accessible “riverwalk” and other open space along the daylighted Saw Mill River
- Approximately 2,550 parking spaces on-site (additional spaces provided at Government Center and Cacace Center)

The River Park Center site, following the general topography of this portion of downtown, slopes in elevation from east to west and from south to north. The highest elevation is located at the southeastern corner of the site near the intersection of Elm Street and Nepperhan Avenue. The lowest site elevation occurs at the northwestern corner of the site at the corner of New Main Street and Nepperhan Avenue near Getty Square. Therefore, River Park Center’s street frontages occur at various elevations and thus engage the surrounding urban environment at multiple levels throughout the site. The sloping site ensures that the mixed-use program will engage the ground level and thus infuse the widest variety of street life activities along the perimeter of the site. Table II-2 summarizes the various uses by building elevation level. These uses are described in greater detail in the following sections.

Table II-2
Uses by Building Elevation Level, River Park Center

River Park Center Project Site	
Building Elevation Level (Exhibit)	Uses
Level 58 (Exhibit II-27)	Public plaza along riverwalk along Nepperhan Avenue and New Main Street (River Park Center) 1 st floor retail (River Park Center) 1 st floor parking (River Park Center) Service/Loading A (River Park Center) Service/Loading B (River Park Center) Street-level retail (Government Center) 1 st floor parking (Government Center)
Level 69 (Exhibit II-28)	Riverwalk near Elm Street (River Park Center) 2 nd floor retail (River Park Center) 2 nd floor parking (River Park Center) 1st floor parking (Office Building—River Park Center) 1 st floor retail (Palisade Avenue Office Building) 2 nd floor parking (Government Center)
Level 80 (Exhibit II-29)	3 rd floor retail (River Park Center) 3 rd floor parking (River Park Center) 2 nd floor parking (Office Building—River Park Center) Loading/Service C (River Park Center) 1 st floor parking (Palisade Avenue Office Building) 3 rd floor parking (Government Center) 1 st floor retail (south) (Government Center)
Level 91 (Exhibit II-30)	4 th floor parking (River Park Center) 3 rd floor parking (Office Building—River Park Center) 2 nd floor parking (Palisade Avenue Office Building) 4 th floor parking (Government Center) 2 nd floor retail (south) (Government Center)
Level 102 (Exhibit II-31)	4 th floor retail (River Park Center) 5 th floor parking (River Park Center) 1 st floor parking (East Residential Tower, River Park Center) 4 th floor parking (Office Building—River Park Center) 3 rd floor parking (Palisade Avenue Office Building) 5 th floor parking (Government Center) 3 rd floor retail (south) (Government Center)
Level 113 (Exhibit II-32)	5 th floor retail (movie theaters) (River Park Center) 6 th floor parking (River Park Center) 2 nd floor parking (East Residential Tower, River Park Center) 5 th floor parking/lobby (Office Building—River Park Center) 4 th floor parking (Palisade Avenue Office Building) 6 th floor parking (Government Center)
Level 124 (Exhibit II-33)	6 th floor retail (River Park Center) 3 rd floor parking (East Residential Tower, River Park Center) 1 st floor offices/classroom space (Office Building—River Park Center) 6 th floor parking (Palisade Avenue Office Building) 7 th floor parking (Government Center) (sky bridge to West Residential Tower)
Level 135 (Exhibit II-34)	4 th floor parking (East Residential Tower, River Park Center) 2 nd floor offices (Office Building—River Park Center) 7 th floor parking (Palisade Avenue Office Building) 8 th floor parking (Government Center)
Level 146 (Exhibit II-35)	Ballfield service level (River Park Center) Sky lobby/residential amenities (West Residential Tower, River Park Center) 5 th floor parking (East Residential Tower, River Park Center) 3 rd floor offices (Office Building—River Park Center) 1 st floor offices/college (Palisade Avenue Office Building)
Level 162 (Exhibit II-36)	Ballfield concourse level (River Park Center) 1 st floor residential units/residential amenities (West Residential Tower, River Park Center) Sky lobby (East Residential Tower, River Park Center) 4 th floor offices (Office Building—River Park Center) 2 nd floor offices/college (Palisade Avenue Office Building)
Level 172 (Exhibit II-37)	Ballfield bleacher level (River Park Center) 2 nd floor residential units (West Residential Tower, River Park Center) 1 st floor residential units/residential amenities (East Residential Tower, River Park Center) 3 rd floor offices/college (Palisade Avenue Office Building)

Source: SFC

Street Level Design Concept

Level 58' is the first level of the mixed-use building, and includes the New Main Street frontage (see Exhibit II-27). Here the street frontage includes active retail uses in an approximately 32,000 square foot space. The new retail use will be strengthened by a residents' entrance to the western residential building (Residential Tower West) that will be located further to the south along this frontage near the present Ann Street. From here, a pedestrian accessway to the "main street" style shopping, restaurants and "riverwalk" will follow the daylighted Saw Mill River through the site.

An approximately 74,000 square foot supermarket, associated service elements and parking garage are proposed to occupy the majority of the interior space of the site at Level 58'. Primary shopper access to the supermarket will occur from the parking garage on Level 58'. Pedestrian access to the supermarket from other parking levels will be provided via a main vertical circulation atrium located on the northwest corner of the store. This vertical circulation core provides pedestrian access to all parking and primary retail levels of the project. Level 58' also includes associated service/loading bays and circulation elements accessed from Palisade Avenue.

Level 58' is the most active level in terms of its interaction with the surrounding urban environment, and it is the level that provides pedestrian access to the "main street" style shopping, restaurants and riverwalk that follows the Saw Mill River through the site.

Level 69' includes the majority of street level pedestrian activity that occurs along the riverwalk through the site and a continuation of the retail and restaurant spaces that run along New Main Street (see Exhibit II-28).

As River Park Center's street frontage transitions from Palisade Avenue to Elm Street, the elevation of the street rises. Beyond proposed vehicular entrances at the intersection of St. Casimir Avenue, the riverwalk and residential and retail/commercial uses engage Elm Street. There is an approximate 20-foot elevation change between the Elm Street sidewalk and the "riverwalk." A set of broad stairs and elevators located at Elm Street and the Saw Mill River provides pedestrian access to the "riverwalk" level. Further south along Elm Street, south of the riverwalk, towards Nepperhan Avenue, the project's street frontage is marked by the site's principal office building, which is located at the southeast corner of the site (at the corner of Elm Street and Nepperhan Avenue).

Daylighting/Riverwalk

The publicly accessible riverwalk at River Park Center stretches from Elm Street to New Main Street, curving through the site for a distance of approximately 1,100 linear feet. See Exhibits II-11 and III.C-1 through III.C-5. The design creates a continuous open river, which is the centerpiece of the surrounding development. The entire length of the river through the site will be landscaped to include pedestrian

pathways, places to rest and view the river, with overlooks and steps along the way. Bridges connect the two sides of the river creating pedestrian loops at either end with a linear connection between them. The river channel, which averages 20 feet across, widens within the two loops and narrows in the connection between them, creating opportunities for different types of ecological habitats. The river bottom will be composed of soil and rock. It will be designed to concentrate the flow during dry times while allowing it to spread in times of greater waterflow. Edges will be designed to accommodate seasonal flooding. They will vary from hard-edged vertical walls to sloped planted areas. At the lower section of the river in the area called “The Meander,” the river elevation rises and falls to expose an island as a landscape feature. In the area called “The Rapids,” the edges and bottom of the river will be made of stone. The rocky bottom will also aerate the water. At the area below The Rapids called “The Bend,” the edges will again soften to accommodate various water levels. Plant material will be appropriate to withstand changing water levels and with regard to habitat creation for birds and other animals. The Meander, The Rapids and The Bend are further described below.

During any 100-year flood event, the river could be partially diverted through a concrete culvert that runs through the site to the north of the river (see a detailed drawing in Section III-M of this DEIS). The culvert will also allow for diversion of the river from the channel to allow for periodic cleaning and maintenance of the river channel.

The riverwalk is envisioned to be a publicly accessible space with access occurring at several points along its traverse. Primary pedestrian access to the riverwalk happens at the street level promenade that stretches north along New Main Street from the intersection of Nepperhan Avenue. Here, the riverwalk opens up to the street and becomes a literal extension of the public urban environment. Pedestrians will be able to wander into the site from approximately half of the site’s frontage along New Main Street, where pedestrians will be able to access the wide variety of shops and restaurants that line both sides of the riverwalk. At the northeast terminus, pedestrian access will occur at Elm Street and St. Casimir Avenue via a wide stair connecting to the street. A vertical circulation core of the adjacent proposed office building on the corner of Nepperhan Avenue and School Street including an elevator and a stair also connects street level activity on Elm Street with the riverwalk below. The main stair aligns with St. Casimir Avenue providing the riverwalk with a visual and spatial connection the existing urban grid.

As the elevations of the street level increase above the elevations of the river and the riverwalk, the buildings integrate into the river environment. Above the restaurants and shops, at Level 80’ is approximately 15,000 sf of residential amenities including a gym and pool that serve both residential towers. The exterior surfacing of the amenities space, located directly above the restaurants and retail spaces that front the north side of the riverwalk, will be floor to ceiling glass, affording members with full views to the exterior and providing pedestrians below full view of the activities occurring within. This adds a level of activity on the upper floors of the building that

creates the north side of the riverwalk. On the north bank of the riverwalk at Level 69' there is approximately 17,500 sf of restaurant space. Vertical access between terrace levels and the riverwalk on the south bank is accommodated via circulation cores located at the north end of the terraces near the office building on the corner of Elm Street and Nepperhan Avenue, and at the south end of the terraces adjacent to the sidewalk along the Nepperhan Avenue frontage. The primary access to the minor league ballpark will feature a bridge connection across the river from a drop-off area on Nepperhan Avenue.

Lining both banks of the riverwalk throughout the site will be water edge promenades and walkways providing public access to multi-level dining and sitting terraces that serve and support a wide variety of retail, restaurant and entertainment uses. These promenades will feature trees and plantings for shade and comfort, as well as pedestrian level lighting. Access across the river will be accommodated by a variety of bridges. These occur at different levels and locations not only to accommodate access to various programmatic elements, but also to accommodate the topographic changes in elevation that occur through the site. For example, near the southwest corner of the site, street and river occur at practically the same level—pedestrians simply wander into the site and from there may walk along the riverwalk promenade that follows the river upstream at water level. However, as Nepperhan Avenue stretches eastward, it also increases in elevation and the vertical difference between river level and street level increases. Access from the street to the “riverwalk” in these locations occurs via bridges that lead pedestrians from the street level into the site and on to walking, shopping and dining terraces that occur at various levels above the river itself.

Landscaping design is one of the key features of the riverwalk. The river itself will have various natural features such as boulders, waterfalls and rapids. Within this landscape design, three areas are created. The northernmost section near Elm Street, called “The Meander,” is a public space about 120 feet wide from building to building. Public walkways flank the buildings, on either side of the river, with space for outdoor dining spilling out from adjacent restaurants. The river is about 10 feet below the walkway, with ramped pathways and steps built into the planted landscape. Several pedestrian bridges, allowing passage from one side to the other, cross the space. Views to the church above as well as the historic stone retaining wall are to be incorporated. Various landscape elements, including a waterfall, small decks at water level, and sloped, landscaped edges will be utilized.

The middle section, “The Rapids,” is the narrowest section of the river. It flows dramatically against the curve of the ballpark along Nepperhan Avenue, and due to the narrowness of the bank, a pedestrian walkway is provided only on the south side of the river, connecting the two main pedestrian loops. The streetscape of Nepperhan Avenue and entry to the ballpark is at elevation 75, the riverwalk below is at elevation 58, and the river is approximately 10 feet below this elevation. The river section here is marked by a series of terraced walkways, with softer landscaped areas at either end.

The third area of the river, “The Bend,” again follows the edge of the structure, but this space is wider, with many connections to New Main Street between the buildings that face the street. The pedestrian circulation is a loop on both sides of the river and landscaped terraces flow from the street to the river. A stepped section at the corner of Nepperhan and New Main Street provides a major pedestrian access point and a casual amphitheater space that can also be used as an outdoor classroom. Educational “fact plaques” are proposed to be located at appropriate places to inform users about the natural and cultural history and the river ecology and their place in maintaining it. These fact plaques may be incorporated into the actual design of the place (as paving, or wall murals, etc) or they may be free standing signs.

A walkway leads pedestrians from mid-block on Nepperhan Avenue to the plaza at the corner of Nepperhan Avenue and New Main Street. At this location, the plaza is slightly above the river and broad walkways lead pedestrians into the site. The corner of Nepperhan Avenue and New Main Street is marked by an open air amphitheatre. This theater-in-the-round will be suitable for a wide variety of live outdoor events including live music and performances. The corner location of this amphitheatre allows the primary corner of the site to remain visually open to the surrounding urban context. Its openness provides broad pedestrian access via the plaza that surrounds the amphitheatre. Further, the corner location of the amphitheatre means that the sidewalks that stretch along Nepperhan Avenue and New Main Street from the corner will be very lively viewing spots during performances, adding to the multi-functionality of the street in these locations.

The primary area of the public plaza in this area stretches north along the New Main Street frontage of the site. The plaza in this location will include stand-alone large restaurant spaces. These small buildings provide opportunities to demonstrate green building techniques like green roofs and rain gardens. The public plaza area will be enhanced with street furniture, lighting and tree plantings, thus adding to lively urban gathering space environment at the Project site’s main corner. The various levels stacked above the riverwalk provide space for retail use, service and parking, all leading up to the ballpark levels.

Level 80’

The interior space of the building at Level 80’ is proposed to be occupied by an approximately 126,000 square foot anchor retail space, two smaller retail spaces (an approximately 45,000 square foot retail space above New Main Street and an approximately 30,000 square foot retail space overlooking the daylighted Saw Mill River and Nepperhan Avenue), ballpark box office, and associated service elements and Level 3 of the public parking garage (see Exhibit II-29). Several points provide pedestrian access to the retail spaces on this level, including a main vertical circulation atrium on southern façade along Nepperhan Avenue. This element provides pedestrian access to all primary levels of the Project. Pedestrian/shopper circulation between retail spaces on Level 80’ is provided through a circulation core located on the northwest corner of the supermarket space and internal walkways. Service access is provided via a service core accessed from Elm Street.

Level 91' and Level 102'

With the exception of Parking Level 4, Level 91' is dedicated to circulation and service elements associated with retail uses (see Exhibit II-30). A portion of the floor plate is open to below to the retail space on Level 80 to accommodate the higher floor to ceiling space required for retail uses. The interior space of the building at Level 102' is occupied by an approximately 31,000 square foot retail space, residential service amenities and other associated service elements, circulation cores, and parking (see Exhibit II-31). Level 102' also includes a pedestrian access bridge from the Government Center parking garage on New Main Street. Pedestrian access to Level 91' and 102' is provided via vertical circulation cores located at points throughout the site, including the main vertical circulation atrium on the southern façade along Nepperhan Avenue.

Levels 113', 124' and 135'

The interior of the building at Level 113' accommodates three primary programmatic elements—an approximately 80,000 square foot (10 screens) movie theater and level 6 of the public parking garage, and associated service elements and circulation cores (see Exhibit II-32). Residential parking is also located on Level 113'. Level 124' includes an approximately 40,000 square foot retail space, an approximately 140,000 square foot anchor retail space, and residential parking. Level 124' also includes a pedestrian access bridge from the Government Center parking garage on New Main Street (see Exhibit II-33). Level 135' includes residential parking and associated service and circulation cores (see Exhibit II-34). Level 113' also provides 40 parking spaces and bus parking in the office building located on the corner of Nepperhan Avenue and Elm Street for the Mount Carmel Baptist Church School. Approximately 10,000 square feet of classroom space for the Mount Carmel Baptist Church School is provided on Level 124' in the office building. A covered walkway connects the church to the classroom spaces and parking on these levels.

Pedestrian access to the retail uses and movie theaters is provided via a vertical circulation core located on Palisades Avenue (near Getty Square), which provides direct access to the theater lobby from the street level and Parking Levels 1-5, and via a vertical circulation core that provides access from the plaza along New Main Street. Pedestrians may also access the movie theaters from Nepperhan Avenue via vertical circulation atrium on the Project's southern façade. This point of entry would bring moviegoers and shoppers to Parking Level 5 at which point they would walk through the garage to their destination.

Service access for retailers would occur from the aforementioned service and loading bays. Service access for the movie theatre can be accommodated from a retail service core (Palisade Avenue access) and/or Parking Level 5. Service deliveries for Residential Tower East will occur via a service elevator core accessed from Elm Street.

Level 146'—The Ballpark (Field Level)

The 6,500-seat ballpark and its associated service components occupy the majority of the interior space of the building at Level 146' (ballpark field level) (see Exhibit II-35). The design concept for the ballpark was to adapt the brick and exposed steel vocabulary typical of Yonkers historic industrial structures to create a contemporary design statement. These features are also reminiscent of ballparks of yesteryear. The stadium has been designed in accordance with Baseball Facility Standards and Compliance Program. The field is regulation-sized with an outfield (center field) distance of approximately 411 feet measured from home plate. Distances to right and left field fences measure 313 and 330 feet respectively. The areas surrounding the playing field can be broken into three categories: field service, game service, and public area. Field service areas include two large storage rooms under the left and right field bleachers/seats for field equipment. This includes grounds maintenance equipment, tarps and service vehicles. Apart from the ball field itself, this component consumes the largest part of the area on Level 146.' The second largest area is dedicated to game service components. These include the home and away team locker rooms with showers, toilets, and coaches,' managers' and trainers' offices, storage and laundry rooms, and a weight-training facility. This component also includes ballfield administration offices, which includes offices, a central administration area and conference room. Public area accounts for the smallest component of the ball field at Level 146'. This includes ingress and egress paths and ramps.

Primary pedestrian ingress to the ballpark is provided via the main vertical circulation atrium on the Project's southern façade along Nepperhan Avenue. This element provides vertical pedestrian access to all levels of the Project via escalators and elevators, from all parking levels. Ingress can also be accommodated via the three egress/ingress spiral ramps located in the southwest and southeast corners and east side of the ballfield. These ramps will be the primary means of egress for fans leaving the field.

Service vehicle access to the ballpark occurs in the storage room under right field bleachers via a service core. This core provides two heavy-duty service elevators capable of transporting grounds maintenance vehicles for the ballpark.

Other elements occurring on Level 146' include residential parking for Residential Tower West.

Level 162'—The Ballpark (Concourse Level)

Public seating and concession stands for the 6,500-seat ballpark occupy the majority of the interior space of the building at Level 162' (ballpark concourse level) (see Exhibit II-36). The seating is arranged in a double-tier bleacher configuration that wraps the infield. The area behind the seating provides space for the public service components of the ballpark including two (2) sets of men's and women's restrooms, two (2) concession stands and food preparation kitchens, a souvenir shop, a press box and offices for security, first aid, and customer service, and an employee locker room. In addition, group seating/picnic areas are located along both the first and third base

lines that provide fans with an opportunity to enjoy the game and the views from the roof of River Park Center.

A projecting canopy fronting on a generous public plaza marks the main stadium entry. Fans access the ballpark via the main vertical circulation atrium on the building's southern façade along Nepperhan Avenue. This element provides vertical pedestrian access to all levels of the building. Fans enter the stadium via the main lobby at the home base entry located adjacent to the ticket office and ascend via seven (7) escalators and five (5) elevators from Level 56' to the ballpark's concourse level (Level 162') overlooking the playing field and downtown Yonkers. These will be the primary points of public entry to the ballpark, although access can also be accommodated via the three egress/ingress spiral ramps located in the southwest and southeast corners and east side of the ballfield. These ramps will provide the primary point of egress for fans leaving the field. Concession stands, restrooms, the souvenir shop and press box are all located on the concourse level with a clear view of the seats and the field. On the third level of the stadium are 20 private skyboxes accessible via the concourse level.

Other elements occurring on Level 162' include residential units in Residential Tower West and amenities for the residences in both Residential Towers (East and West) including the sky lobby for Residential Tower East.

Level 172'

The first residential floors of Residential Tower East are located on Level 172' (see Exhibit II-37). Both residential towers rise above the ballpark offering views of the games in progress and of the surrounding area including the Hudson River Valley to the north, west and south.

Residential Tower East rises above Elm Street on the east side of the ball field (right field); access to the residential units is gained via a sky lobby located on Level 162'. The tower will contain 478 dwelling units.

Residential Tower West rises above New Main Street on the west side of the ball field (left field); access is gained via a sky lobby located on Level 146' (see Exhibit II-35). Parking for Residential Tower West is provided in a portion of the new parking structure located on the Government Center site, with a pedestrian bridge connection to Residential Tower West. Similar to Residential Tower East, this building will contain 472 dwelling units.

The "sky lobbies" for the residential towers are accessible from the parking levels and from the street (see Exhibits II-35 through II-37). Residents and visitors of the East Residential Tower will park in a segregated parking area at River Park Center and residents and visitors of the West Residential Tower will park in a segregated area in the Government Center Garage (which will be accessed via a sky-bridge across New Main Street). Access from the street is provided through a street-level elevator lobby/entrance that will bring residents and visitors directly to each building's sky

lobby. The street-level entrance for the East Residential Tower is located on Elm Street and the street-level entrance for the West Residential Tower is located on New Main Street. Providing upper level “sky lobbies” instead of street level lobbies offers two advantages. First, visitors and residents accessing the buildings from different parking levels will all be directed to a common entrance point. Second, providing sky lobbies allows for retail and commercial uses to be located at the street level. Additionally, upper level lobbies do not consume street level frontage for amenities such as a concierge station and a lounge/waiting area. Furthermore, a ground level lobby for the West Residential Tower would be in an area proposed to be used for parking, and for the East Residential Tower, would be in an area proposed to be a service area for the retail tenants. Finally, this model has been used successfully in other locations including the Marriot Marquee in Times Square, New York, as a means to provide tenants and residential visitors with added security. By providing a small reception area at the street and the primary lobby above the street and closer to the residences, security is more easily controlled and monitored.

b. Government Center

The Government Center will include demolition of the existing municipal garage that is presently located on the corner of New Main Street and Nepperhan Avenue and the 87 Nepperhan Avenue office building (the “Health Center Building”) and construction of an eight-story mixed-use structure located on the northwest corner of Nepperhan Avenue and New Main Street (see Exhibits III.B-1e and III.B-1g). The building includes approximately 20,000 square feet of street level retail/restaurant space along New Main Street, an approximately 21,000 square foot space for the Salvation Army, and a 1,613-space, eight-level parking structure. The retail/restaurant component lines the building street frontage to provide pedestrian activity along New Main Street and Nepperhan Avenue. The southern end of the building will accommodate the relocation of the Salvation Army headquarters that is presently located at 110 New Main Street, an existing building north of the municipal garage. The new parking facility in the building would serve the retail and restaurant space in the building (which would front on New Main Street), provide overflow parking for the ballpark and private parking for Residential Tower West in a segregated area. It will also serve City Hall. The development program for Government Center calls for the following uses (see Exhibits II-27 through II-31 and Exhibits II-40 through II-41):

- Approximately 20,000 square feet of street level space (along New Main Street)
- Approximately 21,000 square feet for the Salvation Army
- Approximately 1,613 parking spaces on-site as follows:
 - 1,048 spaces for public parking for on-site uses and overflow ballpark parking
 - 565 private resident spaces for Residential Tower West, some of which will be valet spaces

The existing Health Center Building will be demolished and City offices will be relocated to a new office building to be constructed by the Applicant at Cacace Center (see below).

The proposed Government Center parking and retail building occupies the full site area on the ground floor and all levels above. As the building's street frontage transitions north along New Main Street from Nepperhan Avenue, the elevation of the street rises. This allows for the retail and restaurant uses to occur on four levels of the building but still remain directly accessible from the street. A larger three-story space for the Salvation Army is located at the southern end of the building at street level along Nepperhan Avenue (see Exhibits II-27 through II-31). This three-story glass enclosed space will provide views across the street to the street activities that would occur at the "riverwalk" plaza and amphitheatre.

The garage has been designed as a precast concrete structure with precast concrete façade panels and brick infill. The brick is expressed in vertical columnar elements and across the top and bottom of the garage as a cornice and rusticated base. In order to lessen the scale of the structure, a metal tube system and steel mesh panel has been inserted as large rectangular "windows" within the concrete and brick façade. This not only reduces the scale of the structure, but also provides for proper ventilation (see Exhibits II-41 and II-42).

The building's eastern facade is designed to facilitate lively pedestrian activity along New Main Street by positioning the majority of retail and restaurant uses along that street frontage. The sidewalk along this street frontage would have street trees, planters, decorative street lamps, retail signage, banners, and flags to help provide shade and scale, and to complete the mixed-use street presence of the building. These will be complimented by the activities that would occur at street-level in the "riverwalk" plaza and amphitheatre located directly across New Main Street. Above the retail and restaurant spaces along New Main Street, the building's façade treatment hides the parking levels making the building more attractive (see Exhibit II-41 and II-42).

The garage is completely handicapped accessible and contains pairs of elevators with clear glazing in both the public parking and residential parking areas. The stairs in the garage will be wrapped with clear curtain wall glazing. The clear glazing and well-illuminated stairs will allow for a high safety/security factor. During the day, natural light will flood the open space and during the evening, the appropriately designed light fixtures will allow the stairs to glow from within.

Vehicular access to the parking garage is provided at two points: via driveway access from New Main Street and from the plaza level at City Hall. Public parking and residential parking are segregated from one another with the latter located in the northern portion of the structure. The upper levels of the parking structure will connect with the plaza behind City Hall and the existing driveway that leads back to Nepperhan Avenue.

Pedestrian access to the parking garage is provided by an elevator/stair core located at the southeast corner of the structure, near the corner of Nepperhan Avenue and New Main Street, and two stair cores located at midpoint of the building on the west side

near City Hall and at the northeast corner on New Main Street (see Exhibit II-41 and II-42). A pedestrian glass and steel sky-bridge crosses New Main Street on Parking Level 7 and connects the residential portion of the parking garage with Residential Tower West. Pedestrian circulation to City Hall to and from the Government Center garage will be improved compared to existing conditions due to redesign of pedestrian pathways between the garage and City Hall.

Design details for the parking structure will be further developed as the project design is advanced through the site plan approval process.

c. Palisade Avenue Office Building

The Palisade Avenue Office Building will include a fourteen-story office building located on the northwest corner of Elm Street and Palisade Avenue (see Exhibit II-1 and Exhibits II-28 through II-37). The building includes approximately 10,000 square feet of street level retail, 225,000 sf of offices on seven levels that are located on top of a 435-space, six-level, public parking structure (the first level of parking is located below grade). The parking facility would serve both the on-site office uses and provide overflow parking for the ballpark. In response to comments raised during the community outreach process, the Applicant is actively pursuing the potential occupancy of the building by the State University of New York or other established educational institutions.

The development program for Palisade Avenue Office Building calls for the following uses:

- Approximately 10,000 square feet of street-level retail space
- Approximately 225,000 square feet of office space
- Approximately 435 public parking spaces

Vehicular access to the parking garage is provided via driveway access from Palisade Avenue (see Exhibit II-28). The building occupies the full area of the site on the ground floor with an office lobby, parking entrance and approximately 10,000 square feet of retail fronting Palisade Avenue. Above the retail are six floors of parking and circulation cores. Office uses occupy the 8th through 14th floors. Each level of office use contains approximately 32,000 square feet.

2. Cacace Center

The Cacace Center will be a mixed-use development located on the south side of Nepperhan Avenue between New Main Street and South Broadway (see Exhibit II-1). The existing 250-space Cacace Justice Center municipal parking lot located at the corner of Nepperhan Avenue and South Broadway across from City Hall would be demolished, and the site would be redeveloped with a new building containing offices and an approximately 150 room hotel, a replacement City of Yonkers Fire Department Headquarters, and an approximately 1,347-space public parking structure (see Exhibit II-12). The parking facility would serve both the on-site retail and restaurant space and provide overflow parking for the ballpark. The development program for Cacace Center calls for the following uses:

- Approximately 150,000 square feet of offices (including replacement of existing City office space at 87 Nepperhan Avenue)
- An approximately 150± room hotel (approximately 75,000 square feet)
- An approximately 50,000 square foot Fire Department Headquarters building at the southwest corner of New Main Street and Nepperhan Avenue having five (5) vehicle bays
- Public parking garage fronting on Nepperhan Avenue and containing approximately 1,349 parking spaces, of which approximately 500 spaces would be reserved for the office use and approximately 113 spaces for the hotel.

The office and hotel components are located in a proposed new 15-story signature building that will occupy the southeast corner of Nepperhan Avenue and South Broadway south to Terrace Place (Waring Park) (see Exhibits II-43 and III.B.4f). The building's location opposite City Hall at the intersection of South Broadway and Nepperhan Avenue, will, in effect, create a formal gateway into the Yonkers downtown and waterfront districts. Together, these buildings will frame the primary vehicular access route into the downtown along Nepperhan Avenue and frame views beyond to the Hudson River. The ground floor of the building includes the building/hotel's main lobby and a retail component that lines the building's frontage along Nepperhan Avenue. The offices occupy floors 2 through 7 above the ground level lobby, and the hotel rooms are located on floors 8 through 14. The office space in the proposed structure will provide relocation space for current City Hall offices located at 87 Nepperhan Avenue.

The office and hotel building's footprint occupies the portion of the site that stretches east along Nepperhan Avenue to approximately where the existing pedestrian bridge that crosses Nepperhan Avenue to City Hall begins, and south along South Broadway to Terrace Place. The building occupies the site area on the ground floor and for the first 6 stories above. At the eighth story and above, where the hotel rooms begin, the building steps back along Nepperhan Avenue and steps back further above the fourteenth story.

The parking structure is located east of the hotel/office building along Nepperhan Avenue. Vehicular access to the parking garage is provided via two entry ramps from South Broadway on the west side of the development and an access drive from New Main Street on the east side of the development, south of the proposed Fire Department Headquarters (see Exhibit II-12). A drop-off is provided on the corner of Nepperhan and South Broadway provides guests and visitor vehicular access to the building's main entrance lobby (see Exhibit II-43). The sidewalk to remain unbroken as it passes in front of the building, thus providing pedestrians an unbroken path along the Project site's perimeter. A continuous walkway extends along grade at Nepperhan Avenue as a well as a walkway that connects up to the City Hall bridge and down to New Main Street. The sidewalk along this street frontage will be wide enough to allow for outdoor restaurant/café seating, and tree plantings and decorative street lighting will help provide shade, scale and atmosphere for these street-oriented activities.

Of the approximately 1,349 parking spaces provided, 500 spaces would be reserved for office patrons, 113 spaces to the hotel use, and 30 for Fire Department staff and

personnel. Approximately 550 spaces will be shared use spaces for ballpark attendees on evening and weekend game days. Parking will also be provided for Cacace Justice Center employees.

The garage is completely handicapped accessible and contains pairs of elevators with clear glazing in both the public parking and residential parking areas. The stairs in the Project shall be wrapped with clear curtain wall glazing. The clear glazing and well-illuminated stairs will allow for a high safety/security factor. During the day, natural light will flood the open space and during the evening, the appropriately designed light fixtures will allow the stairs to glow from within.

The existing pedestrian sky-bridge crosses Nepperhan Avenue and would connect the Cacace Center garage with City Hall plaza and eventually to the balance of the River Park Center development. Street trees, planters, decorative street lamps, public art, banners, and flags complete the interactive mixed-use street presence of Cacace Center. Pedestrians and City personnel walking between City Hall and the office building at Cacace Center will not have to go through the new parking structure; there are ample sidewalks and a park between the two buildings and the southern end of the “sky bridge” empties onto an elevated promenade or “Art Walk” which will incorporate sculpture, murals and a community arts program, and not into the new building.

The Fire Department Headquarters building fronts on New Main Street on the southwest corner of Nepperhan Avenue and New Main Street and would also be an active fire station. The first floor of the building contains a minimum 65'-0" site apron, 5-bay apparatus floor, operations storage, kitchen, day room, and house watch. The second story of the building would provide the living quarters for the officers and personnel, an exercise room, locker rooms and lavatory/shower facilities, and additional storage rooms. The second floor will also provide approximately 2,500 square feet of space for Uniformed Fire Officers Association union offices. The third floor contains a fire prevention office, headquarters staff office, training classroom, business office, and EMS storage and supplies (see Exhibit II-44).

Landscaping is an important aspect of the design of Cacace Center and attention has been given to enhancing Waring Park (located adjacent to the site on South Broadway Avenue) and providing tree plantings and landscaping along the site's Nepperhan Avenue street frontage (see Exhibit II-12).

3. Palisades Point

Palisades Point will be a mixed-use residential-commercial development including publicly accessible open space along the Hudson River, and parking in two parking structures and on-street parking (see Exhibit II-1). Palisades Point is adjacent to recent development along the Yonkers riverfront, and is located approximately a quarter of a mile south of the Yonkers Train Station. The development program for Palisades Point calls for the following uses:

- Approximately 436 residential units in two 25-story towers. Each unit is anticipated to average 1,300 square feet for a total of 567,163 square feet of residences (without lobbies and other supporting and ancillary spaces). The unit mix will be as follows:
 - Approximately 25% 1-bedroom units
 - Approximately 50% 2-bedroom units
 - Approximately 25% 3-bedroom units
- Approximately 670 private parking spaces in two parking garages located adjacent to each building (this includes replacement for 184 existing surface parking spaces serving the Scrimshaw House)
- Approximately 57 public on-street parking spaces
- Approximately 8,700 square feet of retail or professional office space
- Approximately 136,000 square feet (3.13-acres including the existing ± 0.6 acre Sculpture Garden, which will remain) of publicly accessible open space and public street along the Hudson River with a pedestrian promenade (an extension of the existing Hudson River Esplanade) and a canoe and kayak boat launch
- New road access to the site and other waterfront areas with a public vehicular and pedestrian bridge crossing the Metro-North tracks from Prospect Street to the proposed development

The majority of the residential units are located in two (2) 25-story buildings that are situated perpendicular to the Hudson River waterfront in order to maximize and preserve views from the City to the river (see Exhibit II-24). The design of these buildings will also maximize residents' north-south views of the Hudson River. The remainder of the residential units will be located on the upper floors of two 5-story buildings fronting the parking structures that run parallel to and front on the waterfront promenade/esplanade. There will be some ground floor retail or office uses fronting the esplanade with residential units above. Set directly behind these uses and adjacent to the 25-story residential buildings will be two (2) 5-story parking structures to provide parking for all residential and retail/office uses, including the 184 replacement parking spaces for the existing adjacent Scrimshaw House development. The parking garages will have landscaped green rooftop gardens that will provide recreational amenities for the residential units (see Exhibit II-10).

For improved access to the development and other waterfront areas, a new bridge will be constructed over the Metro-North railroad tracks allowing public vehicular and pedestrian access from Prospect Street to the east. This bridge will connect Prospect Street to the upper levels of the parking garage on the north part of the site, and will provide vehicular access to an improved existing roadway that runs parallel the Metro North tracks from the Scrimshaw House (see Exhibit II-10 and II-22).

To accommodate the proposed bridge, the existing Queen's Daughter Daycare Center playground and Buena Vista Community Garden will be relocated to sites nearby. The Applicant is presently pursuing negotiations with adjacent property owners to relocate these facilities (see Exhibit II-22).

Between the two residential towers, a vehicle drop-off area and turn around runs perpendicular to the river providing vehicular access to approximately seventeen (20) on-street public parking spaces and direct pedestrian access to the waterfront promenade and publicly accessible open space (see Exhibit II-23). A second vehicle turn around with approximately forty (37) on-street public parking spaces will be located at the southern terminus of the site and will serve as a second public parking area at the waterfront esplanade. The southern edge of this parking lot will include a landscaped buffer design to screen the adjacent American Sugar Refinery. Also located at this southern point is a proposed canoe and kayak launch that will provide direct public access to the Hudson River. This area also includes area set aside for a link to future esplanade expansion to the south of the site if the American Sugar Refinery site is ever redeveloped (see Exhibit II-10).

A waterfront esplanade will run the entire length of the riverside of the Palisades Point site. The esplanade will incorporate design guidelines established for the Westchester County River Walk and provide expansive views of the Palisades and Hudson River. Benches set along the esplanade will provide ample room for informal gathering and passive recreation while larger scenic overlook plaza areas located along the esplanade will allow for informal and formal gatherings, organized festivals, etc.

The waterfront open space will include a large publicly accessible lawn and a waterfront promenade that runs the full length of the site. The lawn will provide space for public recreation and the open space will function as an expansion of the City's existing waterfront park to the north, which will also be reconfigured. New pathways will extend through landscaped areas that are to be the setting for outdoor public art. The second of the two large green areas will be a formal lawn surrounded on three sides by continuous rows of shade trees, left open to the south to relate to a larger paved plaza area. This lawn area will allow for informal gatherings, picnics, sunbathing and other forms of passive recreation and informal active recreation (see Exhibit II-10).

The plaza to the south of the lawn area, adjacent to commercial storefronts and/or professional offices in the proposed buildings, will allow for vehicular turnaround and drop off for both the commercial space and the publicly accessible areas of the site. This paved area will also allow for a variety of programs including organized events. Located near the center of the plaza, on axis with the lawn directly to the north, will be a monument element that serves a visual beacon when seen both from within the site, as well as from boats on the Hudson River. A canoe and kayak launch area (to be owned and operated by the City or its designee) will allow for access to water recreation (see Exhibit II-10).

The proposed waterfront open space will extend public access to the Hudson River waterfront by over 500 linear feet of shoreline. About 3.13 acres (including the existing ± 0.6 acre Sculpture Garden) of the 5.80 acre site will be publicly accessible open space and public street. The length of the Palisades Point shoreline is approximately 837 feet (see Exhibit II-10). The site's shoreline below the esplanade will be riprap.

4. Larkin Plaza

The City is considering making public improvements at Larkin Plaza, including the daylighting of the Saw Mill River and the creation of a new public park (expansion of the existing public park at Larkin Plaza). If the City makes the improvements, the cost is anticipated to be defrayed with grants from the State and potentially the County and the federal government.

Larkin Plaza is bounded by Dock Street to the north, Nepperhan Avenue to the south, Buena Vista Avenue to the west and Warburton Avenue to the east (see Exhibits II-1 and II-13). The improvements include the daylighting of the Saw Mill River, expansion of the existing public park, and, to facilitate the expansion of the park, relocation of 120 existing public parking spaces either adjacent to the plaza or at a nearby off-site location. The Applicant has prepared a concept plan for improvements to Larkin Plaza, which shows:

- The daylighting of approximately 800 linear feet of the Saw Mill River (see Exhibit II-13); and
- The expansion of the existing public park made possible by the relocation by the City of the approximately 120 existing public parking spaces at Larkin Plaza

Historically, the Saw Mill River and the area that comprises Larkin Plaza played a pivotal role in the City's development. In the early years, the Saw Mill River flowed openly into the Hudson River, but later, as industrialization began, the river was dammed and diverted for use by the many mills that helped Yonkers prosper. As the river became overused and polluted, it was gradually paved over, its course flowing anonymously through a series of tunnels into the Hudson River. The river remained open through Larkin Plaza until the 1920s when the Army Corps of Engineers constructed a concrete flume from Warburton Avenue to Buena Vista Avenue and the area was paved over. Presently the Saw Mill River flows below a parking lot and two small existing public parks on this site.

The concept for Larkin Plaza includes expanding and enhancing the existing park, removing the parking lot from Larkin Plaza, and daylighting approximately 800 linear feet of the Saw Mill River from Warburton Avenue to Buena Vista Avenue (see Exhibit II-13). The new park would have sidewalks along its street edges, and curving walkways that follow the path of the stream to allow for greater public connection with the daylighted river. Low earth berms and low walls would be constructed to contain the newly open river during a 100-year flood event.

Due to a difference in elevation between the river and street levels, the riverbank gradually slopes down to the river, and the walkways and paths along the river would be at a lower elevation than those at street level. The river elevation would vary between five and eight feet below the elevation of the sidewalk, and between three and five feet above intermediate pathways along the river bank (see Exhibit II-13). A pedestrian bridge, located in the vicinity of Atherton Avenue, would allow for mid-block crossings. As an alternative, a wider bridge at Atherton Street could be constructed that would be

suitable for pedestrian and vehicular use, and could be used as a large plaza for festivals and other special events.

Due to the topography and hydrology in this area, the daylighting of the river has two very separate and distinct riparian environments. The upper section, roughly from Warburton Avenue to Bashford Street, would be a freshwater system. Because the elevation of the river falls as it flows to the Hudson River, a small dam would be located in this upper section of the park, near Woodworth Avenue. This would create a freshwater pool and a waterfall. Public access to the riverbank in this area would be provided by a series of walkways, steps and a deck.

The lower section, from Bashford Street to Buena Vista Avenue, would be a marine environment. Here, brackish tidal flows from the Hudson River would mix with the river, and after the Atherton Bridge, the river would widen, creating a tidal pool. The landscape would change between these two areas to reflect tolerance to salt water and changing water levels. Educational signs could be located in this area to explain the two ecosystems.

The daylighting of the Saw Mill River at Larkin Plaza provides numerous social and environmental benefits. It will connect downtown Yonkers to its Hudson River waterfront, with a people friendly pathway that is also sensitive to the habitat of the Saw Mill River. An open watercourse encourages public access, reconnects the community's historic roots, and is a major step towards river and habitat restoration. The design will also produce water quality improvements that will benefit the Hudson River.

It is envisioned that future development in the vicinity of Larkin Plaza could include a variety of uses such as restaurants, shops and housing among others (see Exhibit II-45).

C. Open Space

There are approximately 9.5 acres of existing surface parking and open space on the River Park Center project site. This includes the ± 4.5 acre Chicken Island parking lot and a ± 1.3 acre grassy area along the Palisade Avenue frontage on the block bounded by New Main Street, Palisade Avenue, School Street and Nepperhan Avenue. The block bounded by School and Elm Streets and Nepperhan and Palisade Avenues includes ± 2.4 acres of open space, approximately half of which abuts the existing Saw Mill River channel and the remainder (± 1.3 acres) is presently being used for vehicle storage.

Proposed development on this site includes a minor league baseball park and a "riverwalk" that is comprised of the daylighted Saw Mill River bordered by landscaped retail, dining, and office space. The total amount of new open space will be approximately 3.0 acres.

At the proposed Government Center project site, there is approximately 0.5 acres of open space on the northwest corner of New Main Street and Nepperhan Avenue. The proposed plan calls for construction of a Government Center Garage with retail and restaurant frontage along New Main Street, and approximately ± 0.1 acres of open space on the northwest corner of New Main Street and Nepperhan Avenue.

At Cacace Center, there is ± 4.2 acres of existing open space. Approximately half (± 2.2 acres) of the site is surface parking with approximately 2.3 acres of grassy and semi-wooded open space surrounding the paved surface. Post development open space totals ± 0.9 acres with ± 0.3 acres of grassy area and ± 0.6 acres of hardscape (landscaped walkways including an Artwalk) in front of the proposed parking garage and hotel/office building.

At Palisades Point, there is existing open space consisting of the ± 0.6 acre Sculpture Garden (to remain) and a 1.35 acre (184 spaces) parking lot on the north half of the site adjacent to the Metro North railroad tracks. Vacant land (± 2.95 acres) makes up the southern half of the site bordered by the railroad tracks to the east, the Hudson River to the west, and the American Sugar Plant to the south. Post development, the site will have approximately 3.13 acres of open space, including the existing Sculpture Garden and on-street and surface parking in between the two buildings and along the southern edge of the site. The open space includes approximately 1 acre of grass between the Hudson River and the residential towers. In addition to the 3.13 acres of public open space, the two residential towers will have landscaped roofs providing ± 1.5 acres of open space for residents, with about half of that open space being vegetated and the other half hardscape. The proposed waterfront open space will extend public access to the Hudson River waterfront by over 500 linear feet of shoreline.

The Larkin Plaza site is currently open space. The site is dominated by a large parking area in the center with two small areas of parkland on the east and west side of the site. The two parkland areas comprise approximately 0.66 acres with the western area being significantly larger than the eastern area. Grassy areas are confined mainly to the medians in the parking area and a small portion of the eastern area. The western area is mainly impervious surface with several trees. If it is improved by the City, Larkin Plaza will have as its central feature a daylighted section of the Saw Mill River with landscaping along the banks. Pedestrian seating decks will be constructed along the sides of the river for fishing or other activities. Trails will run alongside the river with a bridge to allow pedestrian traffic to cross from Nepperhan Street to Dock Street. The entirety of the ± 1.9 acre site will remain open space.

D. Environmental Sustainability Objectives

The stormwater management system design will include both structural and non-structural stormwater systems to improve stormwater quality before leaving any of the Project sites. Stormwater measures will include using stormwater for irrigation of planting areas wherever possible, providing permeable paving where conditions allow and installing stormwater filter systems below ground to remove sediment and debris from the stormwater. Where feasible, portions of building roofs or terrace areas may include green (vegetated) roof systems to reduce stormwater runoff, to decrease the heat island effect and to improve the aesthetics of the development. The reduction of at grade surface parking areas by locating most or all of the parking under buildings and in covered garages will also reduce thermal impacts to stormwater. The Project landscaping design will include plants that do not require extensive irrigation needs to reduce the impacts on the municipal water supply system. Trees will be selected to provide shade in the summer and sunlight in the winter where possible to pavement and building areas.

The Project sites will feature pedestrian-friendly features such as pathways, benches and focal points of interest (see Exhibits II-10 through II-13). Exterior lighting will be designed to reduce glare and night-sky illumination, using a range of measures that include shielded luminaires (to avoid projecting light toward the sky), location of luminaires to avoid light trespass on surrounding areas, and utilization, wherever possible, of lower intensity lighting.

Water conservation will be promoted in the selection of low flow plumbing fixtures. Energy efficiency will be pursued by potentially using higher efficiency heat pump system and advanced cooling tower controls for residences (if a water loop heat pump system is selected) – as well as other measures that are appropriate to the specific buildings. These HVAC systems have 10-25% higher cooling efficiency than the typical through-the-wall incremental units (PTACs) and can be 10-20% more efficient in heating.

The buildings will feature recycled content for a variety of materials such as concrete (fly ash or granulated blast furnace slag), steel, aluminum, insulations, carpeting and other materials. To the extent practicable, the construction process will be managed to divert waste materials from dump sites to recycling facilities – diversion rates of 50-75% are expected. Indoor air quality will be an important design feature of the Project and efforts will be made to utilize materials that reduce volatile organic compounds (paints, coatings, adhesives, sealants, carpeting) and techniques that promote good air quality (e.g., during construction).

Finally, the Applicant will develop a green housekeeping guideline to be used by tenants and building operators. This guideline will emphasize the use of nontoxic materials for cleaning (e.g., reducing or eliminating chlorine compounds), and will also promote the use of Integrated Pest Management. This pest control technique focuses on (1) preventing pests from entering the building and also removing their opportunity to thrive in the building and (2) using control techniques that reduce the use of toxic and hormonally-disruptive agents.

E. Proposed Utilities Improvements

The proposed utility improvements are public improvements. The costs of the improvements will be funded through the tax increment financing program described in Appendix 1.F of this DEIS and will be undertaken by the Applicant.

Water Distribution System

In order to provide adequate fire flow and domestic supply to the new buildings without significantly impacting existing water flow in the area, the City of Yonkers has indicated various improvements to the existing water system in the area will be required. Based on flow testing, the City's consultant has recommended replacement of five (5) 12-inch water mains with 16-inch mains. These improvements will service the River Park Center and Cacace Center project sites and are described in detail in Section III.H of this DEIS. For the Palisades Point site, the City's consultant has recommended that a dual source of supply for the area west of the railroad tracks be created. Four scenarios were presented in the City consultants' report, and these are described in detail in Section III.H of this DEIS.

All water supply construction work will be phased so domestic and fire service will be maintained to all existing buildings that are occupied during construction. The final design

and construction sequencing for water system improvements will be developed as a part of the site plan approval process.

Since the City will receive payment for the water consumed through metering of the service mains, the City is compensated for the increased operational costs associated with the additional water demand. The replacement of water mains with pipe adequately sized to accommodate the required water flows mitigates the impact of the increased water demand on the distribution system and will improve flows and reliability of the City system in the downtown area.

In addition to the above improvements, several measures for conserving water resources are proposed for the Project. These include the use of water saving fixtures within the proposed Project such as reduced flow plumbing fixtures, reduced flow shower head, drip irrigation where feasible, and air-cooled condensing units where possible. These measures will reduce the water demand by approximately 20%. See Section III.H for detailed description of these proposed measures.

Storm Drains and Sanitary Sewers

Due to the additional development on the Project sites, there will be a net increase of approximately 452,750 gallons per day in wastewater loading to the City and County wastewater collection and treatment systems. The removal of inflow and infiltration from sources around the City will mitigate the increased flow and existing on-site City-owned combined wastewater and stormwater systems will be upgraded to accommodate the proposed Project.

The Westchester County Department of Environmental Facilities has requested that the additional flow to the sewer system from the Project be off-set by reductions in existing inflow/infiltration at a three for one ratio. To meet this request, a series of potential measures are proposed including physically separating stormwater from the sanitary sewer in the area of the River Park Center site, diverting stormwater from the existing combined sewer system through the construction of new stormwater drainage facilities in the Project area, and removing known sources of inflow/infiltration that are listed in the Westchester County Sewer System Evaluation Survey. Contributory sources identified in the Survey that are within the limits of the Project will be remediated during construction and additional sources listed in the report will be examined for possible rehabilitation. The City of Yonkers Department of Engineering has indicated that the preferred inflow/infiltration remediation is diversion of stormwater from the existing combined sewer system through the construction of the new stormwater drainage facilities in the Project area. The Applicant is currently awaiting a response from Westchester County regarding this proposed mitigation measure. The Applicant requests that Westchester County in coordination with the City of Yonkers review the range of potential mitigation measures with the Applicant to help further reduce flows to the existing system. Table III. H-5 in Section III.H presents a summary of the mitigation program.

Electric, Gas, Telephone, Communication and Cable

The proposed Project includes the installation of new underground telephone and cable services to each building and may require new service lines in the streets. The design of the buildings and facilities will include a number of mechanical systems that will exceed the minimum requirements of the New York State Building Code. These measures include high efficiency central chiller and boiler plants, water source heat pumps, variable airflow and waterflow systems, and other efficient systems measures. In addition, lighting for all public spaces will be high efficiency, low energy, and appliances for apartments will be of the high efficiency type without using CFC based refrigerants. These systems are described in detail in Section III.H of this DEIS. Installation of telephone, electric and cable services will be coordinated with the respective utility company and with other infrastructure work so as to minimize the construction impacts to the surrounding street systems and businesses. This may require the installation of temporary services.

Con Edison is currently planning a 9.5-mile oil-filled high voltage distribution feeder from the Sprain Brook high voltage distribution station to a new substation in Northern Manhattan, south of the City of Yonkers. Based on the most recent plans, a portion of the high voltage distribution feeder will be routed in Nepperhan Avenue and Riverdale Avenue. Construction was anticipated to commence in December of 2006 and take approximately two years to complete in the public rights-of-way. At the time of submission of this Draft Environmental Impact Statement, no construction activities have yet commenced, and an updated time frame for commencement of construction is not available.

To ensure that operational and emergency communications are maintained during proposed relocation of the existing Fire Department Headquarters and City operations at the Health Center Building (87 Nepperhan Avenue), the exact location of utilities will be determined and a relocation plan will be prepared for City review and approval prior to any construction. The relocation plan and the timing of this work will be finalized as part of the detailed construction phasing plan to be provided to the City prior to the start of work in these areas. A similar plan will be developed with Verizon to minimize disruption to the public communications systems. Palisades Point is currently a vacant site except for parking and no impacts to communications infrastructure are anticipated as a result of construction at this waterfront site.

F. Proposed Construction Sequencing

The proposed Project will consist of four (4) distinct areas of construction phased over an approximately 30 month period:

- River Park Center (including related development at Government Center and the Palisades Avenue Office Building)
- Cacace Center
- Palisades Point
- Larkin Plaza (assuming the City decides to make the improvements)

Given the need to relocate certain uses and facilities, including the Fire Department Headquarters, the City offices in the Health Center building (87 Nepperhan Avenue) and existing parking in the Government Center and Cacace Justice Center municipal garages, and

the public parking at Chicken Island, there is a specific sequence of work needed to complete the work at River Park Center and Cacace Center. The work at Larkin Plaza and Palisades Point is separate and not dependent on the River Park Center and Cacace Center construction. Detailed descriptions of construction phasing for each project area are provided in Section III-M of this document.

For River Park Center, the general sequence of the construction includes site preparation and demolition, reconstruction and daylighting of the Saw Mill River and foundation construction; building superstructure construction; building interior; and exterior streetscape completion. Before work can begin on any part of the site, temporary parking to replace the parking displaced from Chicken Island and from surrounding streets will be provided in selected locations (see Exhibit III.M-18). The new Government Center garage will provide parking for River Park Center. Currently existing on this property are the municipal garage and the Health Center Building. Before the new Government Center garage can be built, the City offices in the Health Center Building must be moved across Nepperhan Avenue to the new office/hotel building to be constructed at the Cacace Center site. The new Government Center Garage will be built in two stages because the Health Center Building and existing municipal garage will not be vacated at the same time. The prerequisite to the start of construction on the northern half of the site is the completion and occupancy of the new Cacace Center garage. Once the existing municipal garage at Government Center is vacated at month 12, then it can be demolished. Once the Health Center Building is vacated at month 18, then it can be demolished and work can proceed on the southern end of the site. The new Government Center Garage will also include parking for the Residential Tower West, the retail spaces along New Main Street that are part of that structure and for the ballpark. Therefore, the new Government Center Garage needs to be completed by the time the first of those components opens at Month 28. Construction of the Palisade Avenue Office Building (see Exhibits II-28 through II-37) will occur before removal of existing on-street parking along Palisade Avenue and Elm Street. This will provide replacement parking for existing businesses. Replacement retail parking will also be provided in a temporary parking lot located on the corner of New Main Street and Nepperahan Avenue (see Exhibit III.M-18).

Construction workers will be asked to park at several off-site lots that are identified in Exhibit III.M-18. A total of nearly 2,000 potential spaces have been identified. From these locations, a shuttle bus service will be provided by the building contractor. A construction management plan will be instated requiring construction workers to park in these off-site parking lots. The largest temporary construction parking lot is located at JFK Marina, ±1,000 spaces have been identified. Any traffic control issues related to this location will be addressed by the construction manager and police department.

The number of construction-related truck trips per day for all of the project sites runs from approximately 200 to 450 with the greatest frequency occurring during the initial six months of construction. Regionally, most of the larger vehicles that serve the site will come to Yonkers from the I-87 exiting at Yonkers Avenue. Streets likely to receive truck traffic will be Nepperhan Avenue, Prospect Street, New Main Street, Palisade Avenue, Elm Street and South Broadway among others.

Construction will include new water and sanitary sewer lines provided for the streets that abut the Project area, including New Main Street, Nepperhan Avenue, Palisade Avenue, Elm Street, Waverly Street and Maple Avenue. New storm drains will be provided on these streets and others, including Yonkers Avenue (see Appendix 1.F). To the extent possible, all utility work will be coordinated with utility providers. Several different types of road and intersection improvements will be undertaken as part of the Project (see Chapter III.E for details). Some of these, such as re-routing of one-way traffic and closing of streets that are internal to the Project sites (e.g. School Street) will not have any additional impacts. Those relating to the capping of utilities will constitute temporary impacts during the construction period. Most of these occur early in the sequence during the first six months.

Short term construction related impacts to abutting businesses and surrounding land uses on streets such as New Main Street, Elm Street and Palisade Avenue will be minimized to the extent practicable with efforts to maintain vehicular and pedestrian traffic flow and access, with at least one lane and sidewalk open whenever possible.

The Larkin Plaza construction work, if pursued by the City, will include reopening the enclosed underground flume to provide a public walkway along the daylighted river. Because this is an active waterway, the daylighted river will need to be built outside of the existing flume, then the water will be diverted from the existing flume to the newly constructed river. Streetscaping will complete the work. It is anticipated that the Larkin Plaza improvements would take approximately 18 months to complete.

G. Proposed Vehicular Access, Parking and Improvements

Vehicular Access to Project Sites

River Park Center will have a number of access drives serving various uses, parking facilities and service areas. As shown on Exhibits II-46 and II-47, these include three (3) two-way vehicular driveways on Palisade Avenue, three (3) two-way driveways on Elm Street, one (1) driveway on Nepperhan Avenue, and three (3) driveways on New Main Street. The access drives on New Main Street include a one-way (exit only) drive for service vehicles only, a two-way parking access drive and a two-way access drive to a vehicular drop-off area.

At Government Center, there will have two (2) access drives serving the mixed-use and parking structure. These include a two-way access drive on New Main Street that will serve as the parking structure's primary vehicular access point, and an off-street driveway connection on the upper levels of the parking structure to serve the plaza behind City Hall.

Cacace Center will have three (3) two-way access drives to the on-site parking garage and two (2) one-way access drives serving the office and hotel building. These include one (1) two-way parking access drive on the east side of the development on New Main Street, south of the proposed fire station, and two (2) two-way access drives on the west side of the development on South Broadway at Waring Park and Terrace Place and St. Mary's Street. A semi-circular inlet drive will provide vehicular access to the hotel and office building lobby drop-off area located on the southeast corner of Nepperhan Avenue and South Broadway. This will create two (2) one-way access drives—one on South Broadway (entry) and one on Nepperhan Avenue (exit).

The Palisade Avenue Office Building will have one (1) two-way access drive serving the office and parking structure from Palisade Avenue.

A new bridge across the Metro-North Railroad tracks will be constructed from Prospect Street to Palisades Point. This will create a second vehicular and pedestrian access route to Palisades Point and other Hudson River waterfront areas. See Exhibit II-48.

Parking

A detailed parking study and analysis is provided in Section III.E.1 of this DEIS. Table II-3 summarizes the parking proposed for each Project site and Exhibit II-50 shows parking allocation by Project site. In summary, the proposed Project will remove 1,618 existing parking spaces and provide a total of 6,793 parking spaces for a net increase of 5,175 additional parking spaces. River Park Center (main site) will remove 521 existing parking spaces and provide a total of 2,550 new parking spaces. Government Center will remove 543 existing parking spaces and provide 1,613 new parking spaces. Palisade Avenue Office Building site has no existing parking. The proposed building will provide 425 new parking spaces. Cacace Center will remove 250 existing parking spaces and provide 1,349 new parking spaces. Palisades Point will remove 184 existing parking spaces and provide 726 new parking spaces. If it is improved by the City, the 120 existing spaces at Larkin Plaza would have to be relocated. In the Applicant's opinion, the proposed parking is sufficient to meet expected public and private parking demands for the proposed project at all time periods analyzed, which include parking distributions and peak parking demand factors that account for time of year, use and day or week (Weekday/Weekend) (see Chapter III.E.1). See Section 1.2 in Chapter II-E.1 of this DEIS for detailed information and comparison of current supply and demand parking conditions and those under the "no-build" and under the proposed Project.

Table II-3
Existing and Proposed Parking by Project Site

Project Site	Existing Parking	New Parking		
		Public	Private	Total
River Park Center				
River Park Center (main site)	521	2,075	475	2,550
Government Center	543	1,048	565	1,613
Palisade Avenue Office Building	0	435		435
Cacace Center	250	1,349		1,349
Palisades Point	184	266	460	726
Larkin Plaza	120	120		120
TOTAL	1,618	5,293	1,500	6,793

Source: Struever Fildelco Cappelli LLC

Proposed Road Closures

The construction of the proposed Project in the downtown Yonkers area will result in the elimination of several streets within the River Park Center site. Traffic using these streets would be redistributed to the adjoining street system. At the River Park Center site, Ann,

John, James and Henry Herz Streets, and Engine Place will be closed and made part of the redevelopment site. At Larkin Plaza, the plans call for the closure of the portion of Woodworth Avenue between Dock Street and Nepperhan Street, and adding this area to the proposed new public park along the daylighted Saw Mill River.

Proposed Road and Intersection Improvements

The traffic study for the proposed Project concludes that a number of intersection improvements are required to mitigate Project impacts. These include re-designation of certain one-way routes, removal of some on-street parking, upgrading of intersections and adjustments to traffic signal timing.

Given the current traffic flow pattern and the capacity restrictions at Getty Square, it is recommended that New Main Street be directed away from Getty Square (towards Nepperhan Avenue). In conjunction with this, the section of Elm Street between Nepperhan Avenue and Palisade Avenue as well as Palisade Avenue between Elm Street and Getty Square would be reversed in direction. The reversal of direction of these streets would provide additional capacity and better distribution of traffic within the area. As noted above, the Palisades Point development will have access from Main Street via the existing roadway along the Metro-North Railroad tracks, and from the proposed new vehicular and pedestrian bridge connection to Prospect Street over the Metro-North Railroad tracks.

Improvements are planned to Guion Street in connection with the proposed new Fire Department Headquarters to be located on New Main Street and the City's proposed new detention center. Currently, the paved portion of Guion Street is a 20' +/- wide, one-way roadway located in the vicinity of the proposed detention center, which extends along an uphill gradient from New Main Street on the east to South Broadway on the west. The road is curbed and provides on-street parking spaces. The proposed roadway improvements will include construction of a small vehicular cul-de-sac turnaround near the south end of the proposed detention center, and the discontinuance of the portion of the existing street that currently extends to New Main Street. The newly configured section of Guion Street between South Broadway and the proposed turnaround area would allow for two-way traffic flow, although it is recommended that truck access be prohibited due to the relatively small diameter of the proposed turnaround area. The existing on-street parking spaces on Guion Street would be discontinued so as to allow for two-way traffic flow to/from the detention center and the fire house. As part of the improvement plan, existing water, sanitary sewer and storm drain lines may require adjustments to provide the necessary connections and maintain existing service between Guion Street and New Main Street.

There are other improvements required to improve operating conditions within the area. These improvements include:

- The elimination of parking along the Yonkers Avenue/Nepperhan Avenue corridor from the Saw Mill River Parkway to the downtown area. This parking will be replaced with "off-street" parking areas to provide parking for the residents and merchants currently fronting Yonkers Avenue/Nepperhan Avenue. See Exhibits II-49 and II-49a-c.

- The elimination of parking along Palisade Avenue, Elm Street and New Main Street adjacent to River Park Center. Users of this parking will be able to use the new River Park Center and Government Center garages.
- The Saw Mill River Parkway southbound exit ramp to Yonkers Avenue will be widened to provide two lanes and a new traffic signal is proposed to handle traffic off the ramp onto Yonkers Avenue.
- Geometric improvements to the Saw Mill River Parkway northbound ramp from Yonkers Avenue will be implemented to improve traffic flow.
- The entire signal system along the Yonkers/Nepperhan Avenue corridor extending from the Saw Mill River Parkway into the downtown area will be upgraded and made part of the City's computerized traffic signal system. This will allow for "real time" management of the traffic within the corridor.
- A driveway to River Park Center will be located on Nepperhan Avenue across from Waverly Street. A separate left turn lane and a separate right turn lane will be developed for traffic entering the site in this area. This intersection will be signal controlled and be incorporated into the City's computerized traffic signal system along the Yonkers Avenue/Nepperhan Avenue corridor.
- A flashing traffic signal is proposed for the intersection of South Broadway/Hudson Street.
- Other signals within the Project area will be upgraded and linked to the City's computerized traffic signal system.
- Access points to all of the proposed parking structures will be designed to allow access to/from multiple streets to improve circulation.
- A new vehicle and pedestrian bridge will be constructed across the Metro-North Railroad tracks from Prospect Street. This will provide direct access to Palisades Point and the Hudson River from the Yonkers Avenue/Nepperhan Avenue corridor.
- A bus drop-off lane will be provided on Nepperhan Avenue westbound between Elm Street and New Main Street for the discharge and boarding of passengers visiting River Park Center.
- A trolley system is contemplated to be implemented in conjunction with the downtown Business Improvement District, to shuttle people from the Yonkers railroad station to River Park Center and the Cacace Center. The trolley system will have the ability to make multiple stops within the area based on demand.

With the implementation of the above improvements, operating conditions in the study area will be similar to the currently existing operating conditions. The recommended traffic and

transportation mitigation measures are public improvements. With the exception of the trolley system, the costs of the improvements will be funded through the tax increment financing program described in Appendix 1.F of this DEIS and will be undertaken by the Applicant.

H. Project Needs and Benefits

The proposed Project will provide significant benefits to the City of Yonkers and the Westchester County regional economy, including creation of 5,500 permanent jobs, 13,000 construction related jobs and approximately \$16 million in annual tax revenues. The Project will utilize a portion of the City's and County's property tax revenue to address critical public infrastructure improvements through a tax increment-financing program. Among the various public infrastructure improvements will be the development of over 5,000 public parking spaces, the separation of existing combined storm and sanitary sewers, new sanitary sewer and water facilities and the improvement of deficient roads and intersections.

The proposed Project will implement the City's long-standing planning objectives for revitalization of its downtown area, bringing a broad mixture and land uses that will act as a catalyst for future development. The open space benefits of the Project are particularly significant, including extension of the publicly accessible open space along the Hudson River and the daylighting and landscaping of the Saw Mill River. The edges of the Saw Mill River will then become an active pedestrian area, lined with shops, restaurants and public spaces.

The development of over 1,300 housing units in downtown Yonkers, along with the open spaces, amenities, restaurants, movie theaters and a minor league ballpark, will bring a 24-hour presence to the area. This is an essential element necessary for successful downtown revitalization. The Applicant will provide affordable housing equal to 6% of the number of residential units or contribute an amount in lieu of but based on the 6% set-aside to a housing fund to compliment other City housing initiatives in the area.

The design, size and scope of the proposed mixed-use development, along with its unique entertainment, open space and daylighting components, will help fulfill the promise of a revitalized downtown Yonkers, which is clearly expressed in the City's planning documents.

I. Summary of Reviews and Approvals

Under New York State Environmental Quality Review Act regulations, an "involved agency" is a State, or local agency that has or will have jurisdiction by law to fund, approve or to make another discretionary decision regarding some aspect of the proposed Project. The proposed Project will require a number of approvals and permits from the City of Yonkers and other governmental agencies. The following is a list of reviews and approvals necessary to carry out the proposed Project.

Additional parties and agencies that would also review the Project are identified under SEQRA as "interested agencies". Interested Agencies include organizations such as Scenic Hudson, Riverkeeper, the Downtown Waterfront Business Improvement District, the Salvation Army and other not-for-profits serving the community.

**Table II-4
Reviews and Approvals Required**

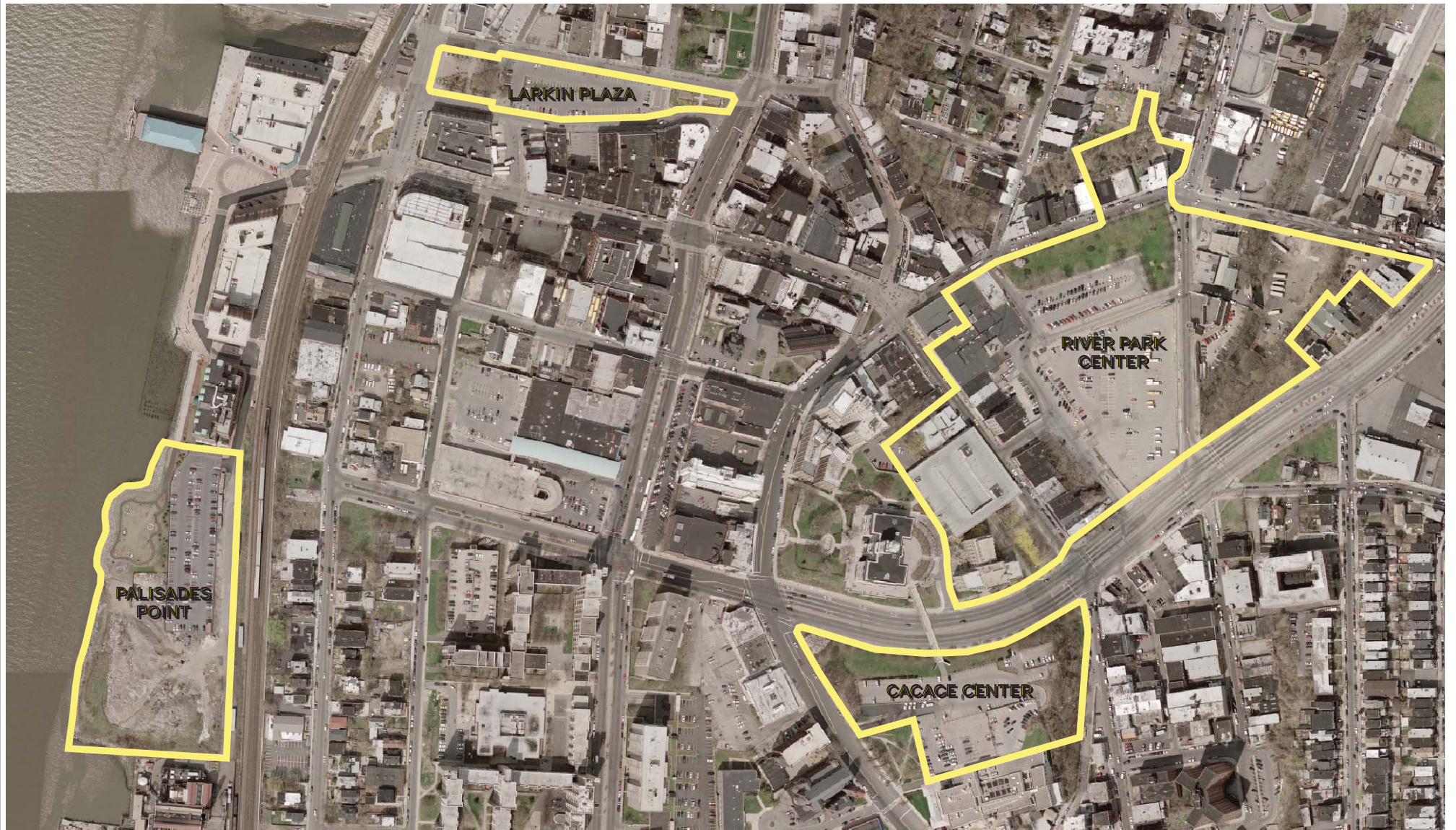
AGENCY	REVIEWS AND APPROVALS
CITY OF YONKERS	
City Council	<ul style="list-style-type: none"> • Zoning Ordinance Amendments • Discontinuance of Streets • Amendments to the Getty Square Urban Renewal Plan • Municipal Redevelopment Plan Approval and Tax Increment Bond Issuance • Alienation of park land • Approval of Land Disposition Agreements • Disposition of City Property • Approval of PUR Special Permit for Palisades Point • Amendments to the Waterfront Master Plan
Planning Board	<ul style="list-style-type: none"> • Site Plan Approval • Approval of PUR Special Permit for Palisades Point • Recommendations Regarding: Zoning Ordinance Amendments, Urban Renewal Plan Amendments, Discontinuance of Streets, and Municipal Redevelopment Plan
Community Development Agency	<ul style="list-style-type: none"> • Amendments to Getty Square Urban Renewal Plan • Designation of qualified and eligible sponsor • Approval of Land Disposition Agreements • Disposition of CDA Property • Potential condemnations • Amendments to the Waterfront Master Plan
City Departments	<ul style="list-style-type: none"> • Sewer and Water Improvements • Road and Intersection Improvements • New Public Parking Facilities
WESTCHESTER COUNTY	
Board of Legislators	<ul style="list-style-type: none"> • Municipal Redevelopment Plan Approval and Participation in Tax Increment Financing
Planning Board	<ul style="list-style-type: none"> • GML Section 239 Project Review
Department of Environmental Facilities	<ul style="list-style-type: none"> • Extensions of Sewer Mains
Department of Health	<ul style="list-style-type: none"> • Water and Sewer Improvements
Department of Transportation	<ul style="list-style-type: none"> • Bus Route Changes and County Road Improvements
NEW YORK STATE	
NYS Legislature	<ul style="list-style-type: none"> • Alienation of City Park land
Department of Environmental Conservation	<ul style="list-style-type: none"> • Water Quality Certification, Section 401 of Clean Water Act, for any Federal Permits and Protection of Waters Permit • SPDES Permit (drainage) • Brownfields Cleanup Program
Department of State Coastal Resources Division	<ul style="list-style-type: none"> • State Coastal Management Consistency Review of State and Federal Permits and Approvals
Department of Transportation	<ul style="list-style-type: none"> • State Road Improvements, Acquisition of Portions of Nepperhan Avenue R.O.W.
Office of Parks, Recreation and Historic Preservation	<ul style="list-style-type: none"> • Section 14.09 Review of State Agency Permits and Approvals
Metropolitan Transit Authority	<ul style="list-style-type: none"> • Bridge crossing over tracks at Prospect Street (air rights)
U.S. GOVERNMENT	
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> • Nationwide Permits relative to Promenade and Shoreline Restoration at Palisades Point • Daylighting of Saw Mill River
Federal Aviation Administration	<ul style="list-style-type: none"> • Possible Review of Height of Residential Towers
OTHER INVOLVED AGENCIES	
CSX Transportation	<ul style="list-style-type: none"> • Proposed Prospect Street Bridge Crossing

All other agencies, organizations and persons wishing to receive and/or review a copy of this Draft Environmental Impact Statement are encouraged to do so. Electronic copies of this DEIS are available upon request to the Lead Agency care of:

Chuck Lesnick, City Council President
Patricia McDow, Councilwoman for 1st District
Co-Chairs City Council Real Estate Committee
40 South Broadway, Room 403
Yonkers, NY 10701
Tel. (914) 377- 6060 or (914) 377-6311
Fax. (914) 964-1949
Chuck.lesnick@cityofyonkers.com
Patricia.McDow@cityofyonkers.com

A copy of the DEIS is also available on-line at www.yonkersny.gov. In addition, written comments on the DEIS will be accepted by the Lead Agency for a period of 40 days beginning on April 4, 2008 and ending at 5:00 P.M. on May 13, 2008. Written comments may be sent by mail, facsimile or email to the addresses listed above.

Oral comments are welcome at a public hearing which will be held on April 29, 2008 at 6:30 P.M. at City Hall, 40 South Broadway, Yonkers, NY.



0 100'

BASE MAP SOURCE: NYSDOP/NYS GIS Clearing House

Exhibit II-1

**AERIAL PHOTOGRAPH OF
THE PROJECT AREA**

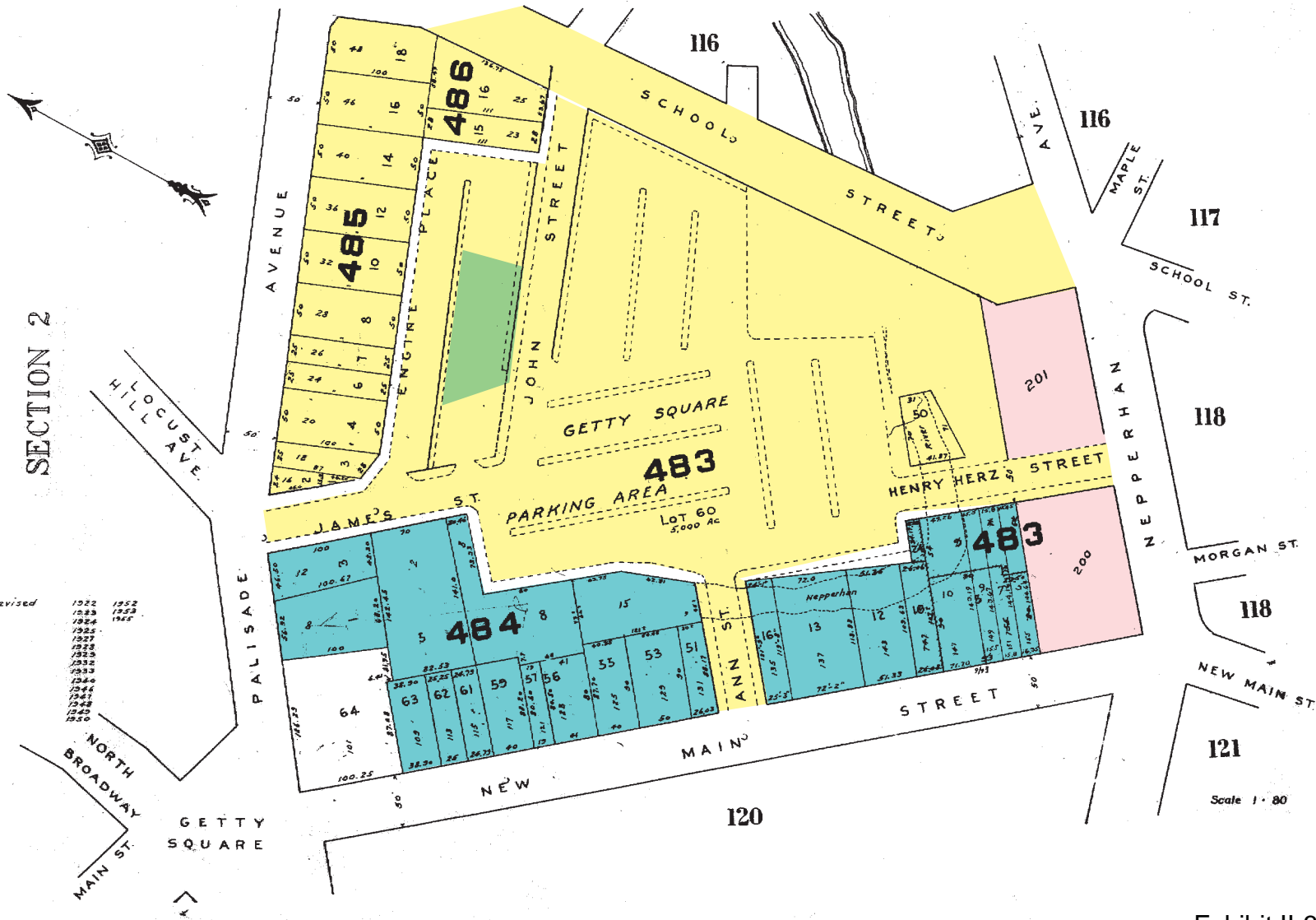
SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



SFC PHASE I PROJECTS

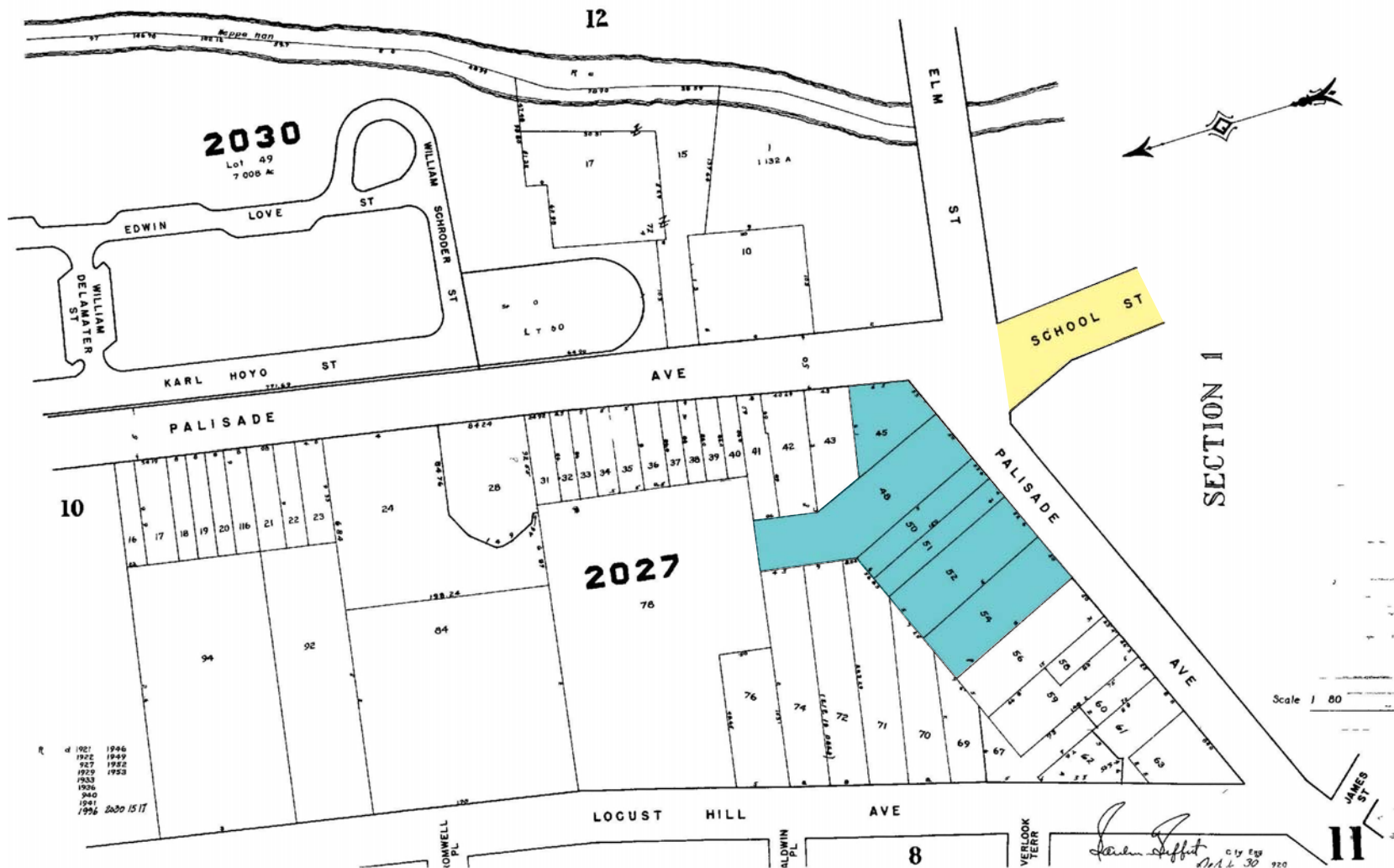
SOURCE: SFC



- Part of Development Site State Owned Properties/Infrastructure
- Part of Development Site Private Owners
- Part of Development Site City Owned Properties/Infrastructure
- Part of Development Site Parkland

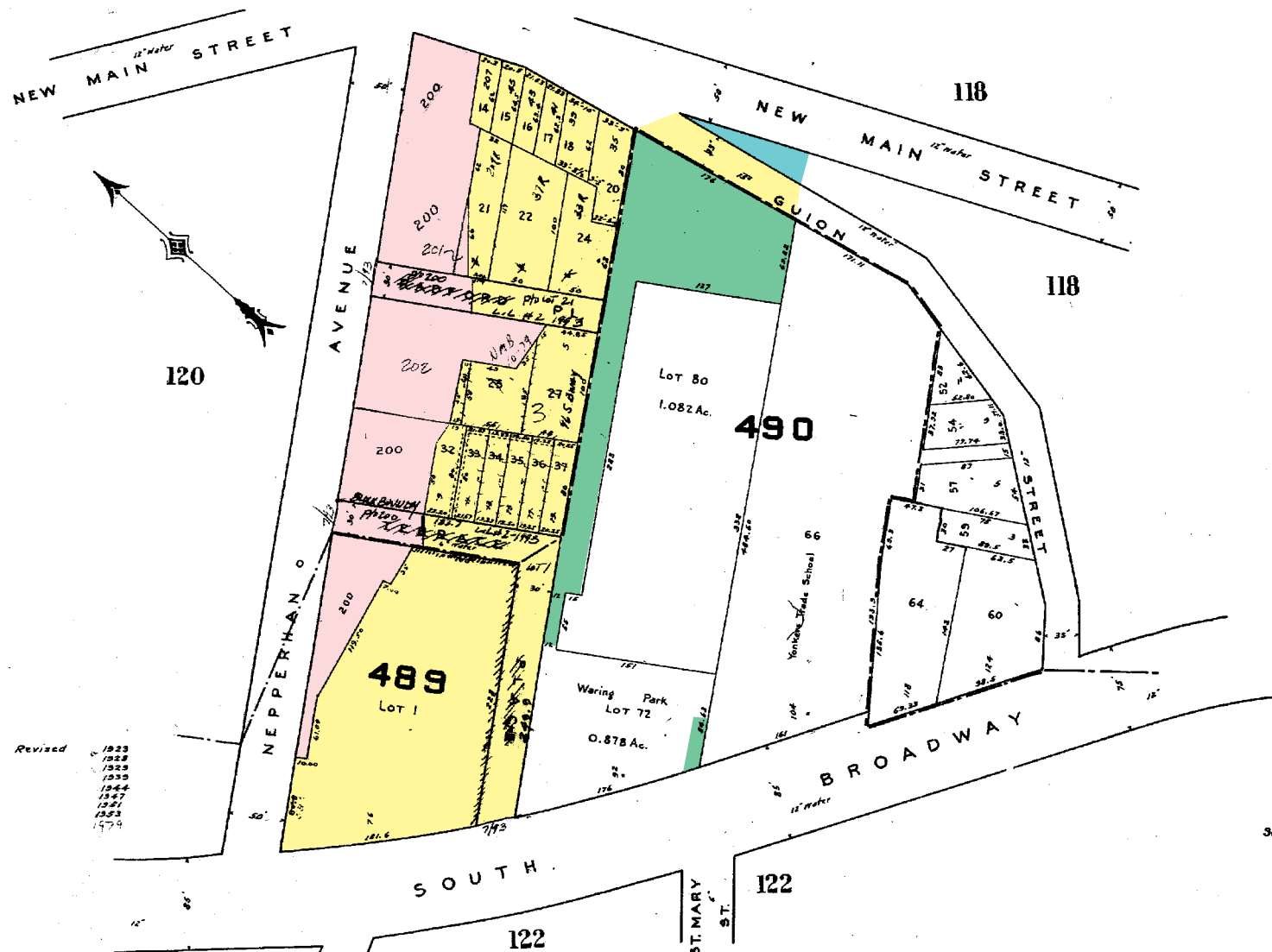
Exhibit II-3
**PROJECT PARCELS AND
 OWNERSHIP STATUS
 (RIVER PARK CENTER)**

SFC PHASE I PROJECTS
 STRUEVER FIDELCO CAPPELLI LLC



- Part of Development Site Private Owners
- Part of Development Site City Owned Properties/Infrastructure

Exhibit II-4
**PROJECT PARCELS AND
 OWNERSHIP STATUS
 (RIVER PARK CENTER-PALISADE
 AVENUE OFFICE BUILDING
 SFC PHASE I PROJECTS
 STRUEVER FIDELCO CAPPELLI LLC**



- Part of Development Site Private Owners
- Part of Development Site State Owned Properties/Infrastructure
- Part of Development Site Parkland
- Part of Development Site City Owned Properties/Infrastructure

SOURCE: SFC

Exhibit II-6
**PROJECT PARCELS AND
 OWNERSHIP STATUS
 (CACACE CENTER)**

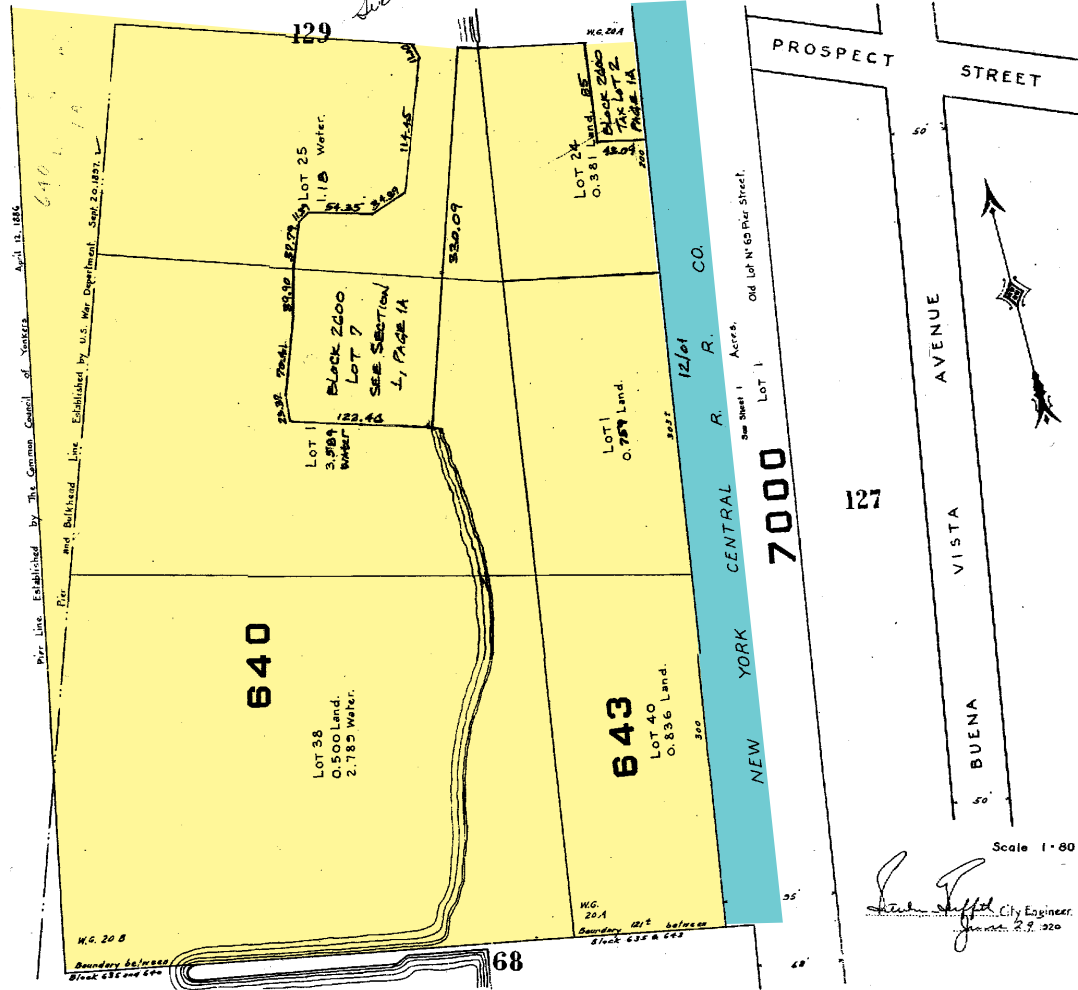
SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

H U D S O N R I V E R

Pier and Bulkhead Line Established by U.S. War Department July 11, 1915

1223
1223
1247

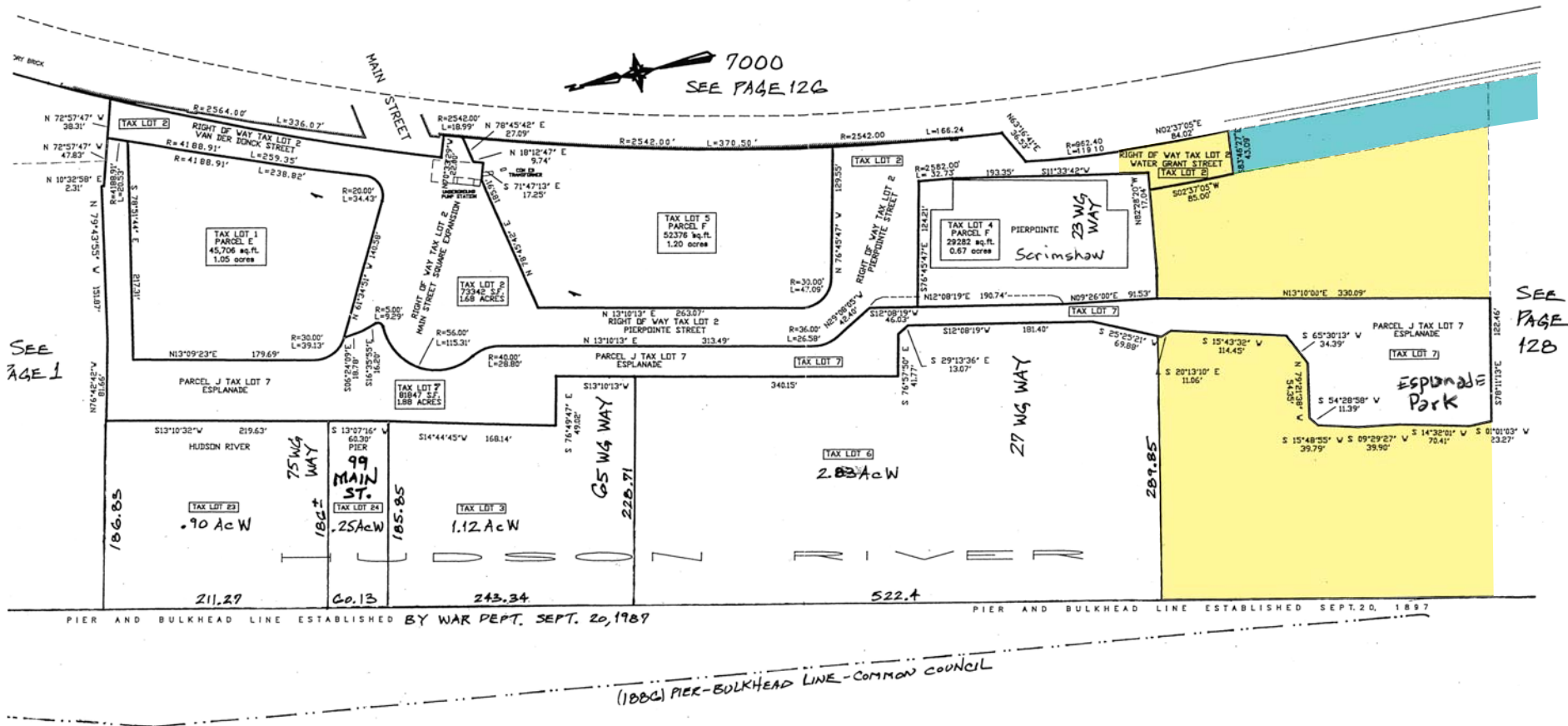


- Part of Development Site Private Owners
- Part of Development Site City Owned Properties/Infrastructure

Exhibit II-7
**PROJECT PARCELS AND
OWNERSHIP STATUS
(PALISADES POINT)**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



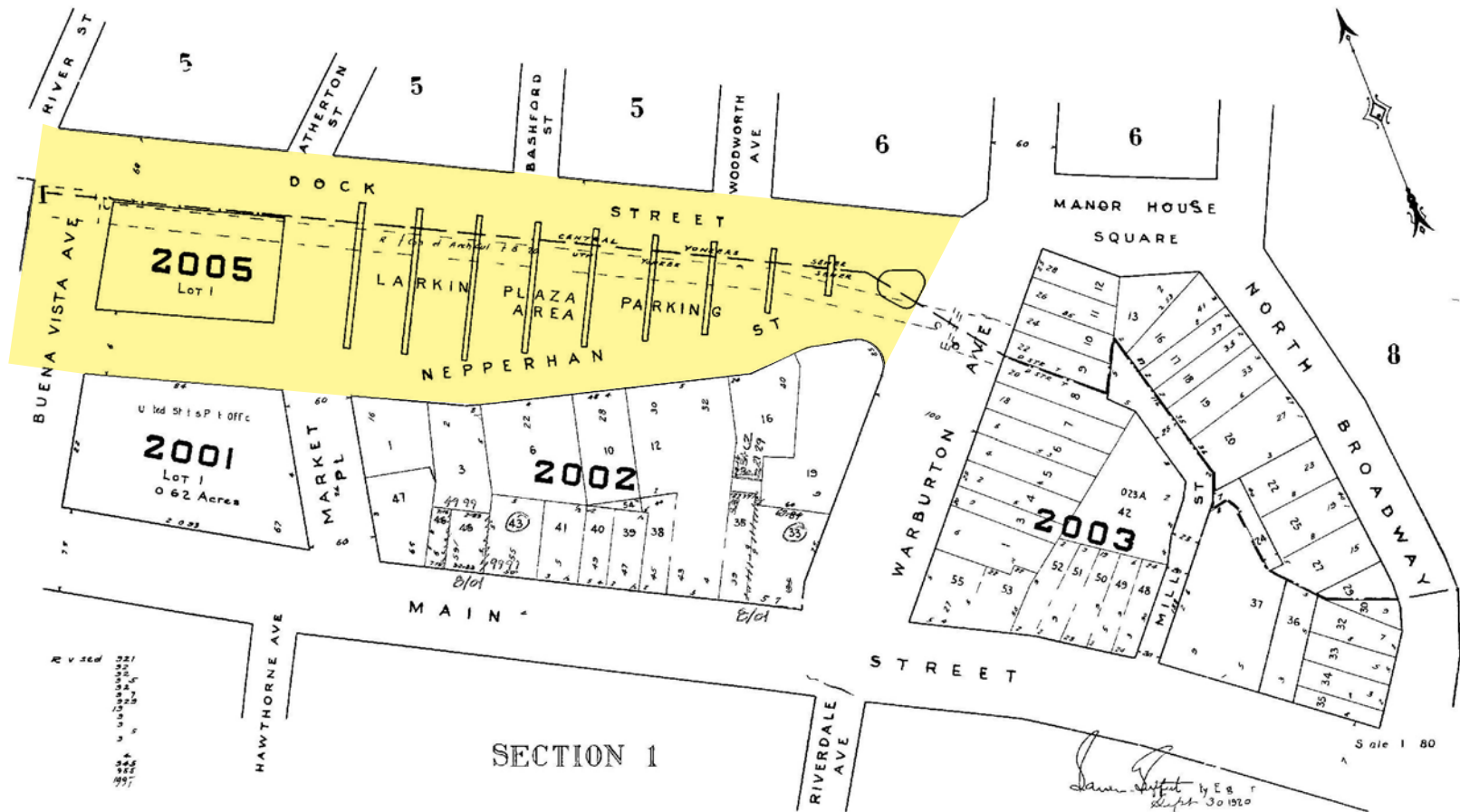
- Part of Development Site Private Owners
- Part of Development Site City Owned Properties/Infrastructure

Scale: 1"=100'

Exhibit II-8 PROJECT PARCELS AND OWNERSHIP STATUS (PALISADES POINT)

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



Part of Development Site City Owned Properties/Infrastructure

Exhibit II-9
**PROJECT PARCELS AND
 OWNERSHIP STATUS
 (LARKIN PLAZA)**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

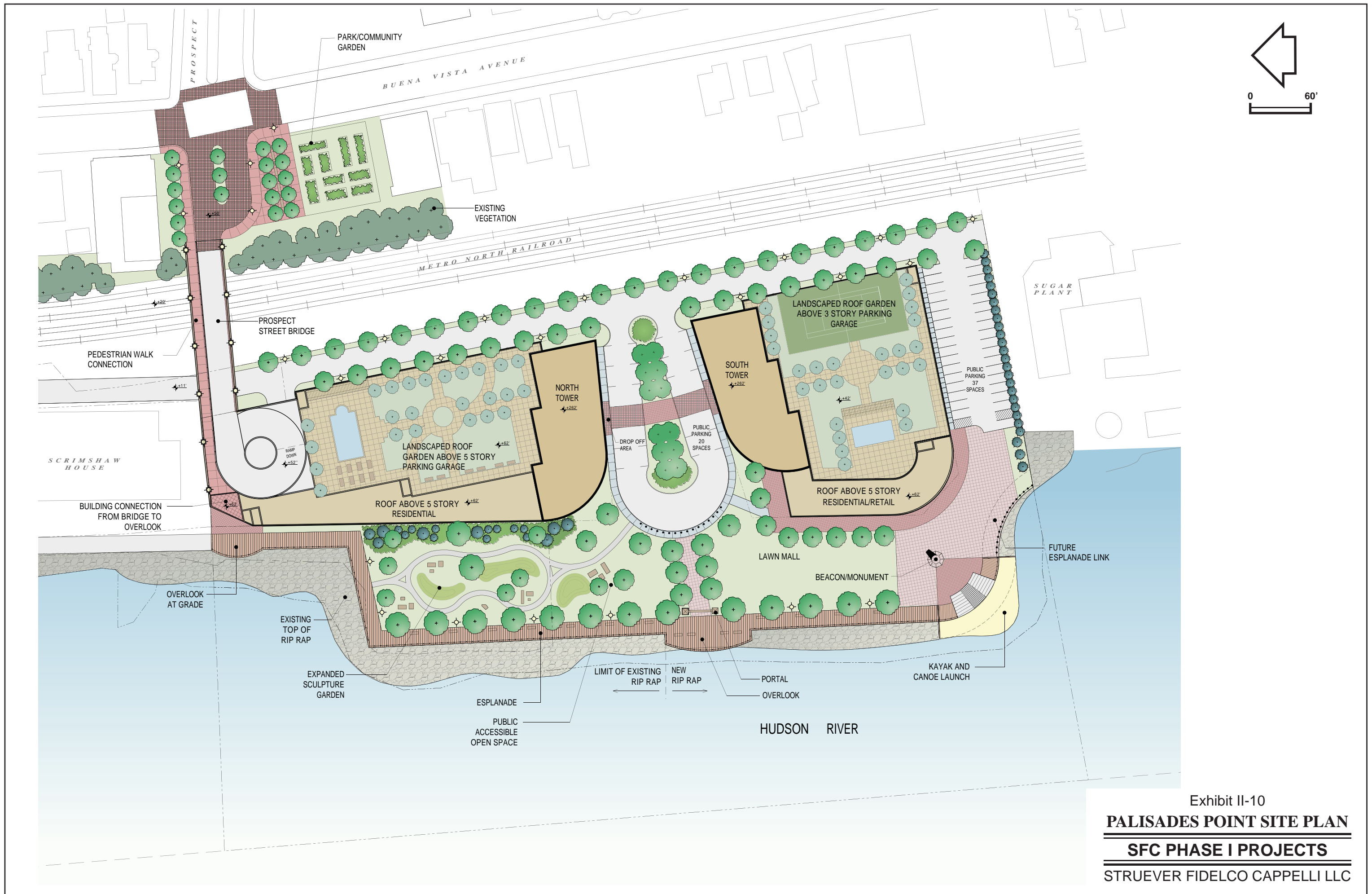


Exhibit II-10
PALISADES POINT SITE PLAN
SFC PHASE I PROJECTS
 STRUEVER FIDELCO CAPPELLI LLC



Exhibit II-11
**RIVER PARK CENTER
SITE PLAN**
SFC PHASE I PROJECTS
STRUEVER FIDELCO CAPPELLI LLC

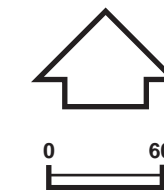
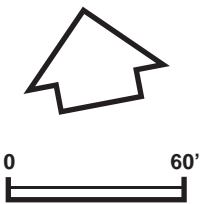
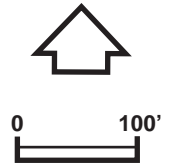
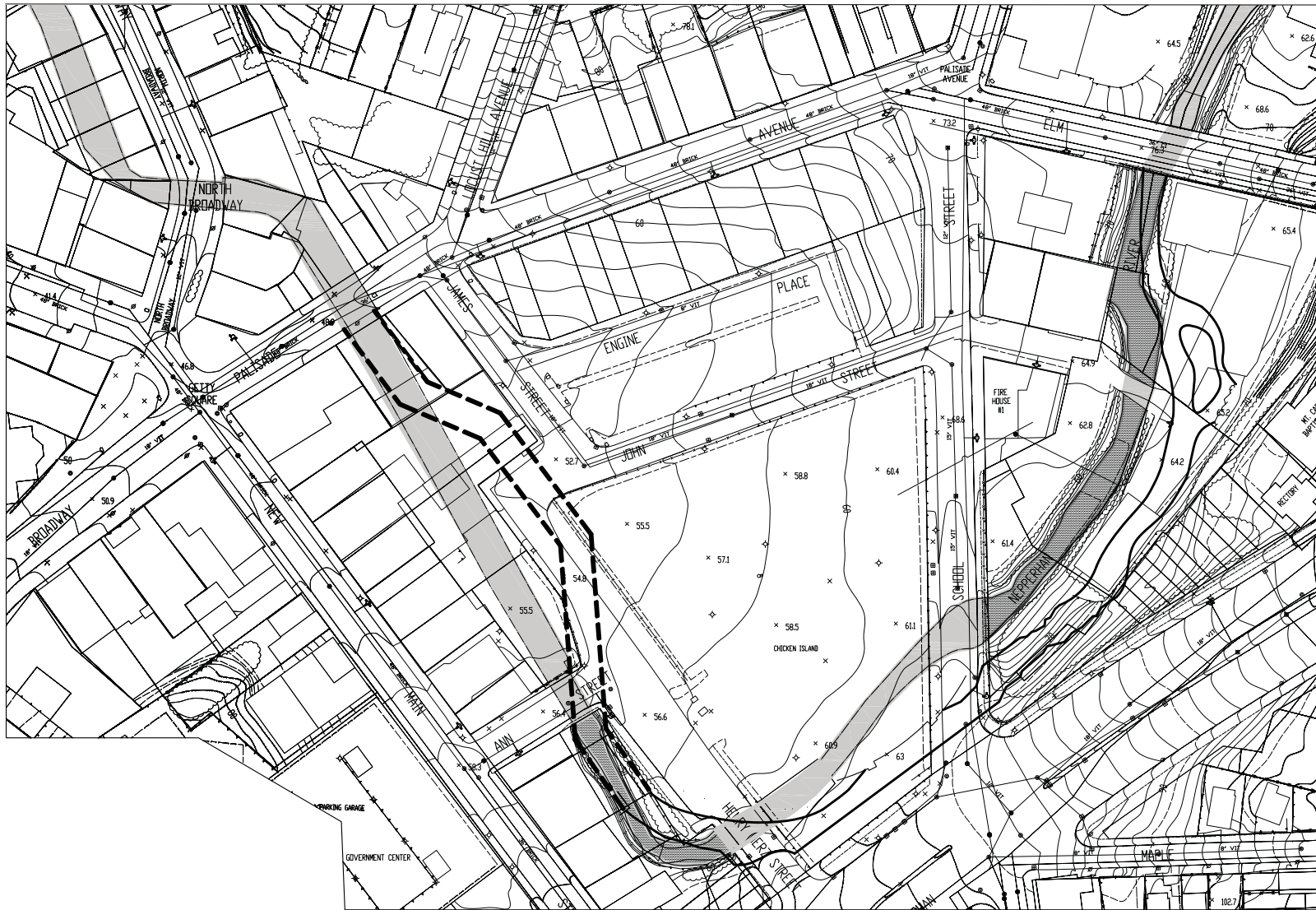


Exhibit II-12
CACACE CENTER SITE PLAN
SFC PHASE I PROJECTS
 STRUEVER FIDELCO CAPPELLI LLC



SCALE 1"=60'



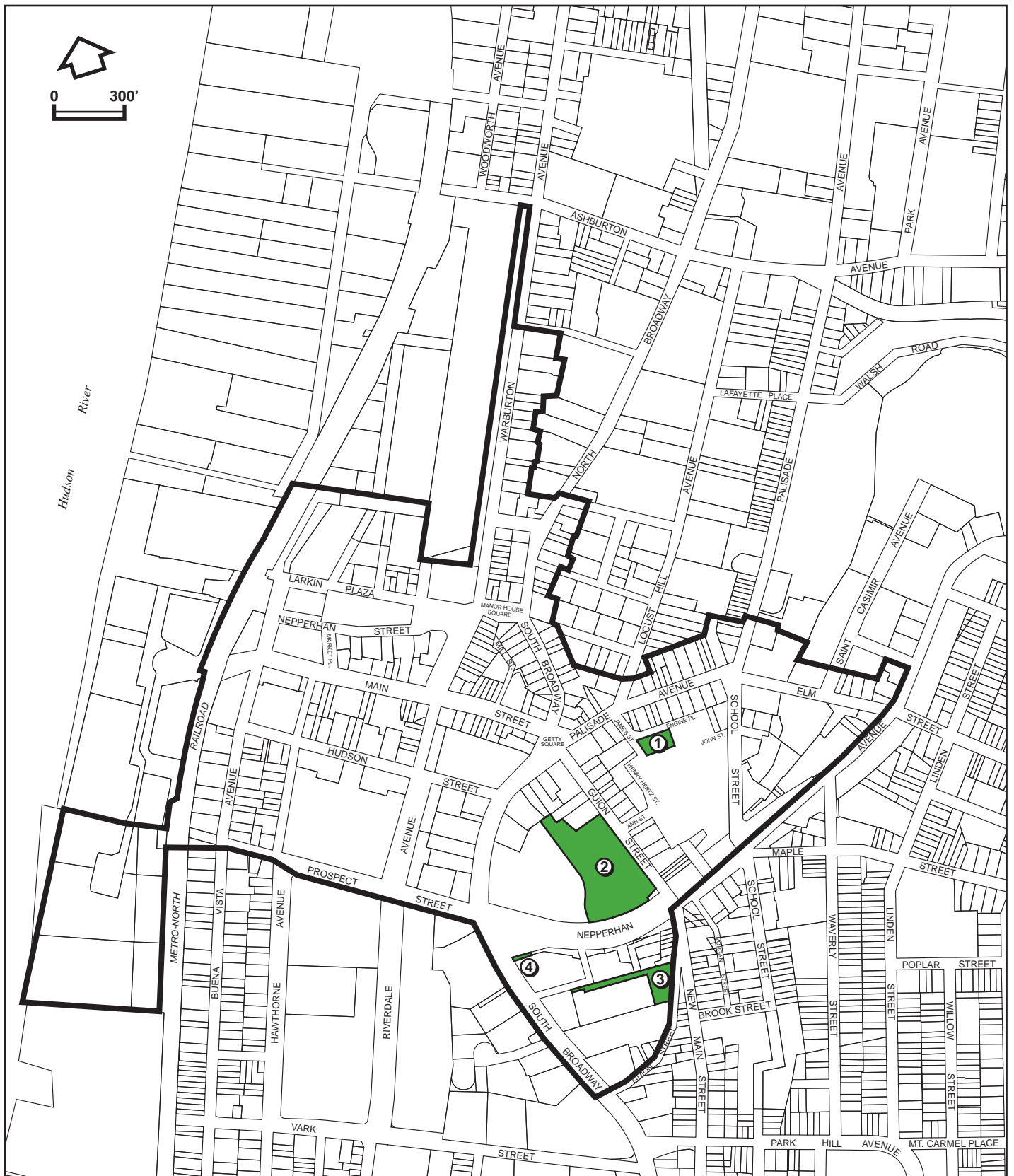
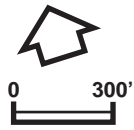
LEGEND

- EXISTING COVERED RIVER SECTION (725 LF)
- EXISTING OPEN RIVER SECTION (710 LF)
- PROPOSED RIVER ALIGNMENT (COVERED)
- PROPOSED RIVER ALIGNMENT (OPEN)

Exhibit II-14 COMPARISON OF EXISTING AND PROPOSED CHANNEL OF SAW MILL RIVER

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



- ① 0.2694 Acres
- ② 2.0800 Acres
- ③ 0.5690 Acres
- ④ 0.0140 Acres

TOTAL = 2.9324 Acres

Exhibit II-15
**PARKLAND ACQUISITION:
KEY MAP**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

The surveyor's seal, signature and any certification appearing hereon signify that, to the best of his knowledge and belief, this survey was prepared in accordance with the minimum standards for land surveys as set forth in the Code of Practice adopted by the New York State Association of Professional Land Surveyors, Inc.

Unauthorized alteration or addition to a survey map bearing a licensed land surveyor's seal is a violation of Section 7209, Sub-Division 2 of the New York State Education Law.

Certifications shall run only to the person for whom this survey was prepared, and on his behalf, to the title company, lending institution and governmental agency listed hereon; said certifications are not intended to run to additional title companies, lending institutions, subsequent owners or future contract vendees.

The purpose of this map is to indicate the lot (shown by the shading) that may have at one time been designated as park land. The surveyor does not, however, certify to the fact that this lot is or ever was park land.

The horizontal orientation of this map is based on the U.S. Coastal & Geodetic Survey (NAD-83) for New York East (transverse mercator projection).

Only copies of this map marked with both this surveyor's original seal and signature shall be considered as valid true copies.

Section, Block and Lot numbers were provided by Cappelli Enterprises based on the latest tax lot information from the City of Yonkers Geographical Information System.

Background planimetrics were provided by Geomaps International Incorporated and show existing conditions at the time of survey.

Area of lot = 11733 square feet or 0.2694 acres.

SCALE: 1" = 80'

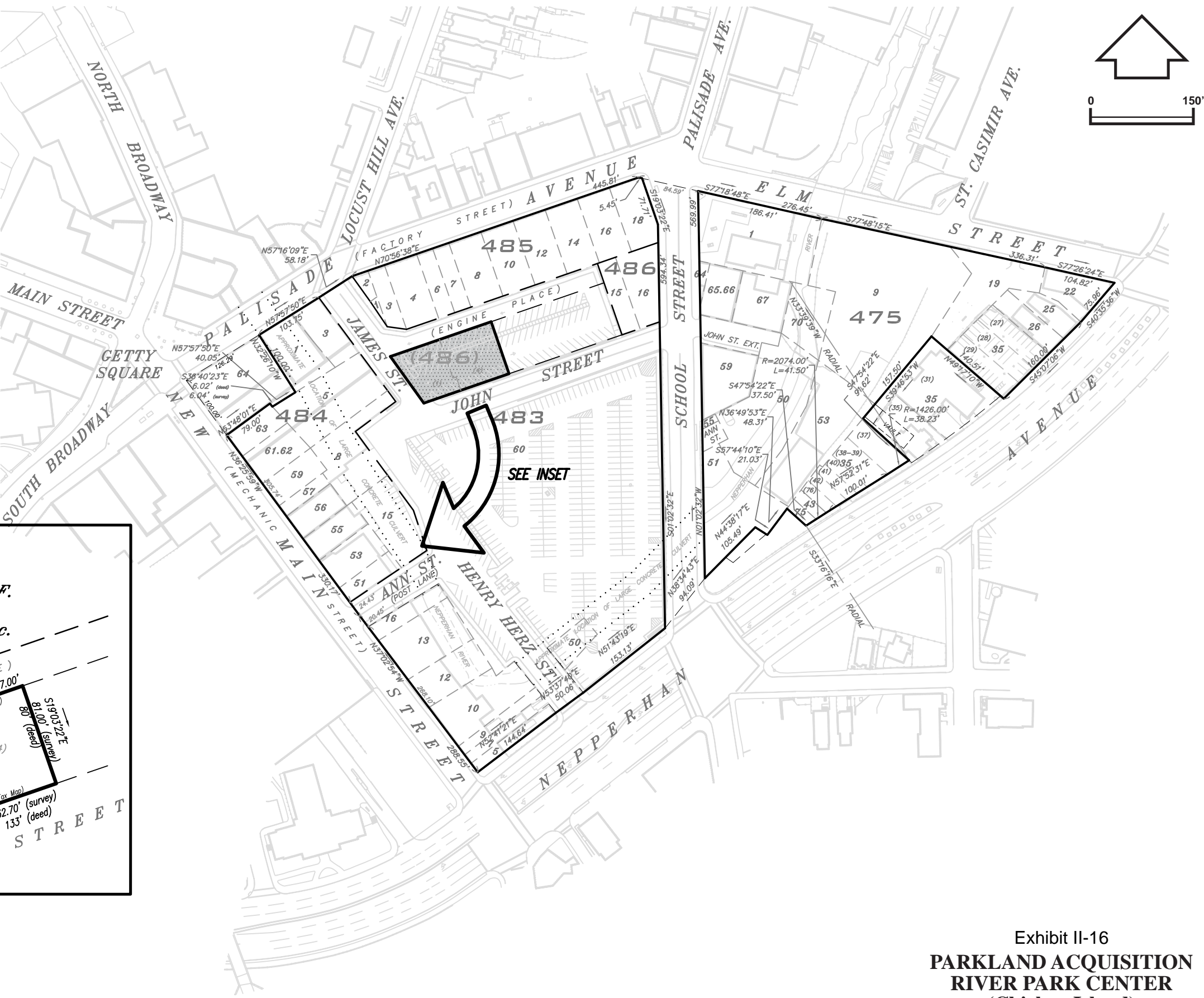
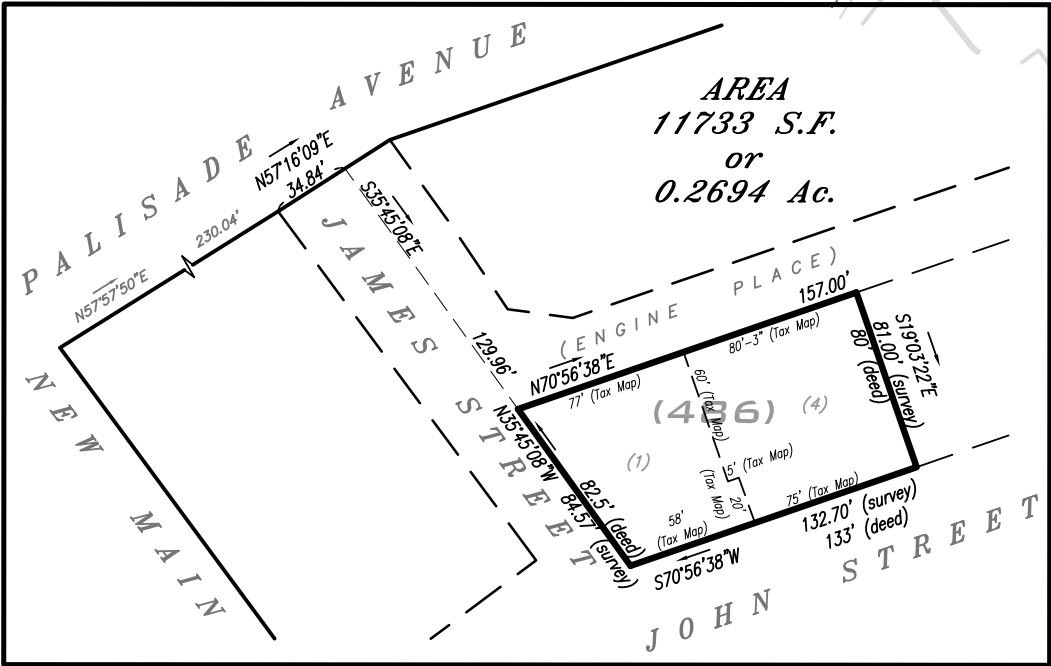
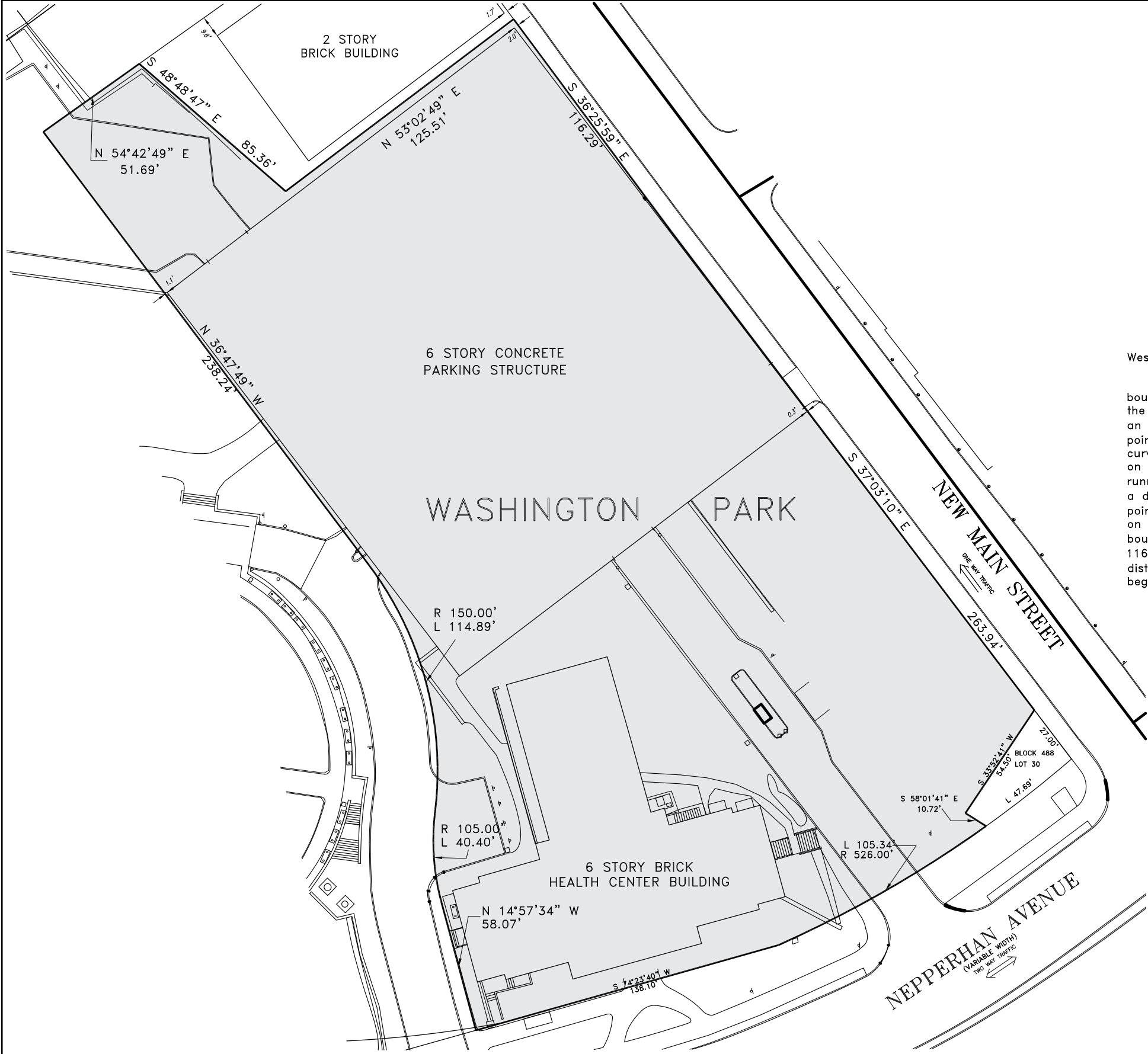


Exhibit II-16
PARKLAND ACQUISITION
RIVER PARK CENTER
(Chicken Island)

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



WASHINGTON PARK

All that plot, piece or parcel of land situated, lying and being in the City of Yonkers, County of Westchester and State of New York, being more particularly bound and described as follows:

Beginning at a point, said point being distant 47.69 feet from the intersection of the southwesterly boundary of New Main Street and the northeasterly boundary of Nepperhan Avenue; running thence along the northerly boundary of Nepperhan Avenue on a curve to the right having a radius of 526.00 feet and an arc length of 105.34 feet to a point; and thence S 74°23'40" W a distance of 138.10 feet to a point; and running thence N 14°57'34" W a distance of 58.07 feet to a point; and running thence on a curve to the right having a radius of 105.00 feet and an arc length of 40.40 feet; and running thence on a curve to the left having a radius of 150.00 feet and an arc length of 114.89 feet to a point; and running thence N 36°47'49" W a distance of 238.24 feet to a point; and running thence N 54°42'49" E a distance of 51.69 feet to a point; and running thence S 48°48'47" E a distance of 85.36 feet to a point; and running thence N 53°02'49" E a distance of 125.51 feet to a point, said point being located on the westerly boundary of the aforementioned New Main Street; and running thence along the westerly boundary of New Main Street the following two courses and distances: S 36°25'59" E a distance of 116.29 feet and S 37°03'10" E a distance of 263.94 feet to a point; thence running S 33°52'41" W a distance of 54.50 to a point; and thence S 58°01'41" E a distance of 10.72 feet to the point of beginning.

Containing 2.08 Acres of land more or less.

NOTE:

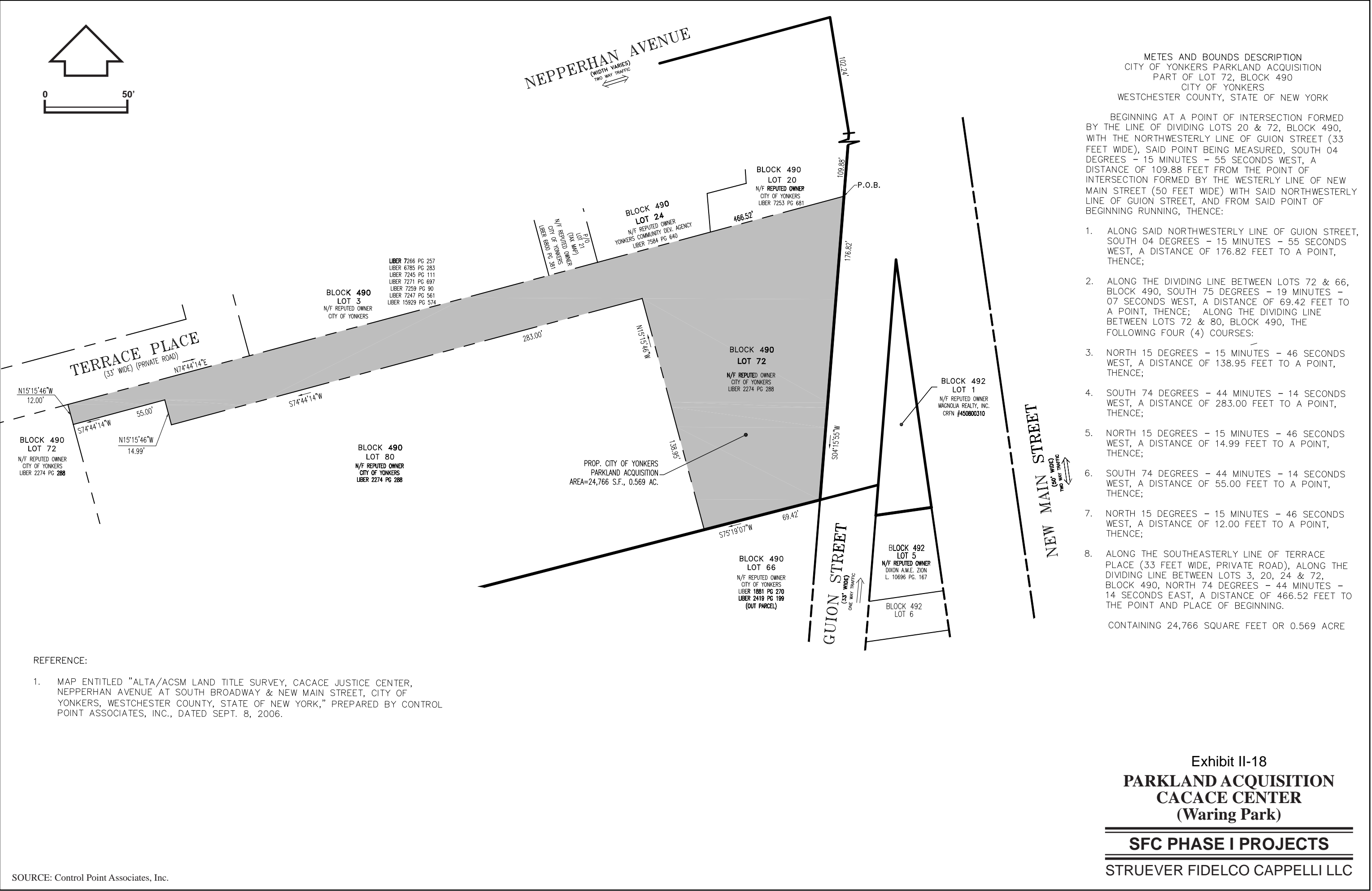
All certifications shall run to persons, named hereon, for whom this survey was prepared and on their behalf to any title company, governmental agency, or lending institution named hereon. Said certifications are not transferable to additional institutions or subsequent owners.

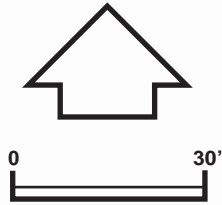
Any alteration or addition to this survey is a violation of SECTION 7209 of the NEW YORK STATE EDUCATION LAW, except as per SUBDIVISION 2. All certifications hereon are valid for this map and copies thereof only if said map or copies bear the impressed seal of the surveyor whose signature appears hereon.

Exhibit II-17
PARKLAND ACQUISITION
RIVER PARK CENTER
(Washington Park)

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC





METES AND BOUNDS DESCRIPTION
CITY OF YONKERS PARK LAND ACQUISITION
PART OF LOT 72, BLOCK 490
CITY OF YONKERS
WESTCHESTER COUNTY, STATE OF NEW YORK

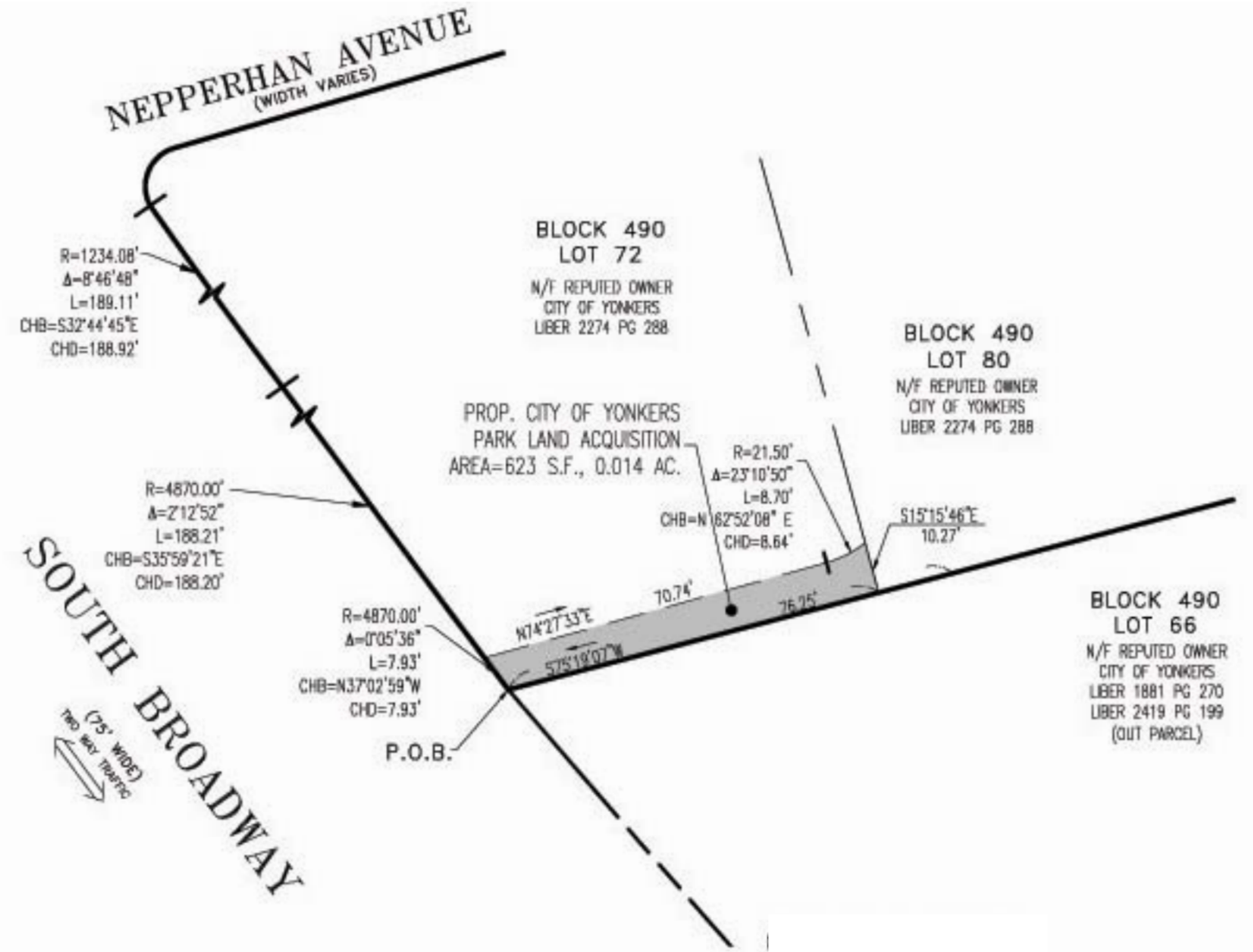
BEGINNING AT A POINT OF INTERSECTION FORMED BY THE NORTHEASTERLY LINE OF SOUTH BROADWAY (75 FEET WIDE) WITH THE LINE DIVIDING LOTS 66 & 72, BLOCK 490, SAID POINT BEING DISTANT THE FOLLOWING TWO (2) COURSES FROM THE TERMINUS OF A CURVE CONNECTING THE SOUTHERLY LINE OF NEPPERHAN AVENUE (WIDTH VARIES) WITH SAID NORTHEASTERLY LINE OF SOUTH BROADWAY, AND FROM SAID POINT OF BEGINNING RUNNING, THENCE:

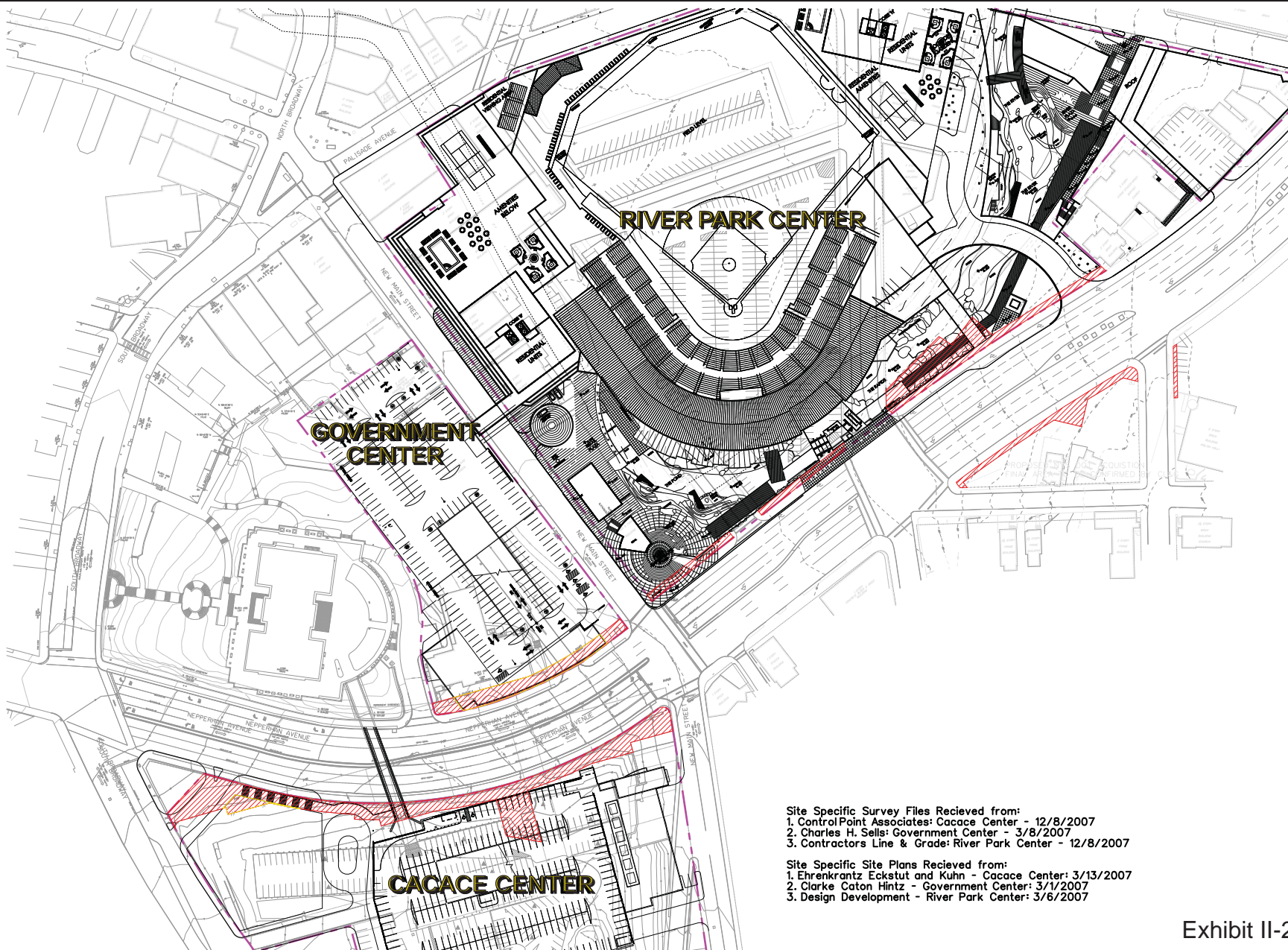
- A) ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 1,234.08 FEET, AN ARC LENGTH OF 189.11 FEET, A CENTRAL ANGLE OF 08 DEGREES - 46 MINUTES - 48 SECONDS, BEARING A CHORD OF SOUTH 32 DEGREES - 44 MINUTES - 45 SECONDS EAST, A CHORD DISTANCE OF 188.92 FEET TO A POINT OF COMPOUND CURVATURE, THENCE;
- B) CONTINUING ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 4,870.00 FEET, AN ARC LENGTH OF 188.21 FEET, A CENTRAL ANGLE OF 02 DEGREES - 12 MINUTES - 52 SECONDS, BEARING A CHORD OF SOUTH 35 DEGREES - 59 MINUTES - 21 SECONDS EAST, A CHORD DISTANCE OF 188.20 FEET TO THE POINT AND PLACE OF BEGINNING, THENCE;
1. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 4,870.00 FEET, AN ARC LENGTH OF 7.93 FEET, A CENTRAL ANGLE OF 00 DEGREES - 05 MINUTES - 36 SECONDS, BEARING A CHORD OF NORTH 37 DEGREES - 02 MINUTES - 59 SECONDS WEST, A CHORD DISTANCE OF 7.93 FEET TO A POINT, THENCE;
2. ALONG A LINE THROUGH LOT 72, BLOCK 490, NORTH 74 DEGREES - 27 MINUTES - 33 SECONDS EAST, A DISTANCE OF 70.74 FEET TO A POINT OF CURVATURE, THENCE;
3. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 21.50 FEET, AN ARC LENGTH OF 8.70 FEET, A CENTRAL ANGLE OF 23 DEGREES - 10 MINUTES - 50 SECONDS, BEARING A CHORD OF NORTH 62 DEGREES - 52 MINUTES - 08 SECONDS EAST, A CHORD DISTANCE OF 8.64 FEET TO A POINT, THENCE;
4. ALONG THE DIVIDING LINE BETWEEN LOTS 72 & 80, BLOCK 490, SOUTH 15 DEGREES - 15 MINUTES - 46 SECONDS EAST, A DISTANCE OF 10.27 FEET TO A POINT, THENCE;
5. ALONG THE DIVIDING LINE BETWEEN LOTS 66 & 72, BLOCK 490, SOUTH 75 DEGREES - 19 MINUTES - 07 SECONDS WEST, A DISTANCE OF 76.25 FEET TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 623 SQUARE FEET OR 0.014 ACRE

REFERENCE:

1. MAP ENTITLED "ALTA/ACSM LAND TITLE SURVEY, CACACE JUSTICE CENTER, NEPPERHAN AVENUE AT SOUTH BROADWAY & NEW MAIN STREET, CITY OF YONKERS, WESTCHESTER COUNTY, STATE OF NEW YORK," PREPARED BY CONTROL POINT ASSOCIATES, INC., DATED SEPT. 8, 2006.

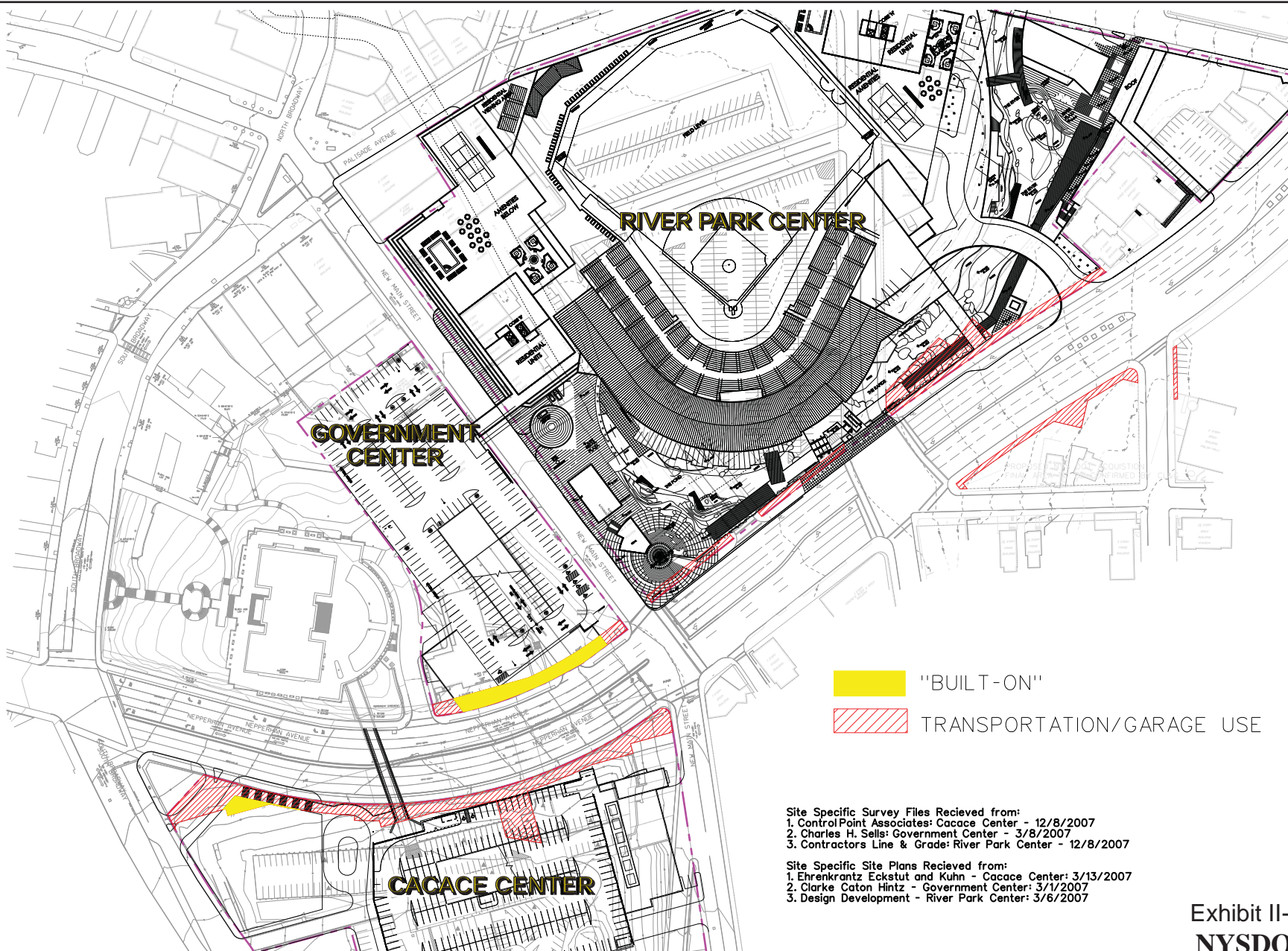




Site Specific Survey Files Recieved from:
 1. ControlPoint Associates: Cacace Center - 12/8/2007
 2. Charles H. Sells: Government Center - 3/8/2007
 3. Contractors Line & Grade: River Park Center - 12/8/2007

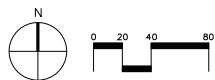
Site Specific Site Plans Recieved from:
 1. Ehrenkrantz Eckstut and Kuhn - Cacace Center: 3/13/2007
 2. Clarke Caton Hintz - Government Center: 3/1/2007
 3. Design Development - River Park Center: 3/6/2007

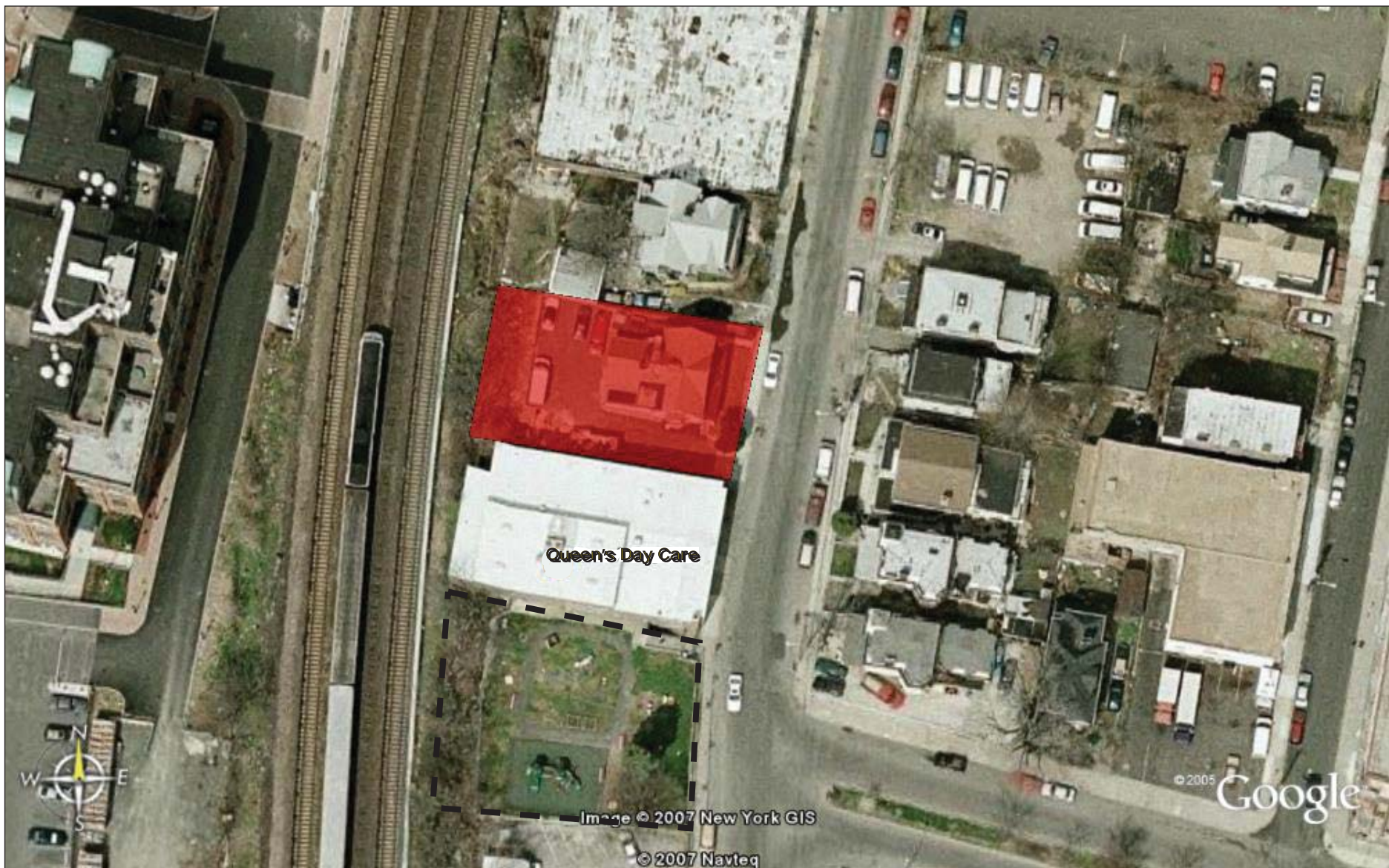
Exhibit II-20
NYS DOT LAND ACQUISITION
SFC PHASE I PROJECTS
 STRUEVER FIDELCO CAPPELLI LLC



Site Specific Survey Files Recieved from:
 1. ControlPoint Associates: Cacace Center - 12/8/2007
 2. Charles H. Sells: Government Center - 3/8/2007
 3. Contractors Line & Grade: River Park Center - 12/8/2007

Site Specific Site Plans Recieved from:
 1. Ehrenkrantz Eckstut and Kuhn - Cacace Center: 3/13/2007
 2. Clarke Caton Hintz - Government Center: 3/1/2007
 3. Design Development - River Park Center: 3/6/2007





Proposed Location of Playground



Existing Queen's Daughter Daycare Playground

Exhibit II-22

**QUEEN'S DAUGHTER DAYCARE
PLAYGROUND PROPOSED
RELOCATION**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



LOOKING WEST FROM PUBLIC PARKING/DROP-OFF-AREA

Exhibit II-23
**PALISADES POINT
PERSPECTIVE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



VIEW FROM HUDSON PALISADES, NY

Exhibit II-24
**PALISADES POINT
PERSPECTIVE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



VIEW FROM CACACE CENTER (SOUTHWEST CORNER OF NEPPERHAN AVENUE AND NEW MAIN STREET)

Exhibit II-25
**RIVER PARK CENTER
PERSPECTIVE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



LOOKING NORTHWEST FROM THE RIVERWALK

Exhibit II-26

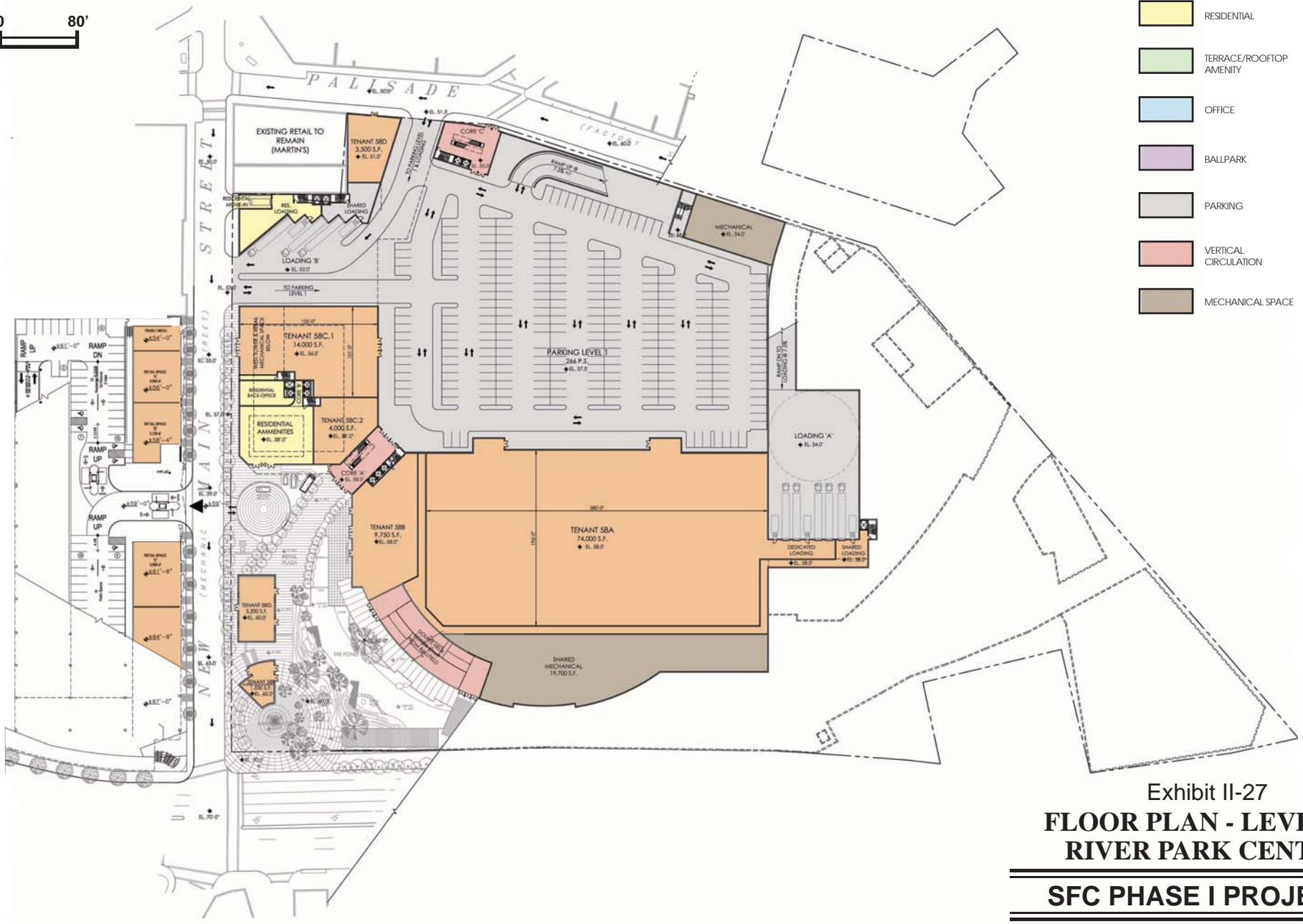
**RIVER PARK CENTER
PERSPECTIVE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



0 80'

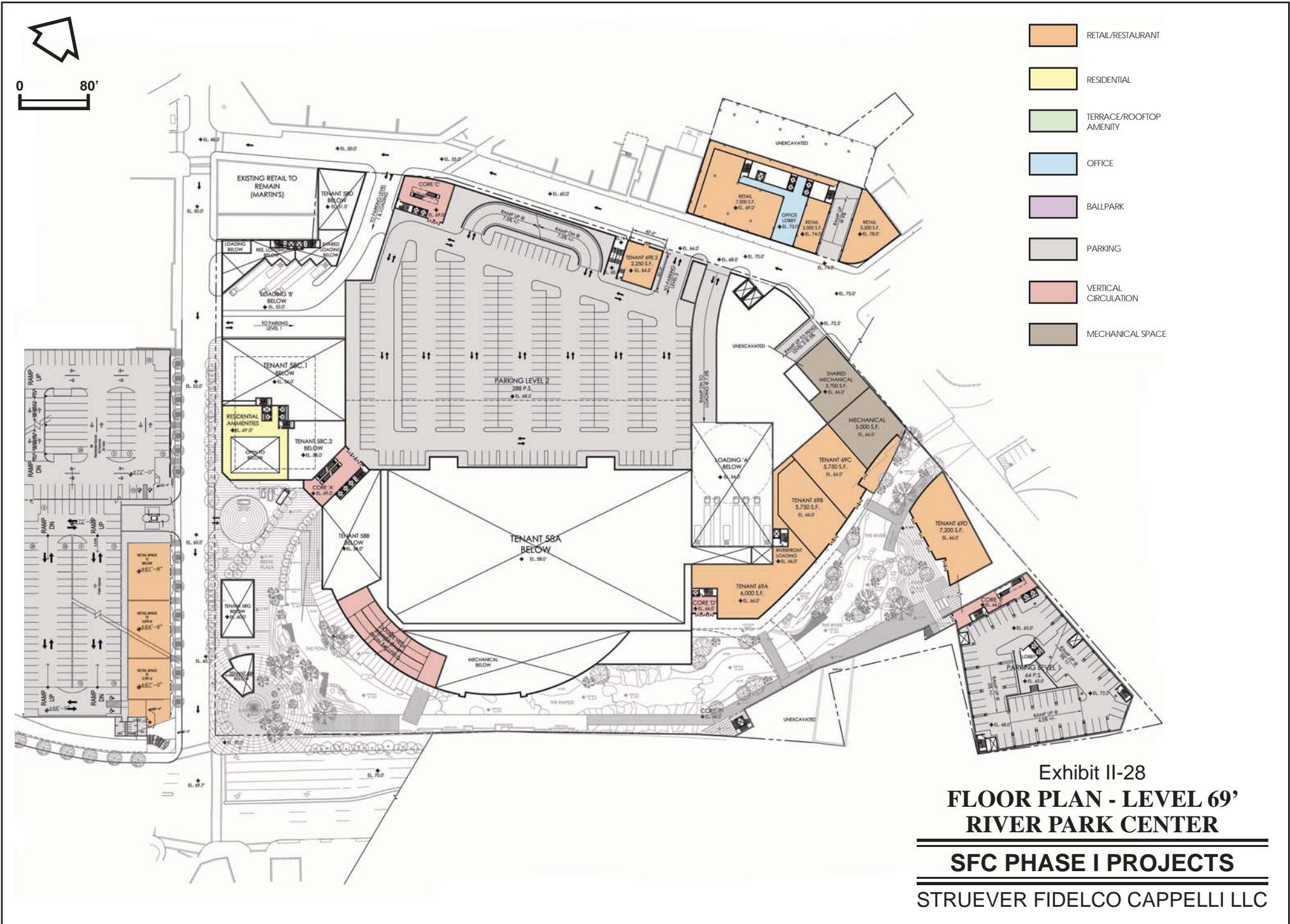


- RETAIL/RESTAURANT
- RESIDENTIAL
- TERRACE/ROOFTOP AMENITY
- OFFICE
- BALLPARK
- PARKING
- VERTICAL CIRCULATION
- MECHANICAL SPACE

Exhibit II-27
FLOOR PLAN - LEVEL 58'
RIVER PARK CENTER

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC





0 80'

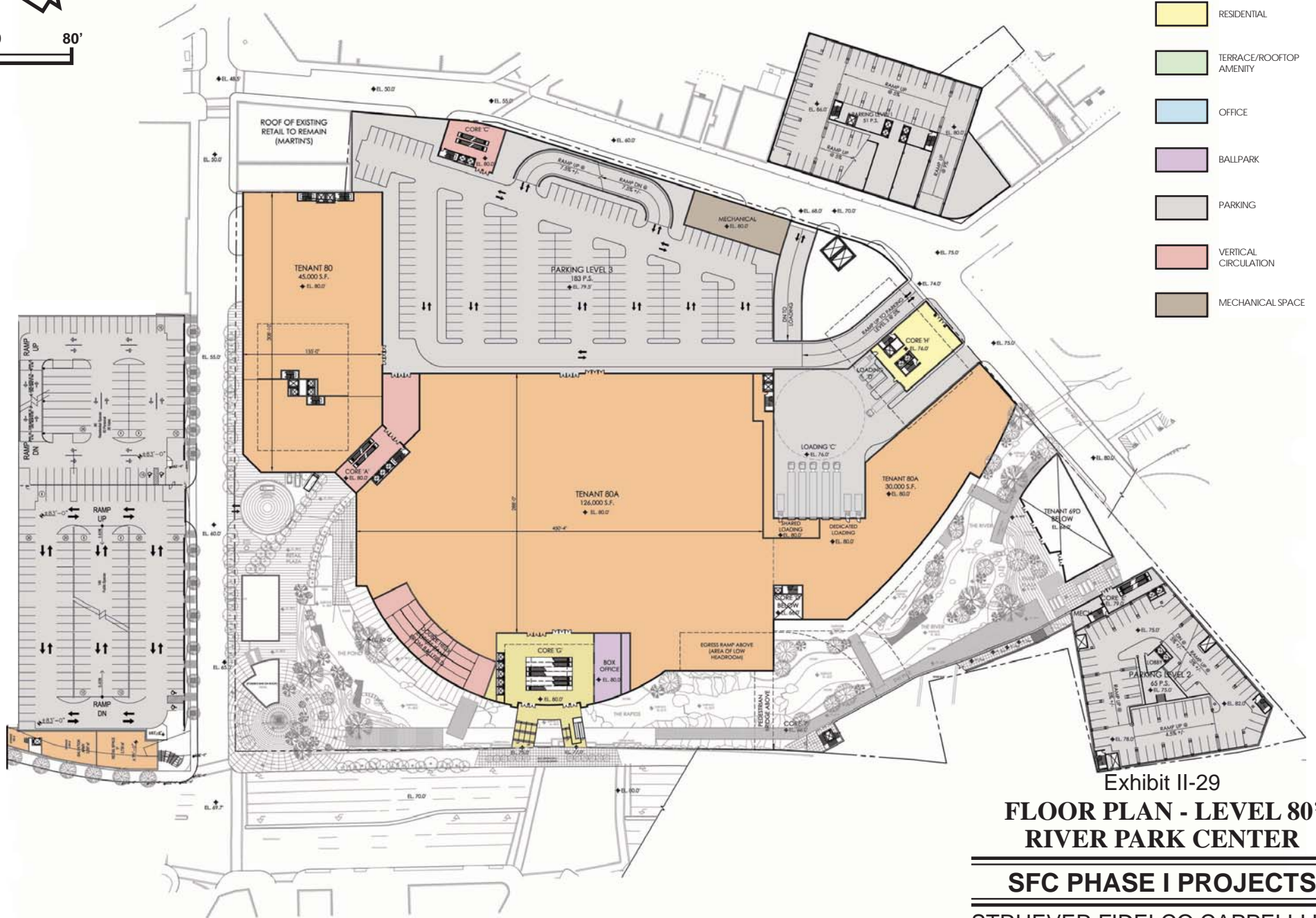


Exhibit II-29

FLOOR PLAN - LEVEL 80' RIVER PARK CENTER

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

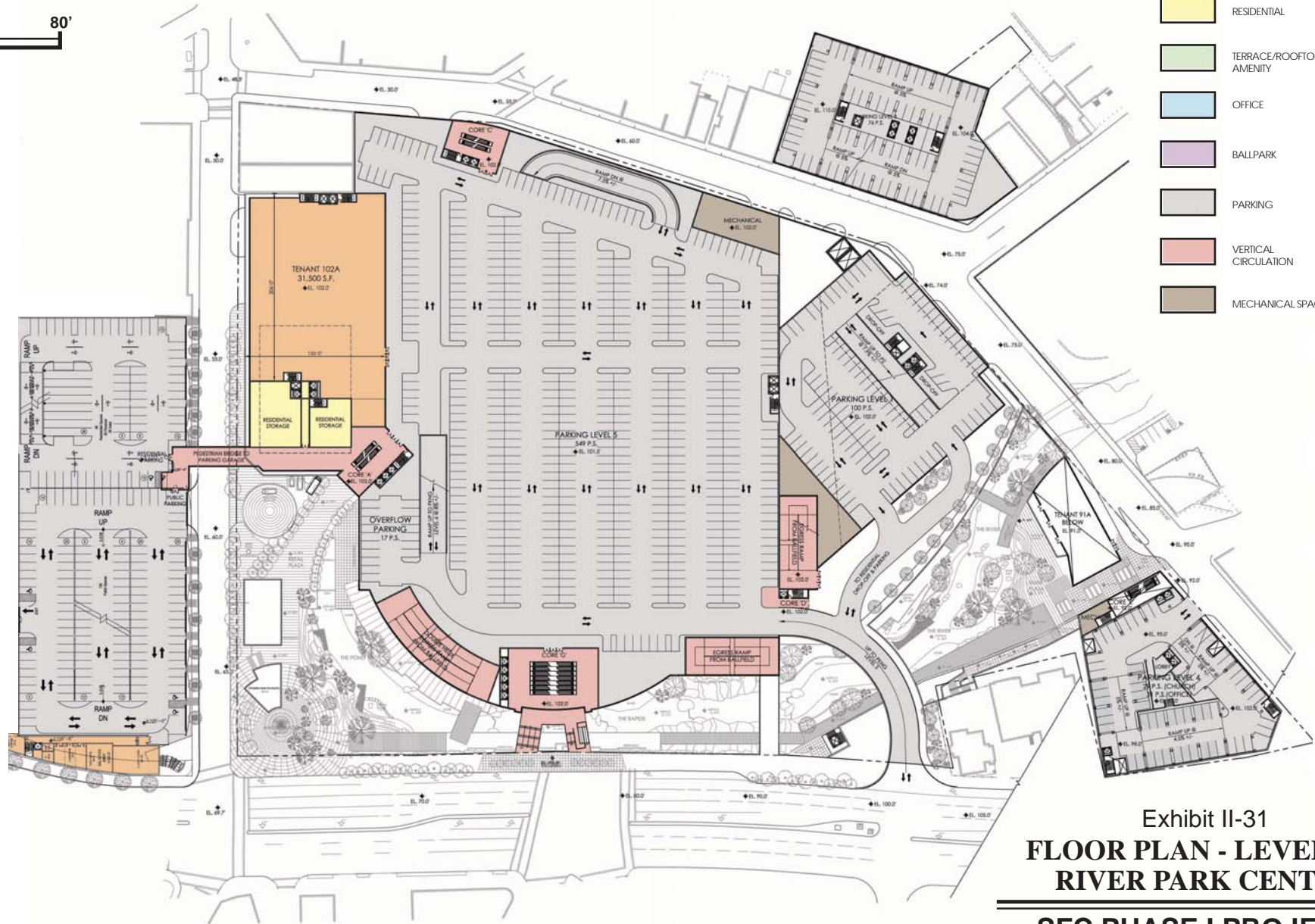
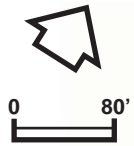


Exhibit II-31

FLOOR PLAN - LEVEL 102' RIVER PARK CENTER

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

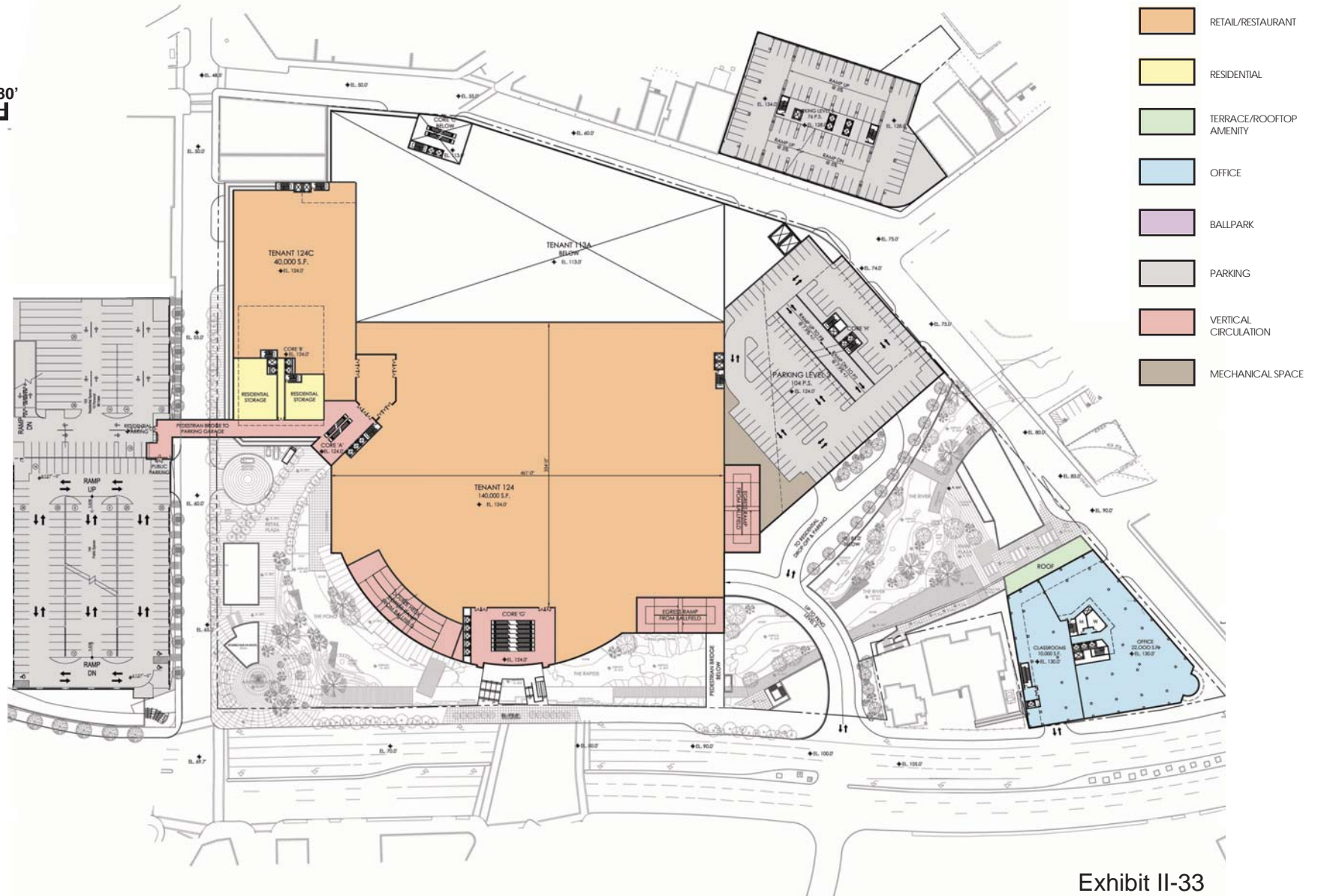
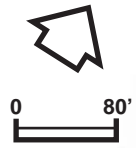
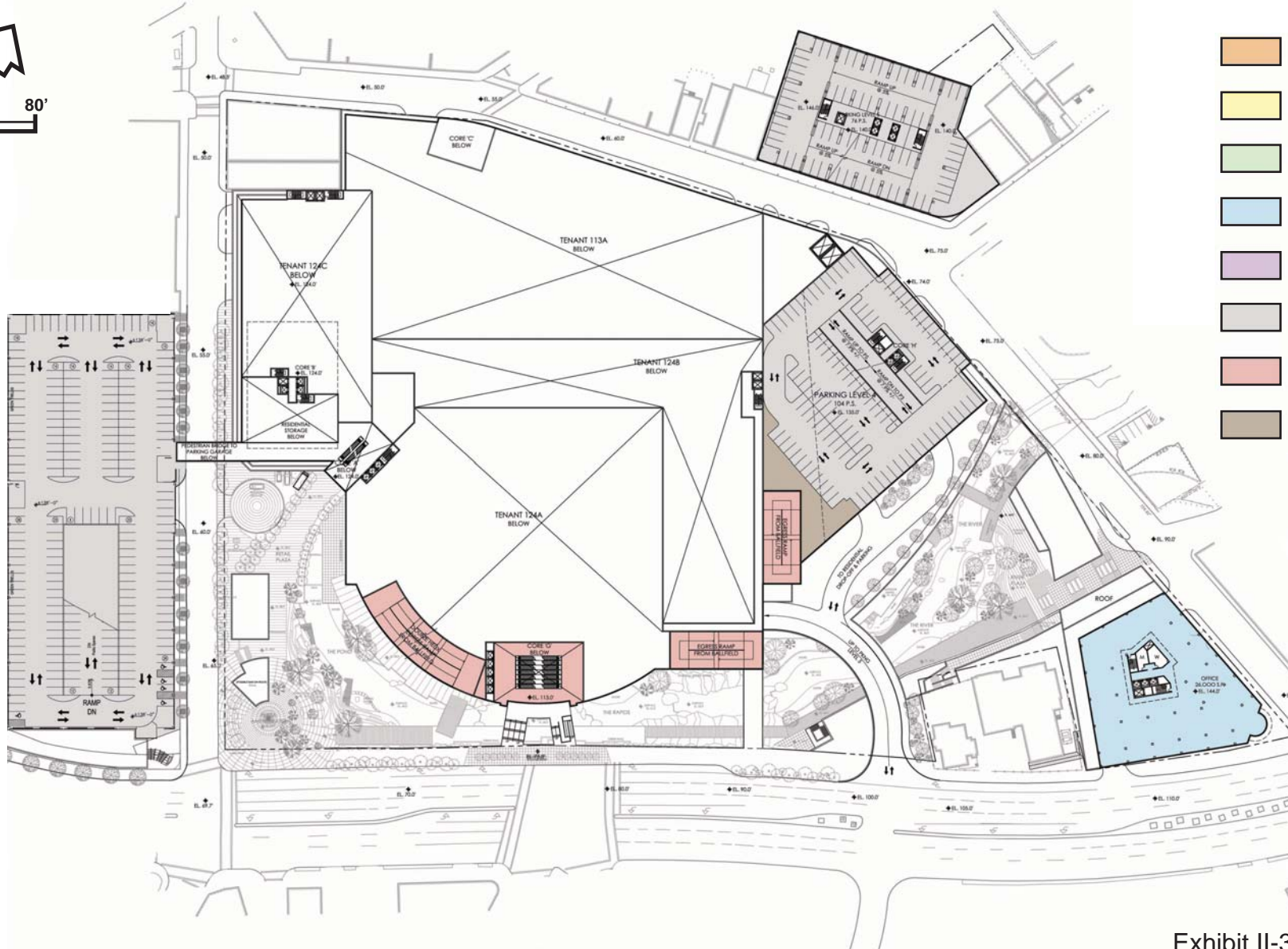
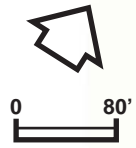


Exhibit II-33

FLOOR PLAN - LEVEL 124' **RIVER PARK CENTER**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



- RETAIL/RESTAURANT
- RESIDENTIAL
- TERRACE/ROOFTOP AMENITY
- OFFICE
- BALLPARK
- PARKING
- VERTICAL CIRCULATION
- MECHANICAL SPACE

Exhibit II-34
FLOOR PLAN - LEVEL 135'
RIVER PARK CENTER

SFC PHASE I PROJECTS

 STRUEVER FIDELCO CAPPELLI LLC

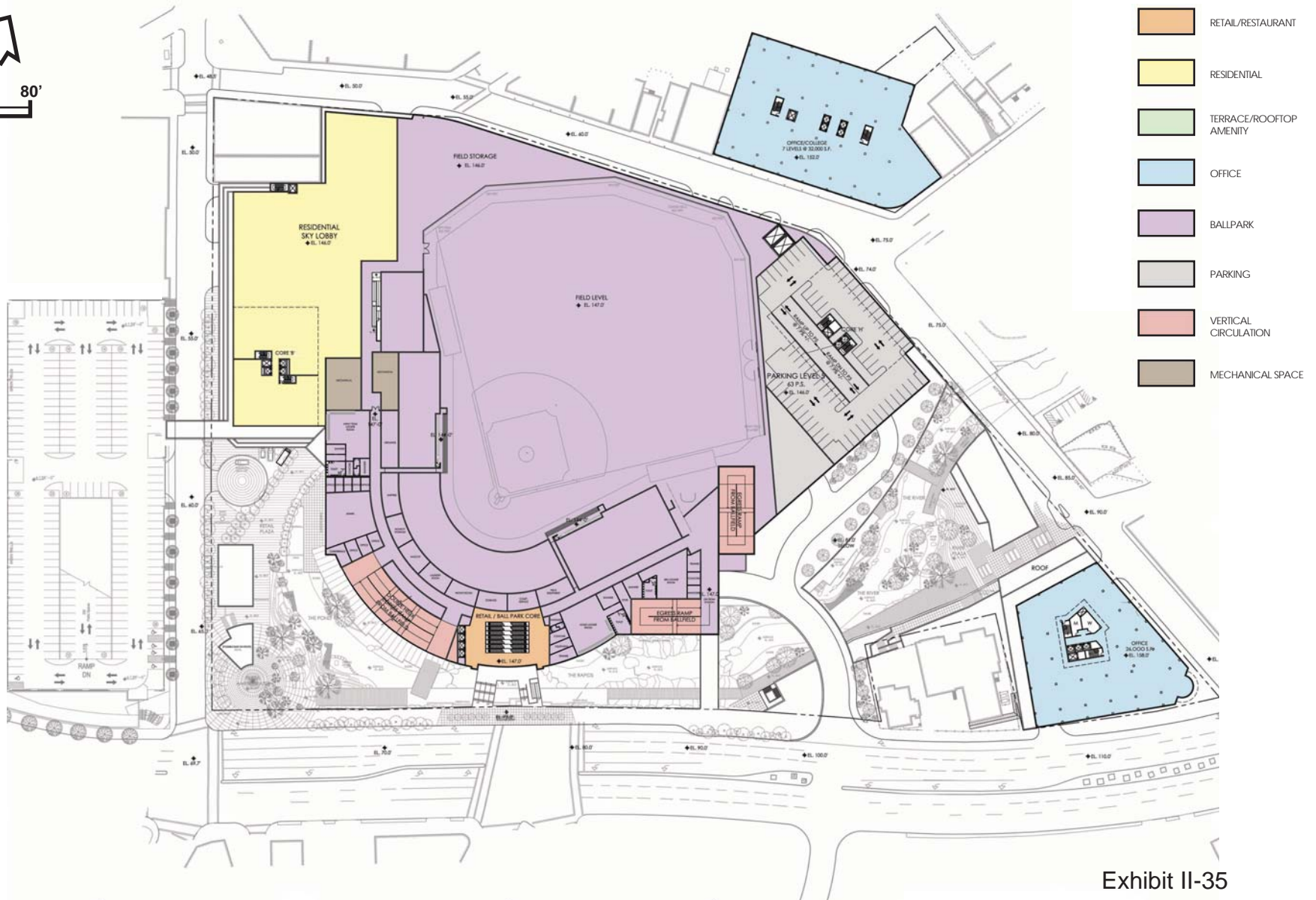
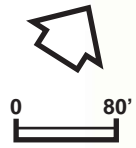


Exhibit II-35

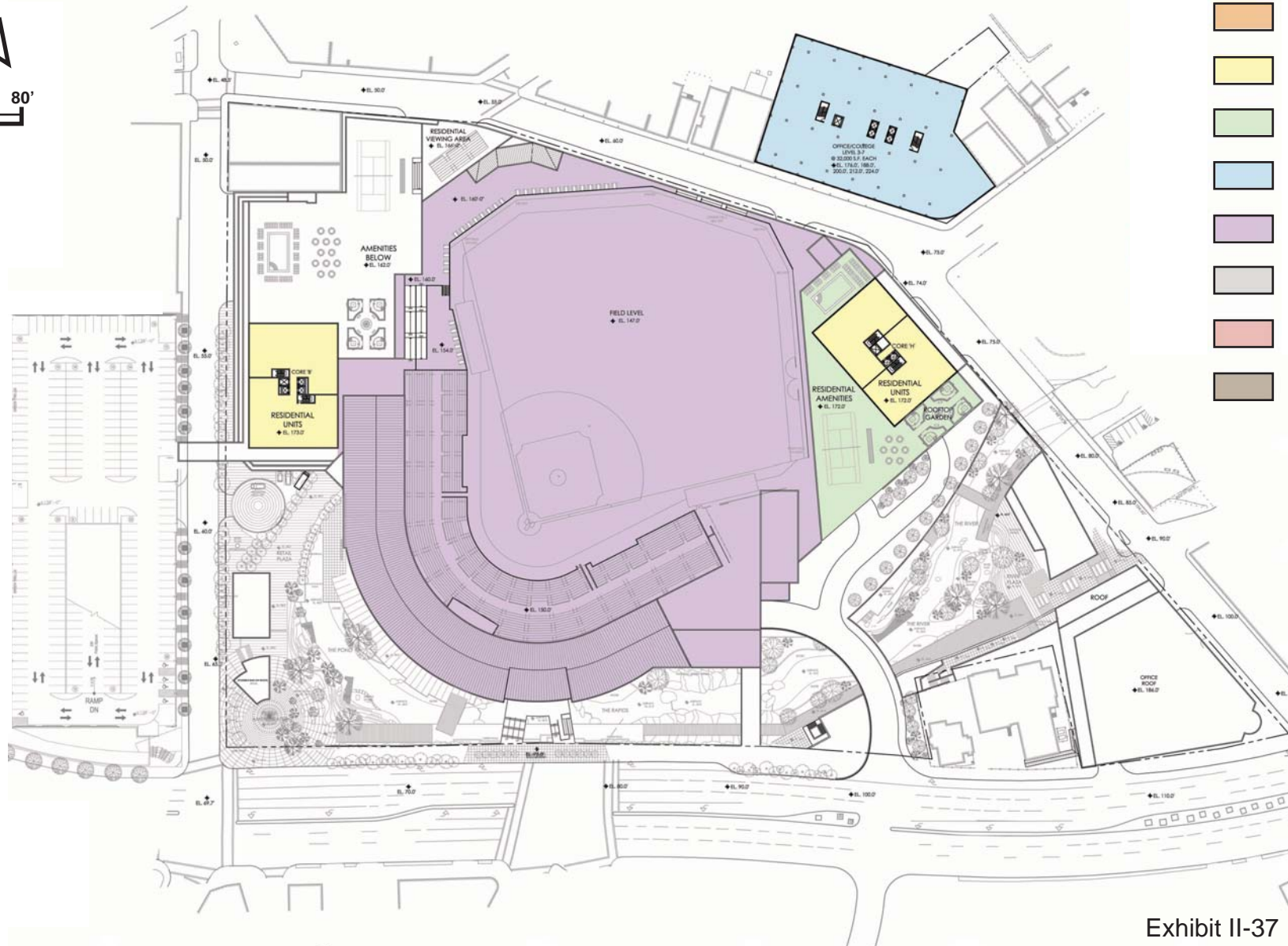
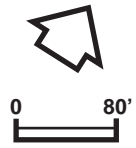
FLOOR PLAN - LEVEL 146' RIVER PARK CENTER

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



STRUEVER FIDELCO CAPPELLI LLC

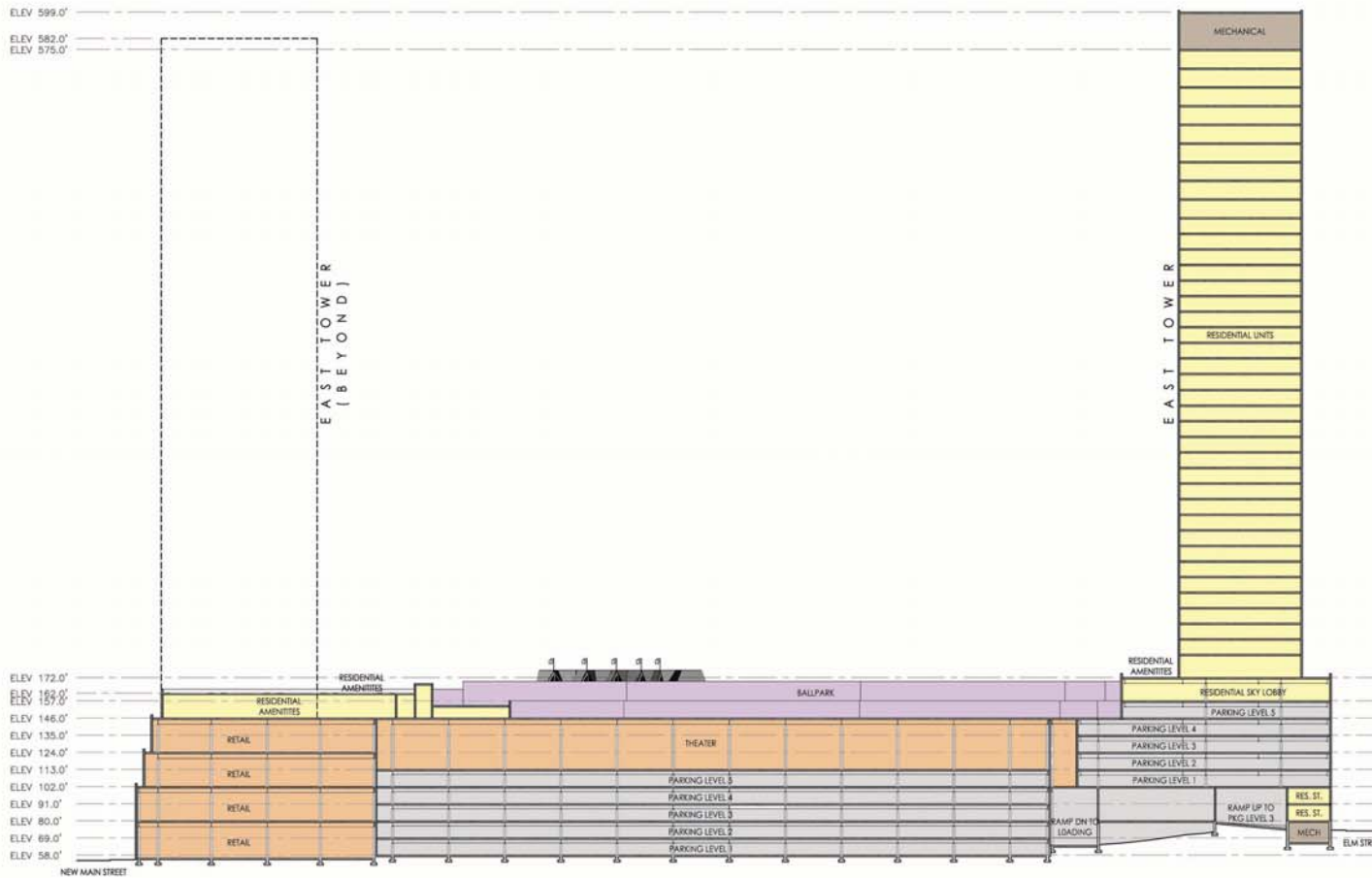


- RETAIL/RESTAURANT
- RESIDENTIAL
- TERRACE/ROOFTOP AMENITY
- OFFICE
- BALLPARK
- PARKING
- VERTICAL CIRCULATION
- MECHANICAL SPACE

Exhibit II-37
FLOOR PLAN - LEVEL 172'
RIVER PARK CENTER

SFC PHASE I PROJECTS

 STRUEVER FIDELCO CAPPELLI LLC

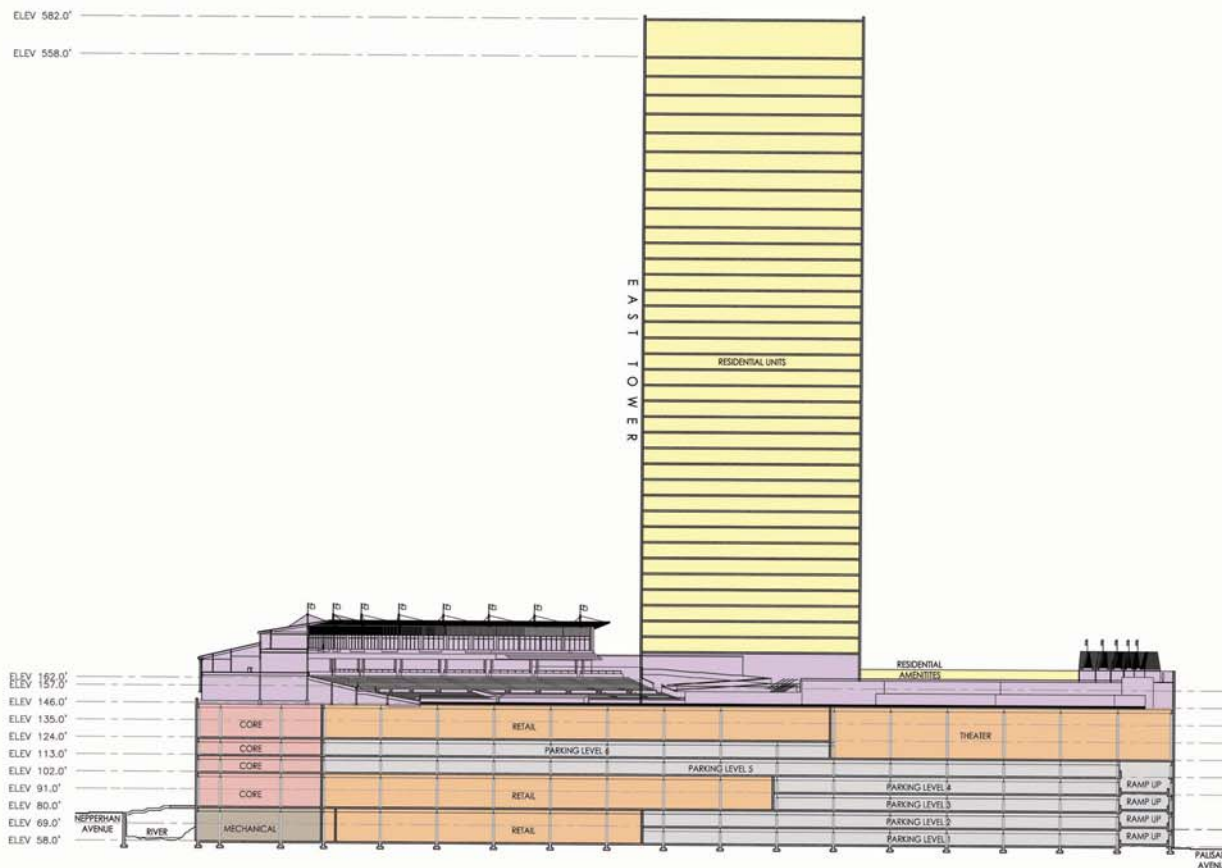


- RETAIL/RESTAURANT
- RESIDENTIAL
- TERRACE/ROOFTOP AMENITY
- OFFICE
- BALLPARK
- PARKING
- VERTICAL CIRCULATION
- MECHANICAL SPACE

1 SECTION
SCALE: 1/8" = 1'-0"

Exhibit II-38
**BUILDING SECTIONS
(EAST-WEST)
RIVER PARK CENTER**

SFC PHASE I PROJECTS
STRUEVER FIDELCO CAPPELLI LLC



- RETAIL/RESTAURANT
- RESIDENTIAL
- TERRACE/ROOFTOP AMENITY
- OFFICE
- BALLPARK
- PARKING
- VERTICAL CIRCULATION
- MECHANICAL SPACE

Exhibit II-39
**BUILDING SECTIONS
 (NORTH-SOUTH)
 RIVER PARK CENTER**

SFC PHASE I PROJECTS
 STRUEVER FIDELCO CAPPELLI LLC

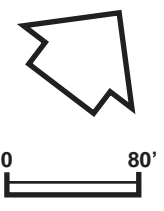
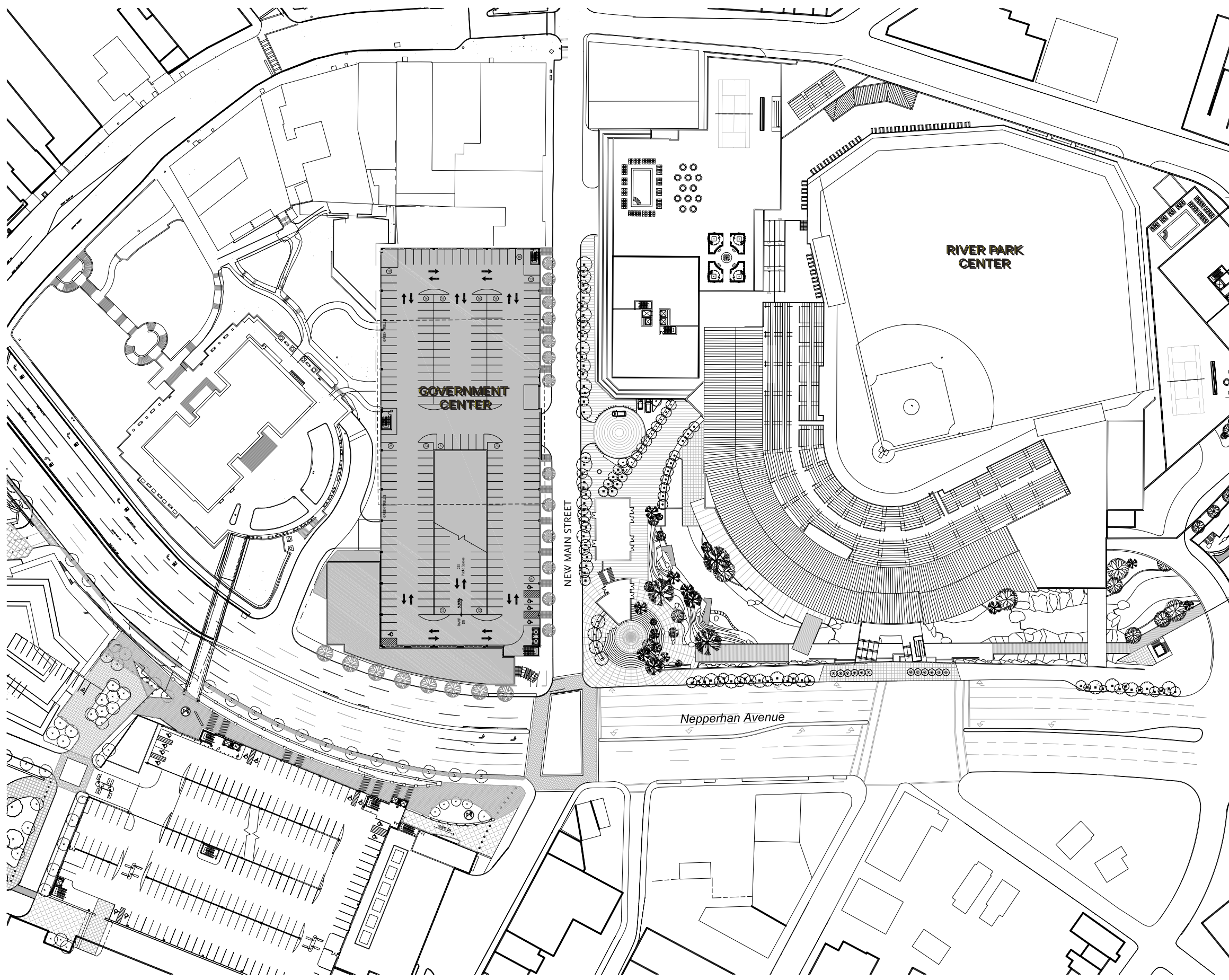


Exhibit II-40
SITE PLAN
GOVERNMENT CENTER GARAGE
RIVER PARK CENTER

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



Exhibit II-41
**GOVERNMENT CENTER GARAGE
NEW MAIN STREET FAÇADE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



VIEW LOOKING NORTHWEST FROM SOUTHEAST CORNER OF NEPPERHAN AVENUE AND NEW MAIN STREET

Exhibit II-42
**GOVERNMENT CENTER GARAGE
NEW MAIN STREET PERSPECTIVE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



VIEW LOOKING NORTHEAST WITH CITY HALL IN BACKGROUND

Exhibit II-43
CACACE CENTER
STREET LEVEL ENTRANCE

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



VIEW LOOKING WEST ALONG NEPPERHAN AVENUE FROM SOUTHEAST CORNER OF
NEPPERHAN AVENUE AND NEW MAIN STREET

Exhibit II-44

**CACACE CENTER PERSPECTIVE
FIRE DEPARTMENT HEADQUARTERS**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



VIEW LOOKING EAST FROM MIDPOINT OF LARKIN PLAZA

Exhibit II-45
LARKIN PLAZA PERSPECTIVE
SFC PHASE I PROJECTS
STRUEVER FIDELCO CAPPELLI LLC

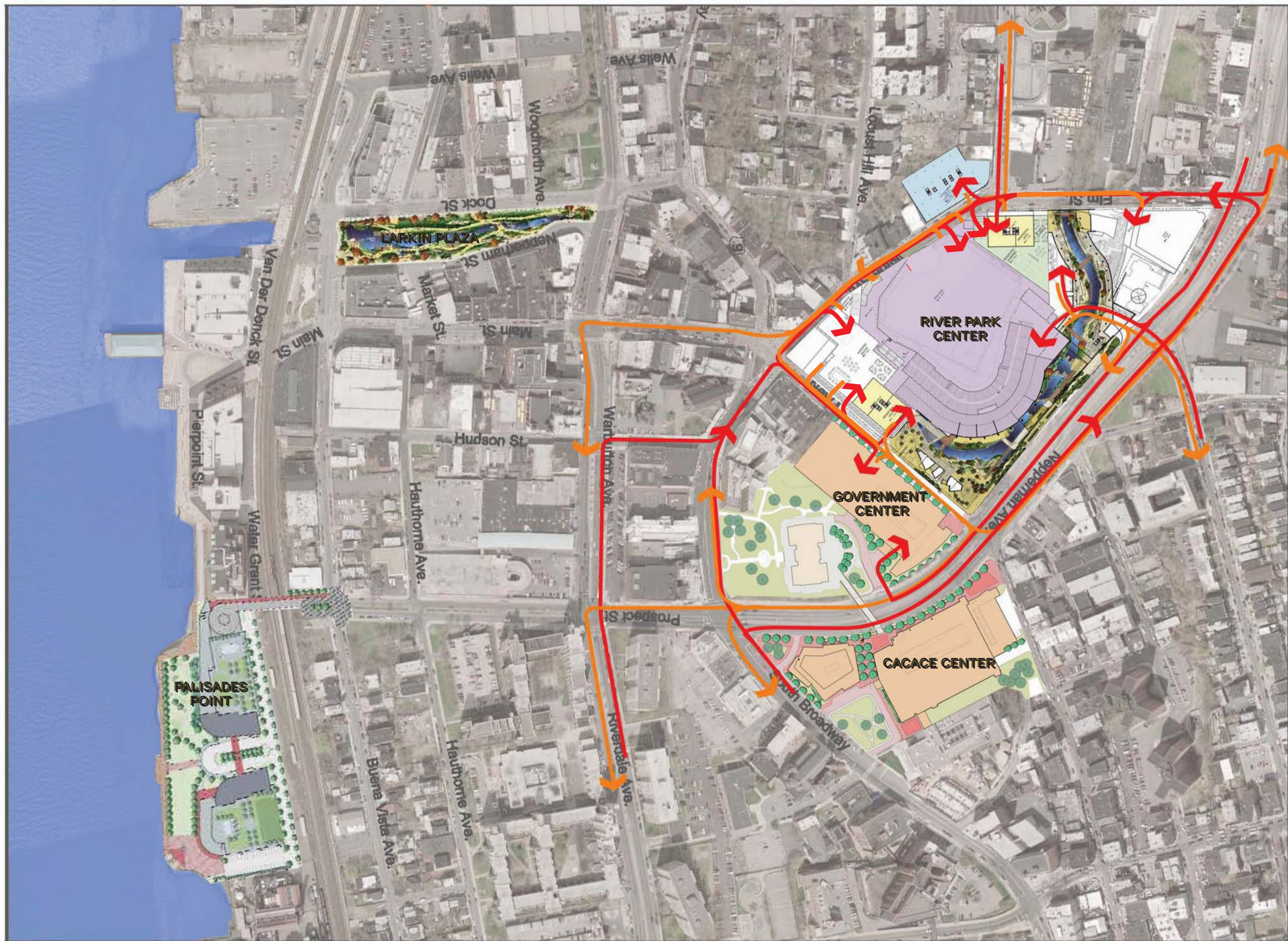


Exhibit II-46

**PROPOSED VEHICULAR
ACCESS POINTS - RIVER PARK
CENTER/GOVERNMENT CENTER**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

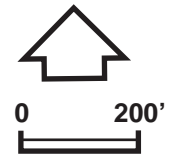


Exhibit II-47
**PROPOSED VEHICULAR ACCESS
POINTS - CACACE CENTER/
PALISADES POINT**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



VIEW LOOKING WEST

Exhibit II-48
**PROSPECT STREET BRIDGE
FROM BUENA VISTA AVENUE**
SFC PHASE I PROJECTS
STRUEVER FIDELCO CAPPELLI LLC

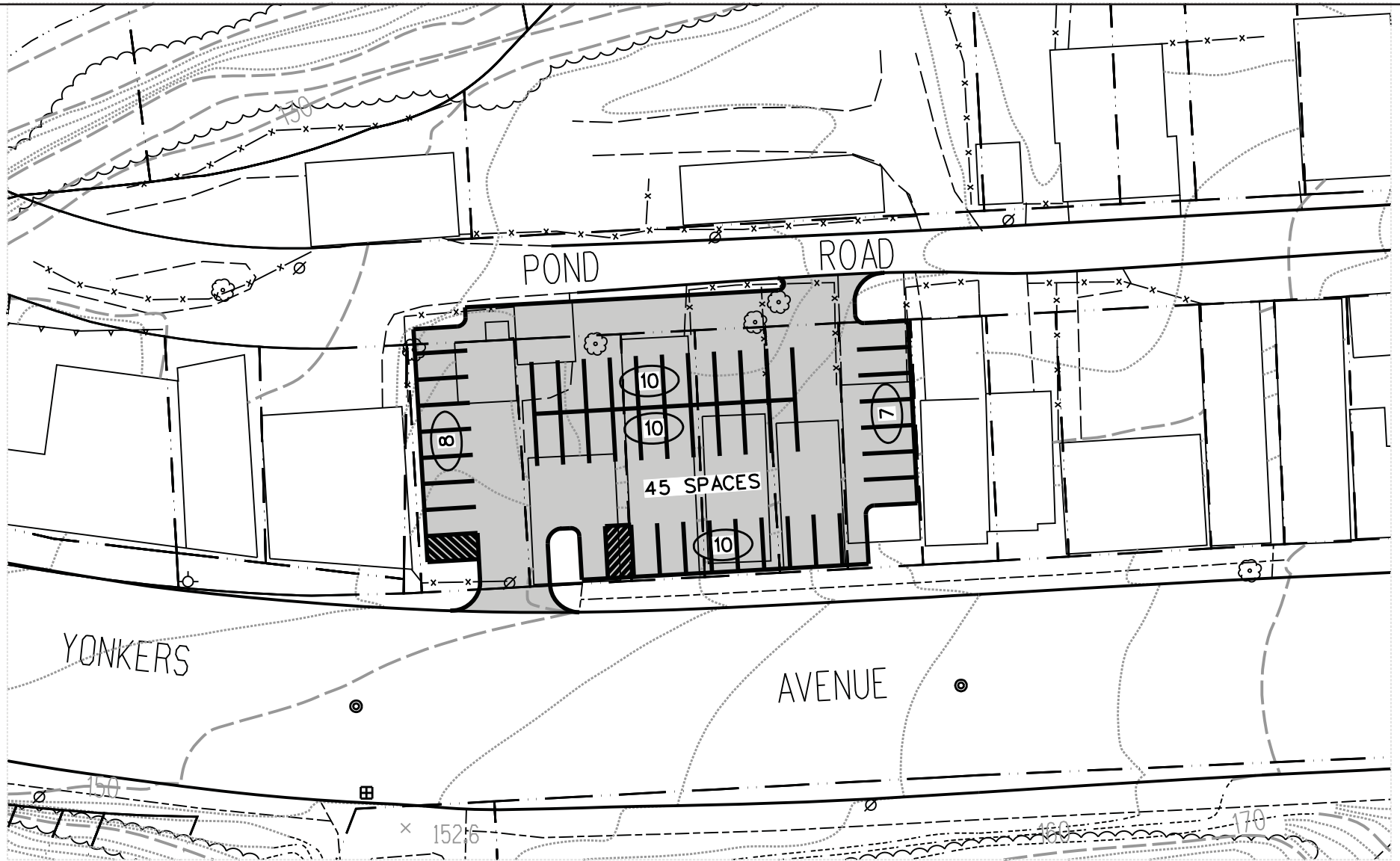


Exhibit II-49
**PROPOSED REPLACEMENT
PARKING ON YONKERS AVENUE:
67 YONKERS AVENUE**
SFC PHASE I PROJECTS
STRUEVER FIDELCO CAPPELLI LLC



Exhibit II-49a

**PROPOSED REPLACEMENT
PARKING ON YONKERS AVENUE:
52 YONKERS AVENUE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC



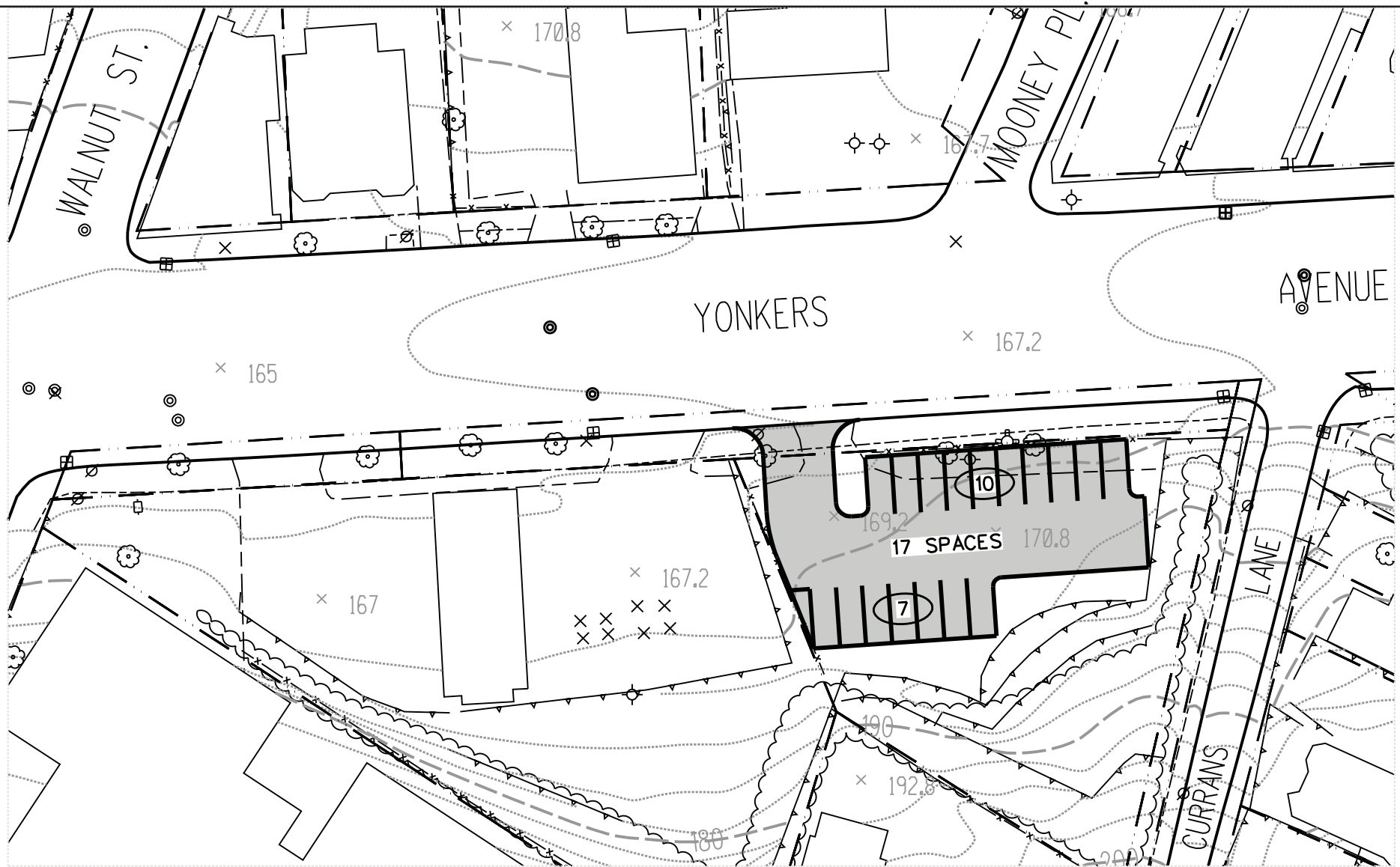


Exhibit II-49b

**PROPOSED REPLACEMENT
PARKING ON YONKERS AVENUE:
116 YONKERS AVENUE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

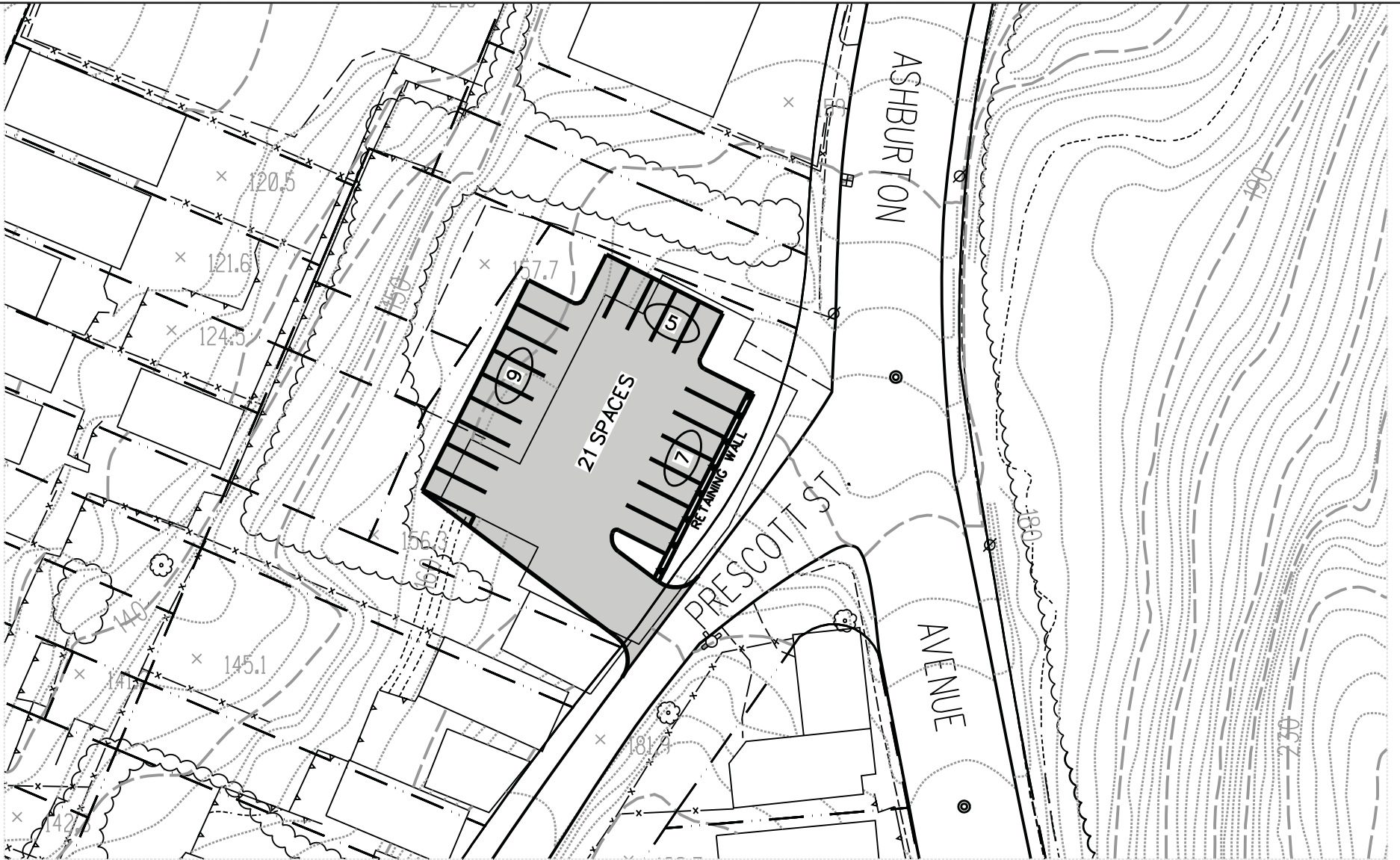


Exhibit II-49c

**PROPOSED REPLACEMENT
PARKING ON YONKERS AVENUE:
360 ASHBURTON AVENUE**

SFC PHASE I PROJECTS

STRUEVER FIDELCO CAPPELLI LLC

Larkin Plaza
Existing Parking = 120 spaces
Proposed Parking = 120 spaces
to be relocated to a site adjacent
to the plaza or at a nearby off-site
location to be determined by the
City.

Larkin Plaza

**River Park Center
(Government Center)**
Existing Parking = 543 spaces
Proposed Parking = 1,613 spaces
● 1,048 public spaces
● 565 private spaces

**River Park Center
(Palisade Office Building)**
Existing Parking = 0 spaces
Proposed Parking = 435 spaces
● 435 public spaces
● 0 private spaces

River Park Center

Palisades Point
Existing Parking = 184 spaces
Proposed Parking = 726 spaces
● 266 public spaces
● 460 private spaces

Palisades Point

**River Park Center
(Main Site)**
Existing Parking = 521 spaces
Proposed Parking = 2,550 spaces
● 2,075 public spaces
● 475 private spaces

Cacace Center
Existing Parking = 250 spaces
Proposed Parking = 1,349 spaces
● 1,349 public spaces
● 0 private spaces

Cacace Center