

A. INTRODUCTION

The City of Yonkers wishes to facilitate the redevelopment and revitalization of the waterfront area in the vicinity of Alexander Street. To do so, the “Proposed Action” is a redevelopment plan consisting of three components: adoption of the Alexander Street Master Plan; the Alexander Street Urban Renewal Plan (URP), and the Brownfield Opportunity Area (BOA) plan. The Master Plan is the primary component of the redevelopment initiative as it lays out the City’s vision and development program for the waterfront area. The URP and BOA facilitate implementation of the Master Plan. Each component of the Proposed Action is described in further detail below, and the anticipated effects of which are analyzed in this Draft Generic Environmental Impact Statement (DGEIS).

ALEXANDER STREET MASTER PLAN

The Alexander Street Master Plan is a conceptual land use plan that establishes a framework for the redevelopment of a critical segment of Yonkers’ Hudson River waterfront. The Master Plan envisions redeveloping the former industrial waterfront district as a vibrant mixed-use neighborhood alongside a public open space esplanade on the Hudson River shoreline. The Plan lays out a new roadway system to create development blocks within which a mix of residential, retail, commercial, and open space uses are contemplated; the densities and general dimensional perimeters of these uses are presented in the Master Plan. Overall, the Master Plan reflects a vision of the Alexander Street waterfront area as a district of residences and parks, knit together and shaped by landscaped streets and boulevards.

ALEXANDER STREET URBAN RENEWAL PLAN

The Alexander Street Urban Renewal Plan evaluates the conditions of the Alexander Street area and supports a redevelopment program aimed at remedying the deficiencies present in the area, and improving and enhancing the area so as to provide multiple public benefits. By implementing the Urban Renewal Plan, the Community Development Agency (CDA) intends to remove blighted conditions, relocate affected businesses and households (if any), encourage private investment, redevelop cleared sites, and generally improve the economy and conditions of the City of Yonkers as a whole. Actions of this nature are controlled by New York State General Municipal Law, under Article 15, Urban Renewal, which includes requirements that the CDA must meet for the preparation of an urban renewal plan. This Alexander Street Urban Renewal Plan will enable Yonkers to apply for funding unique to renewal actions, and so to implement the Alexander Street Master Plan, as described in this document.

ALEXANDER STREET BROWNFIELD OPPORTUNITY AREA

The BOA Program is a recently created New York State program designed to provide communities with assistance to complete revitalization plans and implementation strategies for

areas of communities affected by the presence of brownfield, vacant, and underutilized sites, as well as perform site assessment for strategic sites within the affected area. The BOA plan encompasses the Master Plan and the Urban Renewal Plan and is intended to facilitate the use of New York State resources in the implementation of these plans.

B. PLANNING CONTEXT

The Proposed Action continues the City's waterfront redevelopment efforts that began with the 1998 adoption of a Downtown Waterfront Master Plan. The 1998 plan called for the redevelopment of an approximately 14.1 acre area west of the Metro-North railroad right-of-way in the vicinity of the recently restored Recreation Pier at the foot of Main Street, as well as related redevelopment activities east of the railroad tracks, including restoration of the historic Trolley Barn at 92 Main Street and construction of parking structures east of the railroad tracks at Wells Avenue and Atherton Street and at Buena Vista Avenue and Main Street.

Under the Proposed Action, the City of Yonkers has developed the Alexander Street Master Plan to guide the redevelopment of an approximately 153 acre area. This area is coterminous with the Master Plan Area, Urban Renewal Area, and Brownfield Opportunity Area discussed in each of the respective plans. For analysis purposes in the GEIS, the study areas are collectively referred to as the "subject area."

The subject area is generally bounded to the west by the westernmost of the municipal boundary of the City of Yonkers or the western boundary of the individual parcels comprising the Subject Area, the Metro-North Railroad right-of-way to the east, Wells Avenue to the south, and JFK Memorial Drive to the north; the City-owned JFK Marina Park and Trevor Park are included within the area. In addition, two small areas immediately east of the railroad tracks are being evaluated as part of the Proposed Action, including 23 parcels along Ashburton Avenue and seven parcels along Wells Avenue. In total, the Subject Area comprises 85 tax parcels and approximately 153 acres.

Key elements of The Alexander Street Master Plan are presented below. The plan is a conceptual land use plan that is to serve as a blueprint for the orderly redevelopment of the subject area. The Master Plan establishes a new land use plan for the subject area, and it spells out proposed densities, building heights and massing, unit counts, and requirements for public open spaces and circulation systems.

The Proposed Action would establish a new mixed-use residential neighborhood consisting of new residential buildings, street-level retail space, office space, and infrastructure improvements. The redevelopment would also create new public open space and parkland along the Hudson River shoreline. Upon redevelopment, the approximately 153 acre subject area would include approximately 15 acres of new parkland and open space, 13 new development parcels, and a system of public roadways that facilitate access in and around the subject area and to the waterfront. The majority of the developments and improvements associated with the Proposed Action would take in an approximately 53 acre area west of the railroad tracks between Point Street and Wells Avenue.

C. SUBJECT AREA DEFINITION AND SETTING

REGIONAL AND LOCAL SETTING

The area affected by the proposed action (referred to as the “subject area” or “Master Plan Area”) is situated in the western portion of the City of Yonkers, and is located along the Hudson River in southern Westchester County (see Figure 1-1). The downtown Yonkers shopping district of Getty Square and the governmental center along Nepperhan Avenue lie immediately south and east of the subject area. As seen in Figure 1-2, the subject area contains both waterfront and several inland parcels on both sides of the Metro-North railroad tracks. The immediate vicinity of the subject area is undergoing substantial redevelopment and renewal, and many projects have been completed or are underway.

Two recently renovated Metro-North Railroad stations are located adjacent to the subject area. The historic Yonkers Train Station is located immediately south of the area. This station has recently been subject to a \$43 million renovation project. The Glenwood Station, located on the east side of the tracks toward the northern portion of the subject area, has also undergone complete renovation, with new platforms, shelters, stairways and overpasses, and other public amenities. The newly renovated 200,000 square foot main branch of the Yonkers Public Library is located across from the Yonkers Station. Following a \$53 million renovation, the library reopened in 2002 and now features over 500,000 volumes, a 425-seat auditorium, reading rooms for children, historical display areas. This building also houses the Yonkers Board of Education. To the east of the southerly end is the recent industrial development project known as i.park, which includes the Kawasaki Rail Car Company, a major downtown employer, which provides as many as 580 jobs in the manufacture of subway cars for the New York City Transit Authority.

The downtown district contains many other commercial and residential redevelopment projects that are changing the character of the central business district. Recently completed projects include the opening on the restored Recreation Pier of the new X2O Restaurant, a regional destination, as well as an extensive downtown façade improvement program, the Mercantile Lofts residential project, Gateway Lofts, renovation of 35 Hudson Street, and the Gazette Building renovation. Along with these projects, the old Trolley Barn is being adaptively reused to create 41 rental loft apartments. The parking and circulation network in and around Larkin Plaza is also being reconfigured with the construction of the 600-car Buena Vista Parking Garage. The garage accommodates parking for Metro-North and ferry riders.

Immediately south of the subject area along the Hudson River is a section of the Yonkers waterfront which has undergone significant redevelopment and improvement. Included within this stretch of the waterfront is the City of Yonkers Recreation Pier, the only turn-of-the-century Victorian Pier still in use on the Hudson River. The pier was restored in 1996. Next to the Pier is the recently completed Collins Phase I project, which is a mixed-use development that includes 266 residential rental units, structured on-site parking units, a fitness center and 21,000 square feet of retail, restaurant, and office space.

Other nearby projects include Phase II of the Collins project which is under construction and the recently proposed Palisades Point project which would be built on Parcels H and I of the 1998 Master Plan. Major downtown developments known as River Park Center and Cacace Center are also proposed for the Getty Square and Government District areas.

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The Hudson River Esplanade Park was created as part of the waterfront renewal that included the Pier renovation and Hudson Park mixed-use development. This public esplanade provides access to the Hudson River along a continuous walkway on the River's edge. The esplanade provides views of the Palisades and New York City's skyline, and includes public amenities such as a performing arts amphitheater, lookout points and seating areas, the historic Yonkers Recreational Pier, and a Sculpture Garden, which includes a September 11th Memorial. This section of the Esplanade is the initial segment of an anticipated 4.5-mile riverwalk stretching from the Bronx to Hastings-on-Hudson, encompassing the as much waterfront within the City of Yonkers as possible. Scenic Hudson, Inc., a regional conservation organization, holds a conservation easement on certain stretches of the Hudson River south of the subject area.

The area immediately east of the subject area is generally residential, with a scattered pattern of single-family, multi-family, and large apartment and condominium and/or cooperative apartment buildings. Small commercial and industrial uses are also found in this area, with retail commercial uses concentrated along the Warburton and Ashburton Avenue corridors, and the industrial uses along Babcock Place and Woodworth Avenue. The residential buildings range in size from two to 22 stories in height. Numerous residential buildings appear to be vacant and uninhabited.

THE SUBJECT AREA

The Alexander Street Master Plan Area, or "subject area," is illustrated in Figure 1-2 and consists of a roughly linear strip of land located along the banks of the Hudson River. As shown in Figure 1-3, the overall subject area encompasses 82 individual tax parcels and approximately 153 acres. Of these 153 acres, 112 acres are dry land while the remaining 41 acres are lands under the waters of the Hudson River. The redevelopment activity proposed under the Master Plan focuses on the 112 acres of dry land, but a potential to develop marina and other water related uses beyond the existing bulkhead is recognized. The shoreline of this area extends approximately 1.3 miles from north to south, and ranges in width from approximately one to two tenths of a mile.

While not specifically discussed in the Alexander Street Master Plan or analyzed in this document, it is recognized that certain activities may occur beyond the existing bulkhead subject to various permits and approvals. For the purpose of quantifying the land area, the Plan only counts dry land area. Individual developers that choose to utilize underwater portions of parcels for development purposes, such as marinas or piers, would be required perform specific environmental reviews that address issues of development in the water.

The overall subject area consists of three distinct sub-areas: the Alexander Street Waterfront Area; the JFK Marina and Trevor Park Waterfront Area; and the Inland Parcels. The Alexander Street Waterfront Area includes the area west of the railroad tracks stretching roughly from Wells Avenue, at the south, up to Point Street, to the north. The JFK Marina and Trevor Park Waterfront Area include JFK Marina and Trevor Parks and the former Glenwood Power station. The Inland Parcels include the roughly triangular parcel on the i.park property, to the east of the railroad tracks bounded on the south by Wells Avenue; and the two blocks immediately east of the railroad tracks that are bounded by Ashburton Avenue to the south, Babcock Place to the north, and Warburton to the east. The discussion below and throughout this DGEIS refers to the overall subject area except where these distinct sub-areas are called out for a specific reason.

LAND AND SHORELINE CONDITIONS

The land comprising the subject area is largely urban fill, with the Alexander Street Waterfront Area and JFK Marina Park being composed of entirely urban fill material. The fill was deposited over a 100-year period as the City of Yonkers expanded into the Hudson River, and extended its industrial and commercial district westward to create additional land and to improve shipping access to the wharfs along the river's edge. Trevor Park and the Inland Parcels are generally situated on urban soils. The Hudson River shoreline in the subject area is almost entirely defined by bulkheads in varying states of repair. The River's shoreline between the former British International Cables Corporation (BICC) site and the Glenwood Power Station site consists of a narrow band of loose fill material. The shoreline of the 2-acre Habirshaw Park consists of a recently restored tidal marshland area encompassing approximately 10,000 square feet of tidal marshland habitat. In several places along the shoreline deteriorated pilings are visible in the river where piers, wharves, and other in-water facilities were formerly located.

LAND USE

Currently, the prevailing land uses of the subject area are industrial, vehicle maintenance and storage, limited manufacturing, public services (e.g., jail and Westchester County Department of Social Services, and the North Yonkers Pump Station), parkland, and education (e.g., Beczak Environmental Education Center (Beczak Center)). While the subject area has an overall industrial character, certain land uses, buildings, and features of the area are important to the community and the overall redevelopment efforts due to a variety of factors including cultural contribution to the community and architectural prominence. These features are shown in Figure 1-4.

The northern portion of Trevor Park is the site of the Hudson River Museum, which, like the Beczak Center, is maintained and operated on the public's behalf by a private not-for-profit entity in facilities owned by the public. The Beczak Center is located in a County-renovated building on Habirshaw Park, under an agreement with Westchester County, the owner of the parkland parcel. The Beczak Center has recently moved into the former Habirshaw Club building, which has been subject to a nearly \$500,000 renovation. This parcel is subject to a conservation easement held by Scenic Hudson, Inc. As discussed above, the river's shoreline at Habirshaw Park consists of a restored tidal marsh area. The Hudson River Museum is located on City of Yonkers parkland under a long-term agreement with the City. The land uses with the area are shown in Figure 1-5. The built environment is generally characterized by low-rise industrial buildings, many of which are deteriorating, parking lots and outdoor storage, and railroad yard areas. Land uses are described in further detail in Chapter 2, "Land Use, Zoning, and Public Policy"

The majority of the Alexander Street Waterfront Area is in private commercial ownership. Public lands consist of parcels owned by the City of Yonkers, including the City Jail and parklands, discussed above. The City of Yonkers also controls parcels that have been acquired by the Yonkers Industrial Development Agency and the Yonkers Alexander Street Redevelopment Corporation. The other public agency owning land within the subject area is Westchester County. The County's Habirshaw Park, discussed above, is a publicly accessible 2-acre parcel at the southern end of the Alexander Street Waterfront Area. Immediately adjacent to that is the North Yonkers Pump Station. This property does not offer public access to the river; however the Yonkers Canoe Club is situated on the southern edge of the Pump Station's property. This quasi-public facility (it is membership-only, yet membership is open to the

public) provides canoe and kayak access to the Hudson. Despite the presence of these public access points, the general land ownership and land use pattern is highly restrictive in respect to access to the Hudson River.

The JFK Marina and Trevor Park waterfront area is comprised of two adjacent City of Yonkers city parks: JFK Marina Park, and Trevor Park. These two parks are separated from one another by the Metro-North Railroad, and have a combined area of approximately 30 acres. JFK Marina Park is accessed by JFK Memorial Drive, which is the northern boundary of the subject area. JFK Memorial Drive, which is not a dedicated road, enters the waterfront park by crossing the Metro-North tracks by way of an overpass. This is the only access to JFK Marina Park at the present time. Trevor Park is accessed by a main entrance on Warburton Avenue, a secondary entrance with limited parking on Ravine Avenue, and through an informal pedestrian entrance along JFK Memorial Drive, near the railroad overpass.

JFK Marina Park has approximately 1,800 feet of direct frontage on the Hudson River, along which the public has access. The sheet bulkheads along this waterfront are, however, deteriorating, and soil subsidence is evident. A fence inhibits direct access along most of this waterfront area. JFK Marina Park also contains one of the few municipal boat ramps in the Lower Hudson region. During seasonal use periods the City Parks Department installs finger docks adjacent to the ramp to facilitate kayak and small boat launching. Approximately 30 boat trailer parking spaces are provided in the park, adjacent to the launching ramp. The park has an additional approximately 130 vehicle parking spaces that are used by park visitors and occasionally by visitors to the nearby Hudson River Museum.

East of the railroad tracks, Trevor Park is the site of the Hudson River Museum, which is composed of the Trevor House, which is listed on the National Register of Historic Places, as discussed in Chapter 13, “Cultural and Historic Resources,” and the attached 1960s-era modernist museum building. Trevor Park also includes passive recreational space, active athletic fields and courts, as well as City Parks Department greenhouses where plant materials are cultivated for use throughout Yonkers. Immediately adjacent to Trevor Park, to the north across JFK Memorial Drive, is the Museum Middle School and a Yonkers firehouse.

ACCESS TO THE SUBJECT AREA

Access to the subject area is primarily limited to three public roadways: Wells Avenue, Babcock Place, and Ashburton Avenue. Ashburton and Wells are two-lane local roadways that enter the area via underpasses beneath the Metro-North railroad tracks; Babcock enters the area via an overpass over the tracks. Both Babcock and Ashburton enter the subject area roughly at its mid-point, whereas Wells Avenue enters the area at its southernmost extremity. The inland parcels located to the east of the tracks are accessed by Warburton and Wells Avenues. At the northern end of the subject area, John F. Kennedy Memorial Drive provides access to JFK Marina Park and the segment of the waterfront on which the Glenwood Power Station is situated. While JFK Memorial Drive provides access to JFK Marina Park, it does not provide access to the Alexander Street Waterfront Area. Also, as noted above, JFK Memorial Drive is not a dedicated City street. Warburton Avenue provides the primary access to Trevor Park and the Hudson River Museum.

D. PURPOSE AND NEED OF THE PROPOSED ACTION

The Alexander Street Urban Renewal Plan (the “URP”; see Appendix A, “Alexander Street Urban Renewal Plan”) provides an in-depth analysis of the existing conditions of the 153 acre

Urban Renewal Area (referred to herein as the subject area). The URP considers the land uses, property conditions, and fiscal implications of the existing conditions. The Urban Renewal Plan supports the conclusion that the subject area warrants redevelopment to improve the conditions of the area and, by doing so, to improve the overall conditions of the City of Yonkers.

The URP documents several issues and conditions, and concludes that the area is in a deteriorated condition that hinders private investment and redevelopment within the area and in its immediate surroundings, particularly in the neighborhoods and districts to the east; that it is underdeveloped from the perspective of allowed zoning; that the public is underserved because it is denied access to the Hudson River waterfront; and that subject area generates lower property taxes than other comparable Yonkers waterfront areas.

These issues are summarized below. The City of Yonkers intends to address and rectify these issues through the implementation of the Urban Renewal Plan and Alexander Street Master Plan.

DETERIORATED CONDITIONS

The buildings in the subject area vary in purpose, appearance, and style, and are generally characterized by one- or two-story brick, cinderblock, or metallic walls with large garage doors and loading areas. Windows are typically sparse on these buildings and are often covered by steel gates. Many of the vacant and occupied buildings in the subject area are in a state of disrepair. While in many cases, buildings may only be cosmetically deteriorated, other buildings do not appear to be habitable. Common cosmetic flaws found throughout the study area include chipping and peeling paint, broken windows, and cracked walls. At least two residential buildings are not habitable. These buildings along Warburton Avenue are vacant and have been boarded up. In general, despite the improvements cited above in the Downtown and southerly waterfront districts, the relatively poor condition of the subject area's building stock has had a blighting effect on the area and the areas immediately to its east, reducing the incentives for new investment.

ZONING AND BUILD-OUT UNDERUTILIZATION

From a development perspective, the portions of the subject area zoned within the "I" district comprise nearly all of the developable land within the area when the existing public parklands are excluded. This area is considered to be under-built when comparing the existing amount of development (approximately 877,500 square feet) to the amount of development currently permitted by zoning (14.8 million square feet). With an FAR of 7.5, the subject area could support another 13.9 million square feet of development. This under-built condition results in an inefficient use of the land, and a diminished generation of tax revenues, employment opportunities, and other public benefits. The City wishes to take advantage of the development potential of the subject area to create additional opportunities for public-oriented and economically supportive land uses.

Moreover, buildings in the subject area are continuing to be demolished, further reducing the under-built condition. While the subject area as a whole is built out to an overall FAR of 0.37, the underutilization of the area is made more apparent by a considerable amount of vacancy in the area. Several industrial buildings and properties in the Alexander Street Waterfront Area are currently available for rent. Vehicle storage, which occupies approximately 18 percent of the subject area generally does not include substantial floor areas and represents a significant underutilization of the potentially valuable waterfront. As noted above, several residential buildings on the Inland Parcels, along Warburton Avenue, are boarded up and vacant.

The underbuilt and underutilized character of the subject area is further revealed in comparison to the Collins Phase I mixed use development in the vicinity of the Yonkers Pier. This development encompasses a land area of approximately 109,000 square feet, with 338,000 gross square feet of building space for an FAR of approximately 3.0. The designated developer, Collins Enterprises, is currently constructing a second development immediately south of the subject area with an FAR of approximately 3.5. The level of building development in this comparable area, with FARs of approximately 3.0 and 3.5 respectively, is a stark contrast to the subject area's actual FAR of approximately 0.37. Both Collins developments incorporate residential, commercial, and retail uses, as well as public open space along the river's edge. These redevelopments exemplify waterfront reuses which are more conducive to public enjoyment of the waterfront and which stimulate additional public and private investment in Yonkers' waterfront and downtown districts.

LACK OF PUBLIC WATERFRONT ACCESS

With the exception of JFK Marina Park and the 2-acre Westchester County Habirshaw Park, the subject area lacks public waterfront access, and its general condition hinders the redevelopment momentum that was triggered by the waterfront development activities to the south. Furthermore, since there is no public access to the waterfront along most of the Alexander Street Waterfront Area's shoreline, there is a significant gap between Esplanade Park to the south of the subject area and JFK Marina Park, to the north. The Collins Enterprises development currently under construction will result in a continuous esplanade between Esplanade Park and the southern edge of the subject area. It should also be noted that the only public roadways within the Alexander Street Waterfront Area include Ashburton Avenue, Babcock Place, and the portion of Alexander Street that runs from Babcock Place to Wells Avenue. Other portions of Alexander Street are actually considered a private driveway.

LOW PROPERTY TAX GENERATION

Additionally, the subject area falls short in its real property tax generation. As described in the Urban Renewal Plan, the assessed valuation of real property in the subject area is held artificially low on account of the poor condition of the properties making up the area. As a result of the relatively modest assessed valuations, the real property tax revenue contribution of the area to the City is modest. With the exception of large facilities such as the Yonkers Pump Station and City Jail, the subject area contains small-scale development, including many one- or two-story industrial buildings with loading docks and vehicle storage areas. The 2005 assessed valuation of all subject area real estate, both land and buildings on all 82 lots, was \$7.26 million, while the taxes for 2005/2006 totaled \$1.21 million.

In evaluating the property tax generation of the subject area, it should be noted that a substantial portion of the area is located within the Yonkers Empire Zone, within which certified businesses are eligible to receive tax credits and other benefits, such as property tax refunds, wage-based tax credits, state sales tax exemptions, and reduced utility and telephone rates. Also, publicly-owned parcels account for a substantial portion (65 percent) of the subject area's assessed valuation, while accounting for only 24 percent of the total tax revenues generated by the area. This is due to the fact that most of those parcels are tax exempt, only paying frontage taxes to the City of Yonkers and sewer taxes to Westchester County.

Notwithstanding the above, the overall assessed value per square foot on the area's parcels is less than half as much as the value of the Hudson Park development. As more fully described in

the URP, the overall assessed value per square foot of lot area for the privately owned and fully-taxable parcels in the subject area is approximately \$1.62 (based on parcel assemblages), with a range of \$0.17 to \$12.24 (based on parcel assemblages). The average lot size is 41,891 square feet, just less than 1 acre, while the average assessed value is \$0.81 per square foot (based on individual tax lots). By comparison, the average value of Collins Phase I is \$5.01 per square foot, with a range of \$0.51 to \$15.46. The average lot size in Collins Phase I is similar to that of the URA (50,272 square feet), but the average assessed value per lot is nearly three times as much, at \$251,800.

By this evaluation, the subject area clearly underperforms with respect to real estate investment and tax revenue generation. Furthermore, the area has experienced a downward trend in tax revenues between 1980 and 2006. There appears to have been a downward trend in taxes collected from 1980 to 2000, with a slight increase between 2000 and 2006. However, the taxes collected in 2006 were still \$795,904 lower, or approximately 36 percent less, than those collected in 1980. This decline can be attributed to the departure of large businesses and the introduction of non-profit organizations and government entities. It is important to note that there are still viable private enterprises operating within the subject area, including, for example, Excelsior Transparent Bag and Altman Stage Lighting. But overall, the area is not as productive as it formerly was from a tax generation perspective.

In comparison, while the value of the Hudson Park property declined by over 55 percent between 1980 and 2000, it more than doubled between 2000 and 2006 as it was redeveloped into a mixed-use community. In fact, as discussed in the URP, the taxes collected from this property increased almost six fold between 1980 and 2006.

ENVIRONMENTAL CONTAMINATION

The subject area has historically supported industrial uses, many of which utilized materials that, if not disposed of properly, could result in environmental contamination of the site. While no comprehensive environmental site assessment or hazardous material investigation has been done on the entire area, the subject area is known to consist of a number of sites that are likely to have petroleum related contamination from above or underground storage tanks or current surface petroleum uses. Many of the sites are currently being utilized as truck, bus, and other vehicle fleet lots. In addition, lead-based paint or asbestos-containing material may be found within the buildings throughout the subject area that may be demolished to allow redevelopment to occur.

The subject area is an area of known and likely environmental contamination. The presence of contaminated sites contributes to the overall conclusion the area is blighted and in need of comprehensive redevelopment activity.

E. DESCRIPTION OF THE PROPOSED ACTION

OVERVIEW

The Proposed Action analyzed in this GEIS is an action consisting of the adoption of an Alexander Street Urban Renewal Plan (“URP”); adoption of an Alexander Street Master Plan (the “Master Plan”); and adoption of a Brownfield Opportunity Area (“BOA”) plan under the State of New York’s Brownfield Opportunity Area Program.

The URP recommends the adoption of the Alexander Street Master Plan. The Master Plan is a conceptual land use plan that is intended to serve as a blueprint to guide the orderly

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redevelopment of the subject area. The BOA Program is a recently created New York State program designed to provide communities with assistance to complete revitalization plans and implementation strategies for areas of communities affected by the presence of brownfield, vacant, and underutilized sites, as well as perform site assessment for strategic sites within the affected area.

The Proposed Action recognizes the special challenges and increased costs of redeveloping this former industrial waterfront site. Land costs, plus new water, sewer, and stormwater infrastructure, a new roadway system, necessary repairs at the water's edge, remediation of environmental contamination, demolition, a high water table, and the requirement for high-quality public amenities are factors that add to the costs of implementing the Master plan. The Master Plan addresses these factors within the overall context of economic feasibility.

Most of the major cost factors cited above are fixed costs, and would remain the same regardless of the Master Plan's recommended land uses. The land has to be acquired; contaminated soil must be remediated; buildings must be demolished (and the suspected asbestos containing materials must be subject to remediation and disposal); the bulkheads at the water's edge must be repaired and replaced; a new roadway system must be constructed; infrastructure must be installed; and land must be set aside for public open space. These fixed expenses add to the cost of redeveloping the subject area, and ultimately are reflected on the balance sheets of the developing entities, and are costs that can be expected to be passed on to consumers in the form of housing prices and commercial rents.

The cost of raw land on Yonkers' waterfront sites has proved to be terrifically expensive, with recent Alexander Street land sales being in the neighborhood of \$1.2 million per acre. Recent Alexander Street waterfront hazardous material and environmental contamination clean-up costs have been in excess of \$1 million per acre. Bulkhead stabilization and replacement has cost over \$1,000 per foot; with a length of over 3,500 linear feet, stabilizing the Alexander Street waterfront would cost over \$3.5 million. Even a modest system of roadways and sidewalks would be expected to cost in excess of \$20 million. Further, the subject area is comprised of urban fill material, which creates special foundation conditions requiring the installation of expensive pile foundation systems. The additional cost of the piling foundation system for the recently constructed Hudson Park Phase II development immediately adjacent to the Alexander Street subject area was approximately \$4 million, which translates to a cost of approximately \$13,000 per dwelling unit.

As shown in Table 1-1, below, excluding infrastructure costs, these anticipated fixed redevelopment costs could approach \$188 million, regardless of the type or size of development proposed for the Alexander Street waterfront site.

Table 1-1
Estimate of Potential Fixed Redevelopment Costs

Cost Item	Estimated Cost
Hard Costs	
Land acquisition	\$63,960,000
Remediation	\$53,300,000
Demolition	\$13,162,500
Roadways	\$15,160,000
Sidewalks/Plazas	\$5,138,000
Bulkheads	\$3,675,000
Subtotal Construction Cost of Fixed Items	\$154,395,500
General Conditions (5% of Construction Cost)	\$7,719,775
Contractor Fee (5% of Construction Cost)	\$7,719,775
Mobilization (5% of Construction Cost)	\$7,719,775
Total Hard Costs	\$177,554,825
Soft Costs	
Permitting (1% of Hard Costs)	\$1,775,548
Contingency Cost (10% of Hard Costs)	\$8,877,741
Total Potential Fixed Redevelopment Costs	\$188,208,115

As noted above, the estimated fixed redevelopment costs do not include infrastructure expense, including water and sewer infrastructure, as well as stormwater drainage systems. Like the building foundation systems, the water and sewer infrastructure necessary to support redevelopment also requires special foundation treatment that adds to the development costs. Because of the urban fill soil conditions, the necessary water and sewer pipes cannot be set in place on gravel beds as is the case with inland sites. Rather, the mains and distribution lines must be welded steel or bolted iron pipes that are bedded in concrete cradles to eliminate the potential effects of soil settling.

The Master Plan recognizes the added cost of infrastructure improvements, and anticipates a significant financial investment in these systems on the part of both the public sector and the private sector. The Master Plan envisions that the primary above-ground redevelopment activities, such as buildings, will be undertaken by the private sector. However, it is expected that the private sector would pay for a portion of the necessary in-ground infrastructure: roads, water and sewer, and open space; and it is anticipated that the public sector will also make substantial infrastructure investments. These private sector investments in public infrastructure costs, would be expected to further increase the fixed expenses of rebuilding this waterfront area.

The Master Plan aims to balance development cost feasibility with a well-defined set of redevelopment goals, described in the following section, as well as with development scale factors, such as building height, density, orientation, and with a variety of environmental factors that are analyzed in this DGEIS document. Fixed redevelopment costs are allocated on a per unit basis in any development plan, and the cost per unit – regardless of whether the unit is per acre,

per square foot, or per residential unit – reflects these fixed developer expenses: the lower the number of units, the higher the cost to the developer and the higher the cost to the public.

The analysis of alternatives in this DGEIS considers several potential redevelopment configurations (see Chapter 13, “Alternatives”). In the final analysis, the residential density of the redevelopment dictates the feasibility of the redevelopment of the Alexander Street waterfront area. Under the alternative that considers a density of 2,800 residential units, the fixed costs cited above when allocated on a per residential unit would be approximately \$62,000 per unit, or over \$50 per square foot of developed residential floor space. In addition, due to the waterfront urban fill soil conditions, the special foundation treatments would increase these fixed costs to approximately \$75,000 per unit, or \$50 per square foot of a 2,800 unit redevelopment plan. It is anticipated that these fixed costs would be reflected in sales prices and commercial rents.

Increasing the number of residential units would reduce the fixed cost allocation on a per unit basis. Increasing the unit count to 4,000, as proposed, would result in a lower per unit fixed cost allocation of approximately \$44,000; with the added piling foundation costs, the net increase would be reduced to approximately \$57,000 per unit, or approximately \$38 per square foot, or less than 10 percent of the anticipated average unit sale price. While still a higher cost allocation than expected on inland sites, the higher density enables a more cost effective construction gain than at a lower density, and is expected to result in a more economically feasible construction cost pro forma.

The Master Plan, therefore, seeks to reasonably minimize per unit fixed costs, and as analyzed in this DGEIS, the plan would establish a new mixed-use residential neighborhood consisting of new open space and parkland, new access to the Hudson River, transportation and infrastructure improvements, approximately 3,752 residential units, and approximately 423,200 square feet of commercial space (including 209,850 square feet of ground floor retail and 213,350 square feet of office space). Figure 1-6 and the discussion below provide an overview of the Master Plan. The Alexander Street Master Plan found in Appendix B provides a detailed discussion of all of the elements of the plan.

MASTER PLAN GOALS

In developing the Alexander Street Master Plan, development and community goals were established to direct and inform the planning process. These goals stem from the CDA’s intent to revitalize its Hudson River waterfront and downtown districts. The goals were aired at several public meetings and have been refined accordingly.

Through the implementation of the Alexander Street Master Plan, the City intends to:

- Create a vibrant new waterfront neighborhood of residences, businesses, and open spaces.
- Provide public access to the Hudson River along as much of the 1.3 miles of waterfront as possible.
- Improve and enhance existing City parks and amenities, including Trevor Park and JFK Marina Park.
- Strengthen Yonkers as a place to live, visit, and work.
- Improve linkages between the Master Plan Area and surrounding neighborhoods.

- Improve vehicular access and circulation within the Master Plan Area and between it and the surrounding neighborhoods.
- Promote a pedestrian- and cyclist-friendly streetscape.
- Enhance access to JFK Marina Park and provide additional boating resources.
- Maintain and improve public views of the Hudson River consistent with a level of development necessary to support infrastructure and other public amenities.
- Develop a variety of housing with convenient access to goods and services, and public transit.
- Promote environmentally sensitive design to minimize impervious surfaces and improve habitat function.
- Consider adaptive reuse of buildings with historic significance and/or unique features.
- Provide adequate infrastructure support, including wastewater treatment, water supply, parking, and roadway capacity.

The design approach derived from these goals is as follows:

- Creation of interconnected public places forming to the extent possible, a continuous public esplanade along the Yonkers shoreline;
- Establishment of a residential neighborhood with connections to existing neighborhoods, the waterfront, and Yonkers' commercial district;
- Provision of off-street parking for residences, employees, and commercial patrons and convenient on-street parking for visitors;
- Creation of a variety of water-dependent and water-related recreational uses;
- Maintenance of visual connections from the upland community through buildings constructed on the site to the Hudson River and the Palisades; and
- Establishment of direct connections between the existing train stations and new development.

In addition to the overall goals, the City established a set of guiding principles intended to provide shape and form to the physical elements of the Alexander Street Master Plan. These principles are intended to create a physical planning framework for future redevelopers to follow. In doing so, the Master Plan will be implemented in a way that is consistent with the CDA's goals. The guiding principles are primarily aimed at providing access to the Hudson River and its shoreline; improving movement and circulation in to, out of, and within the Master Plan Area; capitalizing on important existing site features; maintaining views of and across the Master Plan Area; and, to the extent practicable, enhancing and maintaining the character of the surrounding neighborhoods. These guiding principles are further described in the Alexander Street Master Plan (Appendix B).

KEY ELEMENTS OF THE MASTER PLAN

Implementation of the Alexander Street Master Plan would result in a series of improvements and new construction within the subject area. The following discussion summarizes the Key elements of the Proposed Action and the basis for evaluating potential impacts.

OPEN SPACE AND PARKLAND

One of the key elements of the Master Plan is new public open space and parkland. The plan requires a new public esplanade along the entire Alexander Street waterfront. This “greenway” is to link the already completed esplanade to the south with JFK Marina Park to the north. The linkage to the north, between the Alexander Street Waterfront Area and the Glenwood Power Station/JFK Marina Park area, would consist of a minimum 12-foot-wide walkway along a new roadway, or “causeway,” that is proposed as a vehicle and pedestrian link along the river’s edge. In addition to the new riverfront parkland, the Master Plan also calls for the development of parks and publicly accessible open space between the new development parcels in various locations as depicted in Figure 1-6. In total, the Proposed Action would create nearly 15 acres of parkland in the Alexander Street Waterfront Area and would create an additional approximately 17 acres of publicly accessible areas including roadways and sidewalks. The new riverfront esplanade would extend for approximately 1.3 miles and would connect JFK Marina Park to the already completed esplanade to the south.

Another component of the Proposed Action is the improvement of JFK Marina Park. As illustrated in Figure 1-7, the Master Plan provides a plan for improving JFK Marina Park by adding new marina facilities, public piers, and amenities. The plan also includes a reconfiguration of the existing parking area and circulation improvements to enhance access to the park and the Hudson River.

As noted earlier, although functioning as a public street, the existing JFK Memorial Drive is situated on parkland (Trevor Park and JFK Marina Park). The Proposed Action would require that the existing roadway be dedicated as a public street, necessitating the de-dedication of the parkland on which the current roadway is located.

PUBLIC ACCESS

The Proposed Action would also increase public access to the waterfront and provide access to portions of the subject area that are not currently publicly accessible. The subject area is currently accessed by a limited number of roadways. There is also limited public roadway infrastructure within the subject area. Access to Alexander Street is currently provided by Wells Avenue, Ashburton Avenue, and Babcock Place. Furthermore, the publicly accessible portion of Alexander Street only extends from Wells Avenue to Babcock Place, with the remaining portions being privately owned. JFK Memorial Drive provides access to JFK Marina Park, but this roadway does not connect with other portions of the subject area or Alexander Street.

The Master Plan calls for significant improvements to public access. In addition to providing access to the entire Hudson River Shoreline via the proposed esplanade, the Master Plan also lays out a system of new public roadways that improves access to, and circulation with the subject area. The planned roadway improvements are shown in Figure 1-8. Notable improvements include a reconfiguration of the Babcock Place Bridge to allow northbound or southbound travel on the west side of the railroad; reconfiguration of the Point Street Bridge to allow new pedestrian and vehicular access to the Alexander Street Waterfront Area; and a new roadway (“the Alexander Street Causeway”) that will provide a connection between Alexander Street and JFK Memorial Drive. The establishment of this connector would require the de-dedication of a segment of the existing park roadway within the JFK Marina Park and its re-dedication as a public street. The Master Plan will also significantly increase the number of public roadways with the subject area, particularly within the Alexander Street waterfront area,

and provide new roadways that extend to the proposed riverfront park/esplanade to ensure public access to the shoreline.

HUDSON RIVER ACCESS

The Master Plan calls for new boating access opportunities for those wishing to enjoy the Hudson River. The Plan provides for new marina locations, and encourages smaller-scale access opportunities where the public could launch kayaks, canoes, and other similar small craft. The Master Plan allows flexibility in determining specific locations, but provides guidelines to ensure minimal disruptions to the public's enjoyment of the waterfront.

TRANSPORTATION IMPROVEMENTS

A key element of the Alexander Street Master Plan is a series of transportation improvements that would facilitate access into and within the subject area. The transportation improvements identified in Figure 1-8 all serve the newly defined roadway system within the subject area. New roadways perpendicular to the shoreline would align with the upland roadways to maintain view corridors where possible. There area also a number of specific planed improvements and roadway reconfigurations.

Alexander Street Improvements

The Master Plan proposes the realignment and extension of Alexander Street. As described above, Alexander Street only serves as a public roadway between Wells Avenue and Babcock Place. Under the proposed plan, Alexander Street would be extended on a north-westerly axis to serve development parcels in the northern portion of the Alexander Street Waterfront Area. Through additional connections (described below) Alexander Street would also connect to JFK Memorial Drive and Point Street.

Babcock Place Improvements

Babcock Place currently enters the subject area via an overpass over the Metro-North railroad tracks. After crossing the tracks, the roadway makes a 90 degree turn to the south. This configuration requires a u-turn in order to access point north of Babcock Place. Under the proposed Master Plan, however, Babcock Place would intersect with Alexander Street at an elevated "T intersection." This would allow northbound or southbound access from Alexander Street.

Point Street Bridge

The Point Street Bridge does not currently provide public access to the subject area. The Master Plan calls for a reconfiguration of the Point Street Bridge to provide public pedestrian and vehicular traffic access into the area. The bridge would provide access to an elevated plaza between development parcels I and J and to a traffic circle that connects to ramp leading to grade level on Alexander Street.

Alexander Street Causeway

The "Alexander Street Causeway" is a proposed roadway that would connect Alexander Street to JFK Memorial Drive. The roadway would run along a narrow strip of land between Point Street and the former Glenwood Power Station. In addition to accommodating vehicular traffic, the causeway is also intended to provide a connection between the proposed esplanade and JFK Marina Park. As discussed above, the existing JFK Memorial Drive would be roadway be

dedicated as a public street, necessitating the de-dedication of the parkland on which this current roadway is located.

Gateway Area

The Master Plan also proposes a “gateway area” to provide improved vehicular access to the subject area. The gateway area would be located east of the Metro-North Railroad, and would involve alterations to the blocks bounded by the railroad tracks, Ashburton Avenue, Warburton Avenue, and Babcock Place. The gateway area modifications are intended to provide improved access to the Alexander Street Waterfront Area via the Babcock Place overpass. The Master Plan does not specify the way these blocks could be modified, the Master Plan conceptually shows a diagonal roadway in this area as an illustration of how such improvements might be carried out; the specific design and configuration of this entrance roadway is to be recommended by future redevelopers.

DEVELOPMENT PARCELS

As noted above the Master Plan creates a new roadway, open space, and circulation system that frames and defines 14 “development parcels” on which the residential and commercial development would occur. Each development parcel has general development guidelines, including uses, densities and heights, and retail and commercial guidelines. The tables displayed in Figure 1-6 provide an overview of the development program proposed for each parcel.

On each development parcel, there is a “tower” and “base” component. The *base components* would cover the majority of development parcels, and would include “liner buildings” and parking garages. Liner buildings would be buildings with street-level entrances or stoops; the buildings would wrap around the internal parking garages to form an intimately scaled and pedestrian-oriented neighborhood. The liner buildings are intended to create residential or commercial facades with windows along streets and sidewalks to foster a neighborhood and pedestrian character to the redeveloped area, and to avoid stretches of public walkway or roadway that are devoid of active residential or commercial uses.

The *tower components* would rise above the bases with much narrower profiles. The towers would range in height from 12 stories to a maximum of 30 stories as prescribed in Figure 1-6. The towers would be oriented perpendicularly to the Hudson to minimize blockage of views from inland areas and to provide view corridors from vantage points upland of the Master Plan Area. More specific height guidelines are provided in the Master Plan.

RESIDENTIAL DEVELOPMENT

The Master Plan sets forth guidelines that allow up to approximately 4,000 residential units in several towers. Residential units are also anticipated at street level, in two- to three-story liner buildings consisting of townhouse-style units. It is expected that residential buildings would be constructed over time by one or more private development entities. New residential development is expected to provide a mix of rental and home-ownership opportunities at various price levels, the details of which would be included in future development applications.

The Plan envisions about 3,300 units within the Alexander Street Waterfront Area, with about 250 units located on the i.park site, just east of the tracks, and about 230 units at the redeveloped Glenwood Power Plant site. The size of individual units, the mix within each new building, and the type (e.g., rental, condominium, co-operative, etc.) will depend on market conditions and will be reviewed by the CDA as individual development proposals are considered. The Master

Plan assumes an average residential unit size of 1,500 square feet and liner building townhouse unit sizes of 2,500 square feet. Table 1-2 provides the estimated unit count on each parcel. Minor variations in this program would be anticipated.

**Table 1-2
Unit Distribution and Building Height Guidelines**

Development Parcel	Number of Buildings	Maximum Residential Building Height (Stories)	Total Units
A	2	30	484
B	2	22	302
C	1	22	176
D	1	14	105
E	1	14	98
F	2	28	608
G	2	24	588
H	2	22	460
I	2	20 (south)/12 (north)	328
J	1	12	101
K	1	18	251
L and M	Townhouse/"liner buildings"	2 to 4	25
N	1	18	234
Total Units			3,752

COMMERCIAL DEVELOPMENT

The Proposed Action would allow for the development of approximately 423,200 square feet of commercial space. This figure includes about 210,000 square feet of commercial space and about 213,000 square feet of office space. In general, retail space would be expected to occupy the ground floor of certain buildings while office space would occupy the second floors. Exceptions include the i.park building on Parcel "K" which would include approximately 100,000 square feet of office space and the adaptively reused City Jail which as described in the Master Plan, is intended to serve as a "train station annex" that would provide restaurant and café uses. New commercial uses are also proposed for the gateway area surrounding parcels "L" and "M". Although the guidelines for this area are conceptual, various commercial uses that serve the needs of the surrounding community are proposed. Table 1-3 provides the proposed unit breakdown of commercial space.

Table 1-3
Retail and Commercial Space Allocation Guidelines (in Square Feet)

Development Parcel	Ground -Floor Retail	Second-Floor Office	Total Commercial Space
A	25,000	25,000	50,000
B	12,000	12,000	24,000
C	12,000	12,000	24,000
D	22,500	22,500	45,000
E	14,000	14,000	28,000
F	15,000	15,000	30,000
G	0	0	0
H	0	0	0
I	6,600	6,600	13,200
J	6,250	6,250	12,500
K (i.park)	20,000	100,000	120,000
L and M	25,000	0	25,000
N	26,500	0	26,500
Yonkers City Jail	20,000	0	20,000
JFK Marina	5,000	0	5,000
Total	209,850	213,350	423,200

PARKING

The Master Plan provides general guidelines for the provision of parking within the redeveloped Alexander Street Waterfront Area. The parking requirements set forth in the Master Plan differ slightly from those in the City’s Zoning Ordinance. Table 1-4 compares the various parking requirements.

Table 1-4
Off-Street Parking Requirement Comparison

Use	Required by Zoning	Master Plan Guidelines
Apartments	1 space per dwelling unit, plus 0.33 per bedroom	1.5 spaces per dwelling unit
Retail establishments ¹	1 space per 200 sf of gross floor area	1 space per 300 sf of gross floor area
Offices	1 space per 300 sf of gross floor area	1 space per 300 sf of gross floor area
Notes:	¹ While a general retail figure for parking is provided, the zoning code further distinguishes requirements among uses such as restaurants, convenience stores, and banks.	
Sources:	City of Yonkers Zoning Code, Table 43-4.	

One of the primary differences in the provision of parking is in residential parking. As noted above, residential development will take various forms and include a mix of apartments, condominiums, and townhouse style units, all with a varying number of residential units. The

final bedroom count will depend on the choices of individual developers. However, given the anticipated mix of dwelling unit types in each building, this Master Plan has established a requirement of 1.5 spaces per dwelling unit. This figure was determined to be appropriate based on the anticipated unit distribution and the Master Plan Area’s proximity to the downtown, bus lines, and Metro-North train stations.

The Master Plan does not set forth a specific commercial parking requirement but does require that certain spaces be allocated to public and commercial uses. As a general guideline, the plan aims to achieve one space per 300 square feet of commercial space. Since specific commercial uses are not prescribed by the Master Plan, this general guideline was used to accommodate the mix of anticipated uses. The parking guideline was also developed with the expectation that commercial development would generally be neighborhood retail in scale. That is, commercial development would generally supply the needs of the surrounding neighborhood and allow residents to walk to nearby commercial establishments; the retail and commercial environment contemplated by this Master Plan does not aim to attract patrons arriving by automobiles.

Table 1-5 shows the number of required residential parking spaces per development parcel based on a ratio of 1.5 spaces per residential unit. As described above, the parking would be distributed among development parcels to provide on-site parking for each residential building in parking garages within the core of each building. Based on these standards, the Master Plan guidelines for parking to be provided at each development parcel are shown in Table 1-5, below.

**Table 1-5
Residential Parking Allocation Guidelines**

Development Parcel	Total Units	Parking Spaces/Level	Parking Levels	Spaces / Parcel	Resident Parking Spaces Required	Number of Surplus or (Deficit) Parking Spaces/ parcel*
A	484	192	7	1,344	726	618
B	302	80	4	320	453	(133)
C	176	45	4	180	264	(84)
D	105	52	4	208	157.5	50.0
E	98	54	4	216	147	69
F	608	143	6	858	912	(54)
G	588	207	4	828	882	(54)
H	460	155	5	775	690	97
I	328	128	4	512	492	20
J	101	64	4	256	151.5	104.5
K	251	141.7	6	850	376.5	473.5
L and M	25	25	1	25	37.5	(12.5)
N	234	114	4	456	351	105
Total	3,752			6,828	5,628	1,200
Notes: *Extra or needed parking refers to the number or extra or needed parking spaces on each parcel based on the assumption of 1.5 parking spaces per residential unit. Surplus parking to be used for public and commercial parking.						

As shown above, the requirement of 1.5 spaces per dwelling unit results in required residential parking of 5,628 spaces, and the guidelines enable the establishment of 6,828 spaces, for a surplus of approximately 1,200 spaces that can be used by the general public and for commercial uses. The parking allocation between development parcels may require shared parking in situations where there is a deficit of parking in a parcel. In these cases, adjacent developments would provide second-vehicle parking to balance the parking supply. Developers must provide at least one parking space per rented or sold unit on the same development parcel that contains the residential unit. To the extent that surplus spaces are created, these spaces should be allocated for public use as appropriate through use of gates, card access, or similar measures.

In addition to public parking made available in parking garages, the Master Plan guidelines call for public on-street parking. Roadway configurations are expected to enable the creation of a minimum of approximately 480 on-street parking spaces available to the general public. It is anticipated that these spaces would be metered.

Therefore, based on the commercial and public parking guidelines, the 423,200 square feet would require 1,411 parking spaces. The surplus garage parking (1,200 spaces) and on-street parking (480 spaces) yields a total of 1,680 spaces. Based on the commercial parking guidelines and requirement for 1,411 spaces, an anticipated total surplus of 269 spaces is anticipated.

Furthermore, since commercial uses and residents would share parking garages, developers are encouraged to develop innovative techniques for sharing parking. For example, since most retail uses operate during daytime hours when some residents are away at work, their parking spaces can be allocated to commercial uses during certain hours. Various techniques, such as daytime or nighttime parking permits, can be used to supply additional parking.

F. APPROVALS AND CITY PERMITS

A number of City, County, State, and federal actions would be required for the implementation of the Master Plan. Below is a summary of the actions that would be required. It is anticipated that some or all of these actions would be addressed at the time individual Master Plan development projects were initiated.

Unless specifically identified, all actions described below would be required for the Proposed Action as a whole. The marina facilities at JFK Marina Park and bulkhead reconstruction activities within the subject area would require additional permits, approvals, and/or actions from the New York State Department of Environmental Conservation and the U.S. Army Corps of Engineers and possibly the U.S. Coast Guard.

CITY OF YONKERS ACTIONS

ADOPTION OF ALEXANDER STREET URBAN RENEWAL PLAN

Article 15 of the General Municipal Law provides that the Yonkers Community Development Agency (CDA) may recommend the site designation area to the City Council, which may designate the area as an “Urban Renewal Area” (URA). The City Council would then designate the site designation area for the URA. Upon designation, the CDA must prepare an Urban Renewal Plan—Appendix A—and submit the Urban Renewal Plan to the Planning Board. The Planning Board must then certify the Urban Renewal Plan as meeting the requirements of Article 15 and submit its report to the City Council. The City Council then approves, modifies, or disapproves the Urban Renewal Plan.

CITY MAP CHANGES AND SUBDIVISION OF LAND

City Council and Planning Board approvals would be required for official map actions. These actions include the mapping of new streets and discontinuing existing paper streets in the Alexander Street waterfront area, as well as the designation of newly created public parks. The Planning Board would also be required to approve any land subdivisions which may be required as part of the Proposed Action.

ZONING APPROVALS

Redevelopment projects under the Proposed Action would require approval by the Yonkers City Council for adoption of the land use and building controls, including those that would be applicable to the subject area under the provisions of the City's Planned Urban Redevelopment (PUR) district regulations should PUR designation be deemed an appropriate land use regulatory approach.

LAND DISPOSITION AGREEMENTS

The CDA and the City Council would be required to grant approval of land disposition agreements (LDAs) with private developers or other entities (e.g., Westchester County) to purchase or lease any properties that are acquired and owned by the CDA.

REDEVELOPERS SPONSORSHIP AGREEMENTS

The CDA and the City Council would be required to approve the selection of private developers for the residential, retail, marina, and restaurant components of the Master Plan.

ADOPTION OF HOME RULE MESSAGE

The City Council must adopt and transmit a "Home Rule Message" to the State Legislature for any necessary discontinuance of parkland required to establish roadways or other non-parkland uses in Trevor and JFK Marina Parks. Parkland that is occupied by current and planned roadways may require de-dedication for use as a public road right-of-way.

EXPENDITURE OF CITY FUNDS

The CDA, the City Council, and/or the Board of Contract and Supply would be required to grant approvals for the expenditure of the City's share of the public infrastructure improvements contemplated in the Master Plan.

OTHER ACTIONS

Other City actions potentially required to implement projects consistent with the proposed Master Plan include Bureau of Housing and Buildings review of building plans for compliance with building code requirements; Planning Board for site plan, special use and zoning permits, and Master Plan review; Water Bureau approval of water connections; Fire Department review of building plans for compliance with fire code requirements; City Engineer approval of utility plans; and City Traffic Engineer approval of new street and traffic control systems.

WESTCHESTER COUNTY ACTIONS

Approvals and funding related to the repair and reconstruction of shoreline structures, site preparation activities, and development of the proposed county park are required from Westchester County.

WESTCHESTER COUNTY PLANNING BOARD

Section 239 of General Municipal Law and Section 277 of the County Administrative Code require that certain planning and zoning actions be referred to the Westchester County Planning Board. As the Urban Renewal Plan and its Master Plan may be considered for adoption by the Yonkers City Council and because the Master Plan includes zoning recommendations that require actions by the City Council, the Urban Renewal Plan and Master Plan will be referred to the Westchester County Planning Board for review.

DEPARTMENT OF ENVIRONMENTAL FACILITIES

Any connections to the Westchester County sewer trunk line, which is located within the subject area, as well as construction contiguous to or within the trunk line easement area, are subject to review and approval by the Department of Environmental Facilities.

HEALTH DEPARTMENT

Extensions of public water and sewer mains, and any required Realty Subdivisions require approval and permits from the Westchester County Health Department. In addition, boilers and petroleum bulk storage for non-residential and commercial uses are subject to departmental review and approval.

DEPARTMENT OF PUBLIC WORKS

Review and approval of design and construction activities for consistency with County standards is required by the Westchester County Department of Public Works for all proposed County facilities.

NEW YORK STATE ACTIONS

NEW YORK STATE DIVISION OF HOUSING AND COMMUNITY RENEWAL

The Urban Renewal Plan shall be filed with the Commissioner of the Division of Housing and Community Renewal (DHCR). Potential amendments to Neighborhood Development Plan #4 (NDP #4) must also be filed with the Commissioner of DHCR.

TIDAL WETLANDS PERMIT

The waters in front the Development Parcels are mapped as Littoral Zone which is New York State tidal wetland. All dredging, filling of areas not presently filled, and new shoreline structures related would require a permit from the New York State Department of Environmental Conservation (NYSDEC) under the Tidal Wetlands Program.

PROTECTION OF WATERS PROGRAM

The purpose of this law is to protect and preserve the lakes, rivers, streams and ponds of New York State. Dredging, filling, and construction in a water body with water quality classification of C(t) or better requires a Protection of Waters permit, issued by NYSDEC. This permit is required for any project-related construction activities related to the marina which would disturb the river bottom, including dredging and pile-driving. (The NYSDEC has classified the waters of the Hudson River as class SB, a higher water quality classification than C(t).

COASTAL ZONE CONSISTENCY DETERMINATION

New York State recognized that waterfront space is limited and has developed policies to protect the coastal area. This is accomplished with a set of 44 state policies that must be analyzed to determine if the Proposed Action is consistent with these policies. The coastal zone consistency determination is made by the New York State Department of State. Because the City of Yonkers has not yet adopted a Local Waterfront Revitalization Program, the local policies are not in effect. However, the analysis of both the draft local and State-wide policies is presented in the GEIS.

STATE POLLUTION DISCHARGE ELIMINATION SYSTEM (SPDES) PERMIT

A general SPDES permit from NYSDEC would be required for construction if more than five acres are being disturbed at any one time. A Notice of Intent would have to be filed, and a spill prevention contingency plan would have to be developed for the stormwater discharge system.

OFFICE OF GENERAL SERVICES (OGS)

The Land Utilization Division of OGS would be required to approve settlement of New York State commerce grants to the City of Yonkers and the grant of rights to underwater areas required for the marina.

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION (OPRHP)

Under the State Historic Preservation Act, projects requiring State approval must consult with the State Historic Preservation Officer (SHPO) concerning the project's impact on historic and archaeological resources eligible for or listed on the State and National Registers of Historic Places. Resources eligible for the State and National Registers are located both on and directly adjacent to the subject area.

LEGISLATIVE APPROVAL FOR THE DISCONTINUANCE OF PARKLAND

The State Legislature must provide Legislative approval for the discontinuance of parkland associated with any planned roadway improvements or other non-parkland uses at JFK Marina and Trevor Parks as discussed above.

FEDERAL ACTIONS

NATIONWIDE PERMITS

Waterfront construction would involve U.S. Army Corps of Engineers (COE) Nationwide Permit for Maintenance (No. 3) for the repair, rehabilitation, and replacement of currently functioning shoreline structures (e.g., bulkheads).

RIVERS AND HARBORS ACT OF 1899

Structures in navigable waters of the United States require a permit from COE under Section 10 of this act. It is anticipated that these permits would be required for any proposed marina facilities or other similar in-water actions.

SECTION 401 OF THE CLEAN WATER ACT OF 1973

This is water quality certification program, and its purpose is to ensure that water quality standards would not be violated by in-the-water activities which would occur in association with the construction of the marina. Permitting responsibility for this federal law has been delegated to New York State, and the certification is issued by NYSDEC.

SECTION 404 OF THE CLEAN WATER ACT OF 1973

A permit issued by the COE under this law would be required for the proposed marina. The COE coordinates the permit with EPA, National Marine Fisheries, Fish and Wildlife Service, and other resource agencies.

G. STATE ENVIRONMENTAL QUALITY REVIEW ACT

The potential impacts resulting from these actions, including the implementation of the Alexander Street Master Plan, are analyzed in this Draft Generic Environmental Impact Statement (DGEIS). This DGEIS was prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations (6 NYCRR Part 617). The Yonkers CDA is the Lead Agency for this environmental review, and other agencies have been coordinated into the environmental review process.

The Proposed Action is not a development application, nor does it propose a specific development project or projects. Rather, it includes the adoption of policy initiatives to guide and facilitate the orderly redevelopment of the Alexander Street subject area. Under SEQRA, a “Generic” EIS or GEIS is prepared when a proposed action represents a comprehensive program having wide application and defining the range of future projects in the affected area. The proposed action is based on long-range planning efforts that reflect a City-wide perspective on the most appropriate uses for the use and redevelopment of the City’s waterfront land.

The DGEIS is intended to provide members of the Yonkers CDA, other involved agencies, the public, and interested agencies with an understanding of the type of potential environmental impacts (beneficial or adverse) that may be associated with approval of the proposed Alexander Street Urban Renewal Plan, the Alexander Street Master Plan, and the Brownfields Opportunity Area plan. An important aspect of the environmental review process is that it incorporates public review and commentary into the decision-making process.

Because the Proposed Action includes a conceptual land use plan and does not reflect a specific development proposal, the analyses presented herein are based on reasonable assumptions as to how the plan may be implemented. In view of the limitation and to the extent possible, the DGEIS presents a comprehensive assessment of the Proposed Action and associated actions to identify potentially significant adverse impacts, develop or identify areas requiring practicable mitigation, and consider alternatives that avoid or reduce identified impacts.

The steps in preparing the GEIS include:

- Scoping—a process intended to elicit comments from interested and involved agencies and the public on the content and scope of the GEIS. A formal scoping process was conducted by the lead agency prior to preparing the DGEIS. Public scoping meetings were conducted on October 6, 2005, and November 28, 2006. A Final Scoping Outline document was adopted by the CDA on April 19, 2007.
- DGEIS—a draft document published by the CDA for public and agency review and comment.
- Public review of at least 30 days, including a public hearing at which any individual, group, or agency may comment on the DGEIS.
- Final GEIS (FGEIS)—incorporating into the GEIS relevant comments and responses, if any, by the lead agency made during public review of the DGEIS.
- Findings Statement— issued by the Yonkers CDA as lead agency no sooner than 10 days after publication of the FGEIS, considers the relevant environmental impacts presented in the GEIS, weighs and balances them with social, economic and other essential considerations, provides a rationale for the agency’s decision, and certifies that the SEQRA requirements have been met. Involved agencies may approve or disapprove elements of the action within their jurisdiction after they have made their own findings, not sooner than 10 days after FGEIS publication.