

IV. Significant Adverse Impacts that Cannot Be Avoided

IV. SIGNIFICANT ADVERSE IMPACTS THAT HAVE NOT BEEN AVOIDED

The development of the Project including the potential improvements to Larkin Plaza will result in some adverse environmental impacts that cannot be avoided. Some of these will be temporary or short-term impacts associated with the construction phases of the Project, while others will be long-term impacts associated with the physical alteration and occupation of the sites. However, there are no significant impacts associated with the Project that have not been mitigated.

A. Short-Term Impacts

The construction of the Project will have short-term impacts on the various portions of downtown Yonkers. The impacts can be broken into two categories, those that are directly associated with construction and those that are conditions that result from construction. The direct impacts of construction include: construction vehicle trips, noise, dust, vibration and congestion from such activities, site preparation, remediation, building demolition, installation of utilities, excavation and removal of soil and rock, excavation and removal of contaminated materials, daylighting the Saw Mill River and construction of new buildings and facilities. Construction-related traffic including delivery and export of construction related materials and debris and construction worker vehicles would be generated throughout the Project. The number and types of vehicles would vary depending on the construction phase. The anticipated construction period is three years.

The aforementioned activities would cause indirect impacts such as: temporary alteration of pedestrian and vehicular circulation; increased activity; visual distraction, and a general disruption of the current lifestyle to which people in the area are accustomed. Short term impacts in terms of noise, dust, erosion, etc. are all subject to mitigation activities previously described in this DEIS. These short-term impacts are unavoidable, but can be minimized or at least reduced through thorough construction phasing and coordination.

B. Long-Term Impacts

Although there are no significant adverse impacts that have not been avoided or mitigated, this Project will certainly affect the environment, revitalizing large segments of downtown Yonkers.

1. Natural Environment

The proposed Project would provide over 8 acres of publicly accessible open space at Palisades Point (approximately 3 acres), River Park Center (approximately 3 acres) and, if the City elects to make the improvements, at Larkin Plaza (approximately 2 acres), all of which will have a riverfront orientation. Daylighting of the Saw Mill River and creation of a riverwalk at River Park Center is a cornerstone of the proposed Project.

2. Built Environment

Assuming that all residents moving to the new residences come from outside Yonkers, the addition of approximately 2,000 new residents represents an increase in the population of the City of Yonkers of about one (1) percent. The Project will also bring additional vehicular and pedestrian traffic into the downtown area, adding shoppers and

workers along with new residents. This population and the approximately 1.3 million square feet of non-residential development will result in a need for enhanced police, fire, school and public works services, all of which can be paid for by sales and real property taxes generated by the proposed Project. Moreover, the real property taxes and revenues from the new public parking spaces will also be sufficient to repay tax increment bonds that will fund the upgrading of the obsolete and deteriorated public infrastructure systems in the area, improvements to roads and intersections, separation of storm and sanitary sewers and construction and operation of the new public parking facilities.

With the Project, the revitalization of downtown Yonkers will become a reality.

As addressed in Section III.B Visual and Community Character, shadow analyses of the proposed development were performed. The impacts associated with the proposed River Park Center, Cacace Center, and Palisades Point are outlined in Table III.B-3.2. The following notes the greatest potential impact at each of these locations.

River Park Center – Buildings along the north side of Palisade Avenue and a portion of the Bell Place-Locust Avenue Historic District will be shaded at the 12:00 pm hour as identified for December 21st.

Cacace Center – Shadows from the Project will shade City Hall and the central southern portion of Washington Park at the 12:00 pm hour as identified for December 21st.

Palisades Point – Shadows from the Project will shade an area of riverfront open space at the 9:00 am hour as identified for March 21st, June 21st, December 21st and May 6th.

3. Traffic

Changes to one-way street patterns will be realized as part of the development. A number of street closings are proposed, most notably School Street and a portion of Guion Street. School Street, located between Palisades Avenue and Nepperhan Avenue will be incorporated into the proposed development. Guion Street will dead end at its northern terminus.

Improvements will be made to Guion Street, resulting in the creation of a dead-end cul-du-sac near the proposed access for the relocated 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 house.

On-street parking will be eliminated on New Main Street, Elm Street, Palisade Avenue, and Yonkers Avenue to facilitate traffic flow. The development will provide a significant amount of off-street parking as part of the development in the heart of the downtown commercial area at river Park Center and in small parking lots along Yonkers Avenue. See Chapter III.E.1 of this DEIS for a full discussion on existing and proposed parking.