

A. INTRODUCTION

This DGEIS examines the potential impacts associated with the Alexander Street Master Plan, Urban Renewal Plan, and Brownfield Opportunity Area (BOA) Plan. Future development of these areas would include new residential units, the occupation of which would generate additional demand for certain basic municipal services, such as police and fire protection. New residential units would also generate additional school-age children who would attend Yonkers public schools. This chapter describes the potential impact to public schools and community services and facilities as a result of development within the subject area. This chapter also provides an inventory of existing open spaces and recreational facilities in the area, describes the new public open spaces that would be created under the plan, and assesses the project's effect on open space resources. The new open space areas plus proposed improvements to be made to JFK Marina Park would increase the amount of open space and recreational opportunities in an area now with limited recreational facilities and public access to the waterfront.

A number of community services and facilities are located within the southwestern portion of Yonkers. Figure 6-1 identifies those facilities most proximate to the subject area. Table 6-1 lists the facilities and provides their addresses.

B. PUBLIC SCHOOLS**CURRENT ENROLLMENT AND CAPACITY**

The Yonkers Public School system is comprised of 29 elementary, 5 middle, and 5 high schools. In response to a Remedial Order and Education Improvement Plan, which was adopted in response to a lawsuit filed by the United States Department of Justice and the Yonkers chapter of the National Association for the Advancement of Colored People (NAACP) in the 1980s, the City of Yonkers established a magnet school program which allows parents to choose any school within the system at each of the grade levels. Thus, there are no schools to which students are assigned based on geography. The City of Yonkers Public School District's magnet programs provide a wide range of curriculum studies, as well as different teaching and learning strategies. Magnet programs within the school district include subjects such as math, science and technology, computer programming, foreign language, and the performing arts, among many others.

Elementary schools located closest to the subject area are School 9 on Fairview Street, which focuses on a philosophy of core knowledge school design, and arts and humanities; School 16 on North Broadway, focuses on a philosophy of communications media; Cedar Place School on Cedar Place, focuses on a philosophy of core knowledge and professional development; Martin Luther King, Jr. High Tech and Computer Magnet School on Locust Hill Avenue, focuses on a philosophy of high tech and computers; and Museum School 25 on Warburton Avenue, focuses on a philosophy of museum studies. Middle schools located closest to the subject area include

**Table 6-1
Community Facilities, Schools, and Open Space**

Location No.	Community Facility	Address
Yonkers Public Schools		
1	School 9	53 Fairview Street
2	School 16	759 North Broadway
3	Cedar Place School	20 Cedar Place
4	Martin Luther King Jr. High Tech & Computer Magnet School	135 Locust Hill Avenue
5	Museum School 25	579 Warburton Avenue
6	Commerce Middle School	201 Palisade Avenue
7	Museum Middle School	565 Warburton Avenue
8	Hudson River Academy Alternative Middle and High Schools/Center for Continuing Education	75 Riverdale Avenue
9	Gorton High School	100 Shonnard Place
10	Charter School of Educational Excellence	260 Warburton Ave
Yonkers Police Department		
10	Fourth Precinct Station House	53 Shonnard Place
Yonkers Fire Department		
11	Station 1 (Headquarters)—Tower Ladder 71 and Rescue 1 (Hazardous Materials Van)	5-7 New School Street
12	Station 3—Engine 303 and Battalion 1	96 Vark Street
13	Station 6—Engine 306	81 Oak Street
14	Station 8—Engine 308	571 Warburton Avenue
15	Station 9—Engine 309 and Ladder 72	53 Shonnard Place
Community Facilities		
16	Beczak Environmental Education Center*	21 Alexander Street
17	Yonkers Canoe Club*	North Yonkers Pump Station
18	Police Athletic League	127 N. Broadway
City of Yonkers Parks and Open Spaces		
20	Yonkers Recreation Pier	Main Street
21	Larkin Park	Main Street and Buena Vista Avenue
22	Pitkin Park	Locust Hill Avenue
23	Washington Park	City Hall
24	Vark Street Park	Vark Street/Jackson Street
25	Cerrato Park	Riverdale Avenue
26	O'Boyle Park	Downing Street/Hawthorne Avenue
27	Pickett Park	Hawthorne Avenue/Knowles Street
28	Columbus Park	Park Hill Avenue/Waverly Street
29	Yonkers War Memorial Field	St. Casimir Avenue
Note: * Located within the subject area.		

Commerce Middle School on Palisade Avenue, focusing on a philosophy of business/finance and medical health and community service; and Museum Middle School on Warburton Avenue, focusing on a philosophy of museum studies. Gorton High School on Shonnard Place is the

closest high school to the subject area (see Figure 6-1). At Gorton, the following subject areas are taught: computer sciences, law and public service, medical professions, and horticulture, electronics, and building maintenance.

One charter school also exists near the subject area. The Charter School of Educational Excellence employs the core knowledge curriculum, everyday math and Macmillan/McGraw Hill Social Studies. The full option science system is also used. The English language arts program consists of 150 minutes of instruction daily, the Scott Foresman reading program, Direct Instruction Reading Mastery and Corrective reading, and the Great Source writing program.

In addition to these public schools, the Hudson River Academy Alternative Middle and High Schools were established to meet the needs of students in the district who have difficulty with a regular school program. These schools address the needs of students with serious academic, social, and emotional difficulties within conventional middle and high school settings. These schools, as well as the Center for Continuing Education, are located on Riverdale Avenue. The Center for Continuing Education offers instructional programs for in-school and out-of-school youths and adults, and serves as a center for comprehensive education and support services.

Table 6-2 presents current enrollment figures, average classroom sizes, and student-teacher ratios, as well as the percentage of students who have limited English proficiency (or English language learners)¹ and those who are eligible for free lunch, for each of the schools in the system. All the schools within the Yonkers Public School District are included in the Table 6-2, as parents can choose any school within the system for their children to attend; therefore, school attendance is not determined based on geographic proximity.

**Table 6-2
Current Enrollment (2005-06 School Year), Yonkers Public Schools**

School	Enrollment	Average Class Size*	Student-Teacher Ratio	Limited English Proficient (%)	Eligible for Free Lunch (%)
<i>Elementary Schools:</i>					
School 5	392	21	14.0	22	50
School 9	340	23	14.8	16	64
School 13	485	23	13.9	45	71
School 16	323	24	16.2	16	51
School 17	312	20	15.6	20	64
School 21	352	24	15.3	29	57
School 22	357	24	17.9	9	38
School 23	314	20	12.1	24	63

¹ Schools provide English instruction to students for whom English is a second language so they can participate effectively in the academic program. Beginning in 2003–04, students are considered limited English proficient (LEP) if, by reason of foreign birth or ancestry, they speak a language other than English and (1) either understand and speak little or no English, or (2) score below a state-designated level of proficiency on the Language Assessment Battery-Revised (LAB-R) or the New York State English as a Second Language Achievement Test.

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School 29	491	24	10.9	10	42
School 30	329	22	17.3	11	37
Cedar Place School	406	21	11.3	21	59
Eugenio María de Hostos MicroSociety School	319	23	14.5	69	68
Patricia A. DiChiaro School	368	24	13.6	8	24
Robert C. Dodson School	725	26	17.7	35	66
Family School 32	446	19	12.0	19	45
Enrico Fermi School for the Performing Arts	881	24	21.5	42	81
Foxfire School	399	22	11.7	16	67
Kahlil Gibran School	242	20	13.0	13	47
Martin Luther King, Jr. High Tech and Computer Magnet School	454	22	15.1	24	56
Montessori School 11	248	21	15.5	7	21
Montessori School 27	281	22	14.8	14	35
Montessori School 31	268	20	14.9	13	26
Museum School 25	429	22	15.9	14	59
Paideia School 15	403	18	11.9	10	23
Paideia School 24	238	21	12.5	16	44
PEARLS Hawthorne School	905	25	17.7	7	28
Casimir Pulaski School	392	22	16.3	11	52
Scholastic Academy for Academic Excellence	491	23	12.9	22	61
Rosemarie Ann Siragusa School	375	22	15.6	33	53
<i>Middle Schools:</i>					
Commerce Middle School	797	24	12.7	16	87
Emerson Middle School	958	25	12.8	25	81
Museum Middle School	882	27	16.3	6	79
Mark Twain Middle School	891	19.5	13.1	17	83
Yonkers Middle School	1,039	27	17.6	12	70
<i>High Schools:</i>					
Gorton High School	1,476	24	13.9	8	81
Lincoln High School	1,714	25	15.3	9	77
Roosevelt High School	1,829	22	15.1	20	69
Saunders Trades and Technical High School	1,395	22	12.2	3	69
Yonkers High School	720	24	14.7	24	405
Yonkers City School District	23,666	24	13.5	17	63
<p>Notes: * For the average class size for the elementary and middle schools, the average class size for the "common branch" was used; for the high schools and overall School District, an average of the English Grade 10, Mathematics Grade 10, Science Grade 10, and Social Studies Grade 10 average class sizes was used.</p> <p>Sources: New York State Education Department, Elementary, Middle, Secondary, and Continuing Education, The New York State School Report Card; www.yonkerspublicschools.org.</p>					

As Table 6-2 indicates, average class sizes are generally under 27 students per classroom, with an overall average class size of the entire Yonkers City School District at approximately 24 students per room. Student-teacher ratios are generally low, with a district-wide average of 13.5 students per teacher. An average of 17 percent of students within the school district are Limited English Proficient, ranging from a low of 3 percent at Saunders Trades and Technical High School to a high of 69 percent at Eugenio María de Hostos MicroSociety School. In terms of students who are eligible for free lunches, a district-wide average of 63 percent of students fall within this category, ranging from a low of 21 percent at Montessori School 11 to a high of 87 percent at Commerce Middle School.

THE FUTURE WITHOUT THE PROPOSED ACTION

SUBJECT AREA

In the future without the Proposed Action it is likely that many of the current uses would continue to occur. Certain uses are anticipated to be discontinued as a result of the planned relocation of the City of Yonkers City Jail and the relocation of the offices of the Westchester County Department of Social Services. Any development that occurs within the subject area would occur as a result of the actions of individual property owners.

Any new developments would likely increase the school-age population of the subject area from existing conditions. However, since development without the Proposed Action would not be guided by an overall master plan, it is difficult to estimate the number of school children that would be generated by these potential projects in the future without the Proposed Action. Furthermore, no formal applications for development have been made at this time.

PROJECT VICINITY

In the future without the Proposed Action, there are a number of projects currently planned in the surrounding neighborhoods that would result in the renovation and restoration of existing buildings and construction of new buildings in nearby areas. These projects are referred to as the “No-Build” projects in that they will proceed whether or not the Proposed Action is implemented. These projects are listed in Chapter 2, “Land Use, Zoning, and Public Policy.”

As shown on Tables 2-5, 6-3, and 6-4, these redevelopment and new development projects would increase the residential housing stock in the vicinity of the subject area by 2,926 units and would generate approximately 7,366 new residents, including approximately 1,160 school age children that would utilize the public schools. Additional students would be likely to utilize private schools. The 1,160 new public school students represent an approximately 4.9 percent increase in the total size of the school district (23,666 students to approximately 24,826 students).

Table 6-3
Estimated Number of New Residents Under No-Build Conditions

Unit Type	Estimated Break-Down of Unit Type*	Total New Resident Multiplier Rate	Estimated Number of New Residents
1 Bedroom (Own)	488	1.86	908
1 Bedroom (Rent)	488	1.66	810
2 Bedroom (Own)	488	1.88	917
2 Bedroom (Rent)	488	2.51	1,225
3 Bedroom (Own)	487	3.00	1,461
3 Bedroom (Rent)	487	4.20	2,045
Total	2,926	---	7,366
Note: *The break-down of units is an estimate based on an assumed equal distribution of 1, 2, and 3 bed room units.			
Sources: Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.			

Table 6-4
Estimated Number of New Public School Age Children Under No-Build Conditions

Unit Type	Estimated Break-Down of Unit Type	Total Public School Age Children Multiplier Rate	Estimated Number of Public School Age Children
1 Bedroom (Own)	488	0.15	73
1 Bedroom (Rent)	488	0.15	73
2 Bedroom (Own)	488	0.09	44
2 Bedroom (Rent)	488	0.43	210
3 Bedroom (Own)	487	0.49	239
3 Bedroom (Rent)	487	1.07	521
Total	2,926	---	1,160
Note: *The break-down of units is an estimate based on an assumed equal distribution of 1, 2, and 3 bed room units.			
Sources: Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.			

PROBABLE IMPACTS OF THE PROPOSED ACTION

The Proposed Action would establish a new mixed-use residential neighborhood consisting of approximately 3,752 residential units. As shown in Table 6-5, the Proposed Action would result in approximately 9,453 new residents that would become potential users of the City’s parkland. These approximately 9,453 residents would be in addition to the estimated 7,146 residents that would reside in other residential developments unrelated to the Proposed Action.

**Table 6-5
Estimated Number of New Residents to be
Generated by the Proposed Action**

Unit Type	Estimated Number of Each Unit Type*	Total New Resident Multiplier Rate	Estimated Number of New Residents
1 Bedroom (Own)	625	1.86	1,163
1 Bedroom (Rent)	625	1.66	1,038
2 Bedroom (Own)	625	1.88	1,175
2 Bedroom (Rent)	625	2.51	1,569
3 Bedroom (Own)	626	3.00	1,878
3 Bedroom (Rent)	626	4.20	2,630
Total	3,752	---	9,453

Notes: *The break-down of units is an estimate based on an assumed equal distribution of 1, 2, and 3 bed room units. The actual number of each unit type will be determined by each individual developer based on market conditions.

Sources: Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.

The residential units would consist of a range of housing types and sizes, and would accommodate people of a wide range of income brackets, including market-rate and less than market-rate. The new residential units would be expected to house approximately 9,453 new residents, including 1,491 school age children as indicated in Table 6-6. It should be noted that the information provided in Table 6-6 only reflects the number of students expected to utilize public schools. Additional students are likely to be accommodated in private schools. This distinction was made by using only public school generation rates obtained from "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," published by Rutgers University. The size of individual units, the mix within each new building, the type (e.g., rental, condominium, co-operative, etc.) will depend on market conditions; but an equal distribution of one, two, and three bedroom units and tenure was assumed for the analysis.

Table 6-6
Estimated Number of New Public School Age Children Under to be Generate by the Proposed Action

Unit Type	Estimated Break-Down of Unit Type*	Total Public School Age Children Multiplier Rate	Estimated Number of Public School Age Children
1 Bedroom (Own)	625	0.15	94
1 Bedroom (Rent)	625	0.15	94
2 Bedroom (Own)	625	0.09	57
2 Bedroom (Rent)	625	0.43	269
3 Bedroom (Own)	626	0.49	307
3 Bedroom (Rent)	626	1.07	670
Total	3,752	---	1,491
Notes: *The break-down of units is an estimate based on an assumed equal distribution of 1, 2, and 3 bed room units. The actual unit break-down will be determined by each individual developer based on market conditions. Sources: Rutgers University, Center for Urban Policy Research. "Residential Demographic Multipliers: Estimates of the Occupants of New Housing," June 2006.			

For the purposes of analysis, it is assumed that the new students resulting from the Proposed Action would be equally distributed among the grades in the 39 affected schools. When completed and fully occupied, the school district would be required to accommodate the new student population resulting from several existing proposed projects discussed under "The Future Without the Proposed Action" section, above, as well as the new students expected to result as a result of the Proposed Action.

As shown in Table 6-4, it is expected that there will be approximately 1,160 new students generated without the Proposed Action. Each of the affected 39 schools would have to accommodate approximately 30 new students. With the Proposed Action, the district's school-age population would increase by approximately 1,491 students. Under this scenario, each school would be required to accommodate another approximately 38 additional students as a result of the Proposed Action, resulting in a cumulative requirement that each school accommodate approximately 68 new students when the Proposed Action is fully occupied. Assuming that the school district intends to maintain an average classroom size of 27 students, the Proposed Action in combination with other residential projects likely to be constructed by the time of completion of the Proposed Action, would result in a new demand for approximately 98 new classrooms and teachers. Specific age breakdowns would depend on the exact number and type of residential units.

Full implementation of the proposed Master Plan would increase the size of the school district by approximately 6.3 percent (23,666 students to approximately 25,157 students). When combined with the number of students being generated by other projects independent of the Proposed Action a total of 2,651 new public school students or an approximately 11 percent increase in the size of the school district can be anticipated. The Proposed Action is likely to require new schools or expansions of existing facilities, as well as additional teachers and administrative staff, and other facilities to ensure a quality education for new students.

Tax revenues generated by development under the Master Plan are expected to offset costs associated with public school needs of the Proposed Action. Individual developers submitting applications for development of the subject area would be required to identify any specific effects on the school system resulting from their projects. If additional schools, staff, or facilities are needed, developers would be required to consult with City and school officials to determine appropriate means of addressing and/or financing any necessary improvements.

C. POLICE, FIRE, AND EMERGENCY SERVICES

EXISTING CONDITIONS

A number of community services and facilities are located within the southwestern portion of Yonkers. Figure 6-1 identifies those facilities most proximate to the subject area. Table 6-1 lists the facilities and provides their addresses.

*POLICE*¹

The Yonkers Police Department provides public safety protection throughout the City of Yonkers. Police services are provided in four precincts, each with its own precinct headquarters. The subject area is located within the Fourth Precinct, the headquarters of which are located at 53 Shonnard Place. The Precinct covers approximately five square miles and encompasses the northwest quadrant of the city, including the entire waterfront area north of the pier and east to the Saw Mill River Parkway. In addition, the City's Department of Emergency Services, located in the First Precinct, operates a police boat that services the entire waterfront area.

The Fourth precinct staffs 112 police officers, and serves a population of approximately 48,736 people (a coverage ratio of 1 officer per 432 residents). In 2005, the Fourth Precinct had 28,589 calls for police services (29.46 percent of the total number of calls city-wide during this period) or 3.26 calls per hour. The average response time from the Fourth Precinct headquarters to the subject area is 8 minutes 50 seconds; however response times involving an ambulance is generally shorter. In addition, the area to be developed is adjacent to the downtown which is actively patrolled, which further reduces the response time to the subject area. The department is adequately equipped to handle the existing situation within the Fourth Precinct.

*FIRE*²

The subject area is served by the Yonkers Fire Department. The Fire Department is broken into six divisions: (1) Administration, (2) Fire Fighting Division, (3) Training Division, (4) Fire Prevention, (5) Fire Investigation, and (6) Mask Service Unit.

The Fire Department Administration consists of the Commissioner, three Deputy Chiefs, one Captain, two Lieutenants, and seven administrative staff. The Commissioner is responsible for

¹ Information contained in this section was obtained through written correspondence and an interview with Captain Robert Itzla and Roberta West of the Yonkers Police Department. Additional information was obtained from the Police Department's website (www.yonkerspd.com).

² Information contained in this section was obtained through written correspondence and interviews with Captain Tobin of the Yonkers Fire Department, and through the Department's website (www.yfd.org).

the three primary missions of the Department: Fire Prevention, Fire Suppression and Fire Investigation. Each of these divisions is under the command of a Deputy Chief.

The Fire Fighting Division is responsible for the control and extinguishment of fires, hazardous material incidents, building collapse, construction accidents, confined space rescue, high angle rope rescue, motor vehicle accidents, and weapons of mass destruction incidents. The Fire Fighting Division is also the first responder to EMS calls, and responds simultaneously with Empress Ambulance to all EMS calls. In addition, it provides service for non-emergency incidents such as flooded basements, water leaks, and lockouts. The Fire Fighting Division is comprised of 18 companies which perform code enforcement and building and hydrant inspections within their assigned districts. The Fire Fighting Division serves the entire City of Yonkers and is separated into two administrative divisions—West Division and East Division. The Fire Fighting Division comprises a total of 435 individuals, including Assistant Chiefs, Captains, Lieutenants, and Firefighters.

The Fire Training Division is under the direction of a Captain, and is responsible for the training and certification of all new Probationary Firefighters as well as conducting the 100 hours of annual in-service training of all on duty personnel.

The Fire Prevention Division is responsible for the inspection of existing buildings and those under construction or renovation. The staff for this division comprises two Lieutenants and three Fire Fighters. This division is responsible for the enforcement of the New York State Fire Prevention and Building Codes.

The Fire Investigation Unit is responsible for determining the cause and origin of all fires occurring within the City of Yonkers. This division is comprised of one Captain and four Fire Fighters.

The Mask Service Unit is comprised of a Mask Service Technician who maintains the Department's Air Compressor and Central Air Reserve. The technician services and repairs the Department's Self-contained breathing apparatus (SCBA) equipment, and delivers it as necessary.

The normal response of the Fire Department to a fire within the subject area is one Battalion Chief (Assistant Chief), four engine companies, two ladder companies, and a rescue truck. Each responding company consists of one officer and three firefighters. Therefore, the typical response would include approximately 32 Fire Department personnel. If necessary, a Mask Service Unit (MSU) and a Safety Officer are dispatched as well.

Table 6-7 below describes the Fire Companies that are located closest, and respond to calls in the subject area. The actual response, in terms of number of personnel and type of equipment, from each company would vary depending on the location of the emergency and the equipment needed. Fire Station 3, located on Vark Street, is the closest Station to the subject area; a typical response time for Engine 303 is 4 minutes. NFPA (National Fire Protection Association) 1710 states that the first due Engine should arrive in four minutes, while the remaining assignment should arrive to the scene of the fire in eight minutes.

**Table 6-7
Fire Companies that Respond to the Subject Area**

Fire Company	Special Equipment	Personnel	Location
Tower Ladder 71 and Squad 1	Hazardous Materials response van	44 personnel	Station 1 located at 5-7 New School Street
Engine 303 and Battalion 1		Assistant Chief 31 personnel	Station 3 located at 96 Vark Street
Engine 306		22 personnel	Station 6 located at 81 Oak Street
Engine Company 308		22 personnel	Station 8 located at 571 Warburton Avenue
Engine Company 309 and Ladder 72		44 personnel	Station 9 at 53 Shonnard Place
Notes: If the above Companies are on another call, Companies from Fire Stations 4, 7, 10, 11, 12, 13, or 14 will fill in.			

In addition, the Fire Department maintains a 41-foot fire boat which carries a fire pump, Marine Radar, GPS Navigation Chart-plotter, VHF Marine and Yonkers Fire Operations radios, and a full compliment of EMS equipment including an Automatic External Defibrillator (AED). The Fire Department does not have a permanent docking location for the boat, and is seeking a location as close to the downtown area as possible. During the winter months the boat is stored in the Village of Irvington.

Vehicular access to the waterfront area is currently provided by Warburton Avenue, River Street, Ashburton Avenue, Wells Avenue, and Babcock Place, some of which pass underneath the Metro-North railroad viaduct. Each underpass has sufficient clearance to accommodate all equipment operated by the Yonkers Fire Department, the highest of which—a tower ladder truck—is approximately 10 feet 10 inches. The majority of fire emergency vehicles travel down Ashburton Avenue to the waterfront area, since straight access is preferred.

THE FUTURE WITHOUT THE PROPOSED ACTION

POLICE

New commercial, industrial, and residential activity in the subject area will increase the need for police patrols and could result in an increase in the number of calls for police assistance. Calls for police service from the No Build projects identified within the subject area and surrounding neighborhoods would be expected to result in further demands on existing Police Department resources.

According to the Yonkers Police Department,¹ the number of service calls has steadily increased since the development of the Downtown waterfront south of the subject area. However, there have not been any spikes in the number of calls. As such, the Police Department has been able to keep up with the needs of this new development. In addition, new officers have been assigned to the bicycle patrol unit serving the downtown area which has contributed to the maintenance of

¹ Interview with Detective Captain Robert Itzla, Commanding Officer Internal Affairs Division.

adequate police protection. The cumulative effects of development within and in the vicinity of the subject area will have an impact on the number of calls in the Fourth Precinct of the Police Department.

FIRE

With the new developments expected in the City of Yonkers, such as the proposed Ridge Hill, Cross County expansion, and Lottery projects, the Fire Department has concerns that will affect response time. The City is divided by several major parkways and highways; this limits the routes of travel throughout the City, particularly east-west travel. The limited east-west response routes are further complicated by large parcels of land that prohibit traveling the shortest route. With new development comes a corresponding increase in traffic volume, which may affect response time to the subject area. Therefore, the City will require additional fire resources in the future without the project to ensure that the entire City maintains its current level of fire protection.

PROBABLE IMPACTS OF THE PROPOSED ACTION

POLICE

The Fourth Precinct of the Yonkers Police Department has indicated that the increased traffic and development associated with the Proposed Action would increase the number of calls and length of response times. The Department would have to increase manpower, and buy at least one more patrol car. In addition, due to the pedestrian nature of the proposed development, the Department would have to hire more police officers assigned to bicycle or foot patrols. Discussions have been held on the possibility of installing a new substation for bicycle officers within the subject area near the waterfront. The substation could be incorporated into one of the new residential developments associated with the Proposed Action either as a stand alone structure or as part of the building. New residents living within the subject area may feel safer with a dedicated police officer within the development.

Due to the increase in the number of residential units, the Proposed Action would increase the number of calls to the Yonkers Police Department and increase the length of response times. In order to mitigate the increased response times, the Yonkers Police Department would have to hire additional officers and staff, and purchase additional equipment including bicycles and at least one patrol car. However, if the Proposed Action results in the successful healing of an economically depressed area it will have a positive impact on the Yonkers Police Department, and the City of Yonkers as a whole. In addition, tax revenues generate by the Proposed Action would minimize the financial impact of the new development on the Yonkers Police Department.

FIRE

As a result of the increased amount of commercial and residential development associated with the Proposed Action and other downtown development, the Yonkers Fire Department has indicated the need to increase the number of Fire Companies from 18 to 21 (the number of Fire Companies prior to 1982). Due to budgetary cuts, in 1982 two Fire Companies were closed in the vicinity the study area (Engines 1 and 2). With the implementation of the Proposed Action, the Fire Department would need additional equipment, two Engine Companies on the west side of the City, and one Ladder Company on the east side of the City. Fire service concerns for the

subject area, as well as throughout the entire City of Yonkers, include response time due to increase traffic volume, congestion at intersections, and an increased number of requests for fire service. Individual developers that propose projects in the subject area would be required to demonstrate the capability of the fire department to serve individual developments that are proposed. Anticipated tax revenues are expected to offset most costs of new equipment and personal, but developers would be required to work with City officials to determine the extent to which additional funding mechanisms would be required.

As part of the Proposed Action, a new roadway system would be constructed within the subject area. The Fire Department requirements necessitate that there be adequate access to all four sides of the building (at least 35 feet of space around the perimeter of each building is required for Fire Department access). Developers would construct projects in manner that allows for emergency vehicular (fire truck) access. For example, projects may be designed to allow fire trucks to drive across the proposed esplanade. The Fire Department would review specific development proposals for compliance with relevant building and fire prevention codes, for proposed fire hydrant locations, and access points as specific plans are drawn up for each parcel.

The Yonkers Fire Department would like to dock their boat as close to the downtown area as possible. As part of the Proposed Action, a 115 slip marina would be added at JFK Marina Park. A centrally located pier would also be available for larger vessels. Facilities associated with the proposed marina include a lift well and a 5,000-square foot butler building, which would provide maintenance for boaters utilizing the pier. Due to the increased demand for boating activities that would be created by the Proposed Action, it would be valuable for the Yonkers Fire Department to dock its boat at the new marina within JFK Marina Park or in a privately developed marina along the public esplanade.

D. OPEN SPACE AND RECREATIONAL FACILITIES

EXISTING CONDITIONS

The Beczak Environmental Education Center is located at 21 Alexander Street just north of the North Yonkers Pump Station facility and within the boundaries of the subject area. The Beczak Center provides hands-on educational workshops about the ecological, cultural, and historic aspects of the Hudson River estuary for school children and adults. The Beczak Center has a natural beach on the edge of the river which the Center uses for its educational programming.

Trevor Park, a City of Yonkers park, although located within the subject Master Plan area, is host to recreational programs and activities that serve all Yonkers residents. Trevor Park includes passive recreational space, athletic fields, and courts. 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, and the attached 1960s-era modernist museum building. A major renovation and improvement program is underway to increase the accessibility and utility of the museum.

YONKERS CANOE CLUB

The Yonkers Canoe Club, a privately operated organization, maintains a boathouse located on Westchester County property on the waterfront immediately adjacent to the County-owned North Yonkers Pump Station. The Club has been in existence since 1937 and provides space for canoes, kayaks, and other boats for members. The Yonkers Canoe Club building has been

moved several times. The Canoe Club is a recreational facility that provides access to the Hudson River. Membership in the Club is open to the general public.

THE FUTURE WITHOUT THE PROPOSED ACTION

Future No Build actions will not affect the Beczak Environmental Education Center, which is expected to continue to operate its programs on its existing site in the foreseeable future. The Hudson River Museum is expected to undertake a major capital investment program to upgrade its building and facilities, and add an amphitheater. A new walkway is also anticipated that will better connect the Museum with Warburton Avenue and the lower level, at Trevor park,, adjacent to JFK Marina Park. Improvements in and around JFK Marina Park would be expected to occur, including the construction of a 150-car parking garage along JFK Memorial Drive and improvements to JFK Memorial Drive. Anticipated park improvements would include a one-half mile segment of Hudson RiverWalk to be built, providing a direct connection to the waterfront park from the Glenwood Station. In addition, it is expected that the City would also undertake a series of recreation improvements at JFK Marina Park, including a new gazebo, a new picnic pavilion, a spray/play park, restrooms and a boat launch for canoes and kayaks. The targeted completion date of the project is 2009.

YONKERS CANOE CLUB

In the future absent the Proposed Project the Yonkers Canoe Club is expected to continue operating its current programs and activities at its existing location.

PROBABLE IMPACTS OF THE PROPOSED ACTION

As part of the Proposed Action, the Beczak Environmental Education Center would remain in its current location just north of the North Yonkers Pump Station facility. The Beczak Center would continue to provide hands-on educational workshops about the ecological, cultural, and historic aspects of the Hudson River estuary for school children and adults. Due to its proximity to the new public esplanade and parkland, the Beczak Center would likely experience increased patronage as a result of the Proposed Action. The Hudson River Museum would undertake its capital improvement program, thereby enhancing its facilities. Trevor Park would not be affected by the Proposed Action.

The Proposed Action would create a new public esplanade along the entire Alexander Street waterfront. This “greenway” would connect to the already completed esplanade to the south, and with the 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.

While the esplanade is envisioned as a public walkway set in a landscaped setting, the Proposed Action also would create new open spaces, parks, and public plazas, as well as the improvement and enhancement of the City’s existing open spaces and parks within the subject area. The greenway is expected to provide a variety of landscaped parkland experiences, passive recreation areas, and paved and unpaved areas affording accessibility to all. An important goal of the Proposed Action is fostering a public realm to serves all Yonkers residents, and create an environment that encourages walking to nearby train stations, commercial districts, and public amenities. These public spaces and parks would be designed to make all Yonkers residents

welcome, whether these spaces are paved and landscaped plazas, or parks and greenbelts along the Hudson River's edge.

In addition to formal and informal park areas within the waterfront area and among the development parcels, the Master Plan guidelines encourage open spaces, plazas, and public streetscape improvements throughout the area that would provide an inviting, vibrant, and safe pedestrian environment. For example, the guidelines encourage public plazas and/or landscaped areas to be located between the sidewalk line and buildings to counterbalance development density.

The majority of redevelopment activity will occur in the Alexander Street Waterfront Area, which is about 53 acres. Under the Master Plan, about 28 percent of this area – nearly 15 acres – would be made publicly accessible as new parkland or open space. This includes about 13 acres of new parks and plazas, the riverfront esplanade, and the existing 2.2-acre Habirshaw Park.

In addition, the northern segment of the area includes the existing Trevor Park and JFK Marina Park. Since the Master Plan would add about 13 new acres of public parkland and open space, the 153 acre Master Plan Area would include a total of approximately 44 acres of parkland, of which about 31.4 acres exist at JFK Marina Park and Trevor Park.

HUDSON RIVER ACCESS

The Proposed Action would create new boating access opportunities for those wishing to enjoy the Hudson River by providing new marina locations, and encouraging smaller-scale access opportunities where the public could launch kayaks, canoes, and other similar small craft. While the Master Plan conceptually shows locations of marina locations, the specific siting of actual marinas is expected to be proposed and the environmental impacts of which to be assessed by individual developers under the guidelines spelled out in the Master Plan. In addition, the Proposed Action encourages that small craft access be included in the site plans of individual development projects submitted under this Master Plan. The Proposed Action also includes a new public marina at JFK Marina Park.

Under the Proposed Action, additional marina proposals submitted for Alexander Street waterfront sites must include adequate on-land support facilities, such as parking, launching (e.g., ramp, lift, etc.), boat storage, service areas, and other necessary marina-related requirements. The Master Plan requires that these support facilities be located within the Master Plan Area, in close proximity to the proposed marina. When such proposals are made, the City of Yonkers expects that adjustments to other components of the Master Plan would be necessary to accommodate the marinas' land-side support facilities. The required land-side facilities are expected to result in the potential displacement of residential and/or commercial densities as otherwise shown in the Master Plan. Under the Proposed Action, however, proposed marinas or marina support facilities are not permitted to displace or replace public open space areas or otherwise interfere with public access and enjoyment of the waterfront.

The Proposed Action allows flexibility in the location of marinas and other waterfront amenities, such as fishing or ferry piers, provided that these facilities and their support facilities can be appropriately sited to minimize environmental impacts and ensure public benefits, as discussed above.

The Proposed Action recognizes that marinas, boat launches, and mooring fields can be both an attraction to persons using the Hudson River promenade, as well as a potential source of conflicts and impediments to the public's enjoyment of the river resources. Under the Proposed

Action, any in-water use – such as a marina with dockage – will require that there be unimpeded crossings of the proposed continuous, water’s-edge, public park and esplanade. Such in-water facilities will require that there be access over the public’s walkway, through fences, and over the bulkhead or rip rap edge of the river to gain access to the water and will, by its very nature, create a conflict with pedestrian and other public land-based users of the waterfront parklands. Automobile access to marinas or other in-water facilities will need to be as close as possible to the access/launching point, and brings with it other issues related to parking and conflict with pedestrians and cyclists. These issues are to be addressed and the public’s interest adequately balanced in individual development applications for these sites. These individual applications are expected to require additional analyses in respect to potential environmental impacts.

The Proposed Action includes new marina facilities at JFK Marina Park that are expected to be operated by a private concessionaire. These facilities would consist of floating docks with up to approximately 115 slips, on-land boat storage facilities, and a travel-lift with seasonal launch and boat hauling capabilities. The Proposed Action includes new structures at JFK Marina Park including a restaurant, a boatyard office, and a boathouse/repair and maintenance building. In addition, a “focal point” structure connected to a pedestrian bridge to JFK Memorial Drive would facilitate pedestrian access to the park from Trevor Park, the Hudson River Museum, and Museum Middle School.

YONKERS CANOE CLUB

As noted above, the Yonkers Canoe Club occupies an extremely narrow section of the subject area’s waterfront, being sandwiched between the Hudson River and the North Yonkers Pump Station. The Club’s small building, deck, and dock effectively occupy the area where a segment of the proposed public esplanade would be installed. This segment of the esplanade on the Canoe Club site would provide the only shoreline connection between the proposed Alexander Street waterfront public esplanade and the esplanade to the south, on the Collins Phase II development. In order to establish the continuous esplanade along the waterfront, the Proposed Action anticipates that the Yonkers Canoe Club would be relocated from this County-owned site to another location where it can continue to provide access and other member services.

This Proposed Action does not propose a specific site for the relocation of the Canoe Club. The Proposed Action, however, encourages individual developers to consider accommodating the Canoe Club within a development proposal for a waterfront parcel. Doing so would necessitate locating the Club on the River’s edge to provide direct water access for canoes and kayaks. It should be noted that the Yonkers Canoe Club building has been moved several times in the Club’s history; the relocation included in the Proposed Action is intended to provide a permanent home for the Club. As documented in the 1998 Yonkers Downtown Waterfront Master Plan FGEIS, the Office of Historic Preservation of the New York State Office of Parks, Recreation and Historic Preservation had determined that the Yonkers Canoe Club building did not meet the criteria for listing on the State and National Registers of Historic Places.