2.0 PROJECT DESCRIPTION

The project sponsor, Teutonia Buena Vista, LLC, ("TBV" or "Applicant") proposes to construct a residential project (the "Project" or "PUR") in downtown Yonkers, Westchester County, New York. The Applicant proposes to redevelop a number of vacant and/or underutilized properties situated on Buena Vista Avenue just south of its intersection with Main Street. The Project Site is located adjacent to and south of the Yonkers Train station and in close proximity to the Hudson River waterfront. It is also within the Riverview Urban Renewal Area, the Yonkers Empire Zone and the Downtown Waterfront ("DW") zoning district. A portion of the Project Site on the west side of Buena Vista Avenue is enrolled in the New York State Brownfield Cleanup Program.

The Project occupies 2.04 acres within the DW zoning district and would require, among other approvals, special permit approval to allow a Planned Urban Redevelopment ("PUR") and site plan approval. Special use permit approval is granted by the Yonkers Planning Board ("Planning Board") and Yonkers City Council (City Council"). Figure 2-1 illustrates the location of the Project Site.

The proposed PUR consists of three components. The primary component of this transit-oriented development is the proposed construction of a 25-story, 412-dwelling multifamily rental building with accessory parking provided in a state-of-the-art automated garage. A rooftop hydroponic garden would be located atop the garage. Other accessory on-site uses include a fitness room, indoor swimming pool, classroom/conference space, leasing center, rooftop recreational amenity, refuse and recycling area and mechanical equipment space.

The Trolley Barn, which is part of the proposed PUR, would be physically linked to, and integrated, with the adjoining Trolley Barn multifamily live-work building at 92 Main Street. Thus, residents of the new apartment building would have access to the train station directly from the Trolley Barn entrance on Main Street. Residents of the Trolley Barn would benefit from use of the amenities proposed in the new apartment building.

The third component of the Project is the proposed rehabilitation of three residential buildings across the street from the new apartment building. The Applicant proposes to remove the aluminum siding and restore the three buildings with Victorian style architectural details and materials as shown in Figure 2-8 of the DEIS. The proposed renovations would result, in the Applicant's opinion, in a positive aesthetic impact to these properties and their environs.

The Project is subject to the regulations implementing the New York State Environmental Quality Review Act ("SEQRA"). The Project is a Type I action in accordance with Section 617.4(b)(9) of the regulations implementing SEQRA as it incorporates a property listed on the National Register of Historic Places, i.e., the Trolley Barn. In a notice dated October 16, 2009, the Yonkers Planning Board circulated a notice of intent to declare itself Lead Agency for the proposed action. On November 18, 2009, the Planning Board assumed Lead Agency status. On the same date, the Planning Board, acting as Lead Agency, determined that the development may have a significant impact on the environment and issued a Positive Declaration, requiring preparation of a draft environmental impact statement ("DEIS").

The Applicant submitted a draft Scoping Document with its special use permit and site plan application outlining the specific impacts and mitigation measures to be considered in the

preparation of a DEIS. The draft Scoping Document was the subject of a public scoping session held on January 13, 2010, and was revised to incorporate comments raised by involved and interested agencies, the general public, and the City's consultants. A Scoping Document for the Project was adopted by the Planning Board on March 4, 2010, and it is included as Appendix A of this DEIS.

This DEIS has been prepared in accordance with Section 8-0101, et. seq. of the Environmental Conservation Law, and the regulations contained in 6NYCRR, Part 617, implementing same. SEQRA documentation, including the Scoping Document, is included in Appendix A.

2.1 Site Location and Description

2.1.1. Tax Identification Numbers and Abutting Property Owners

The project site is located in the City of Yonkers, Westchester County, New York (see Figure 2-1). The site is located immediately east of the Metro North Hudson River Division right-of-way and City of Yonkers Hudson River waterfront. It is located south of Main Street and generally north of Prospect Street and west of Hawthorne Avenue. The subject property is comprised of the following tax lots:

- Section 1, Block 512, Lots 1, 11, 13, 15, 17, 21, and 23
- Section 1, Block 511, Lots 24, 25, and 27

Figure 2-2 illustrates the tax parcels comprising and surrounding the Project Site and parcel owners as they appear on the City of Yonkers GIS website.

2.1.2 Surrounding Land Uses

The Project Site is surrounded by a diverse mix of existing land uses. To the north of the Trolley Barn and on the north side of Main Street is the Yonkers (Metro North) train station and a small pocket park adjoining the station. The Metro North Hudson Line right-of-way adjoins the Project Site along its westerly property line. The main Yonkers U.S. Post Office building is located at the northeast quadrant of the intersection of Main Street and Buena Vista Avenue and is listed on the National Register of Historic Places. In front of the post office is a city park, Larkin Plaza. Station Plaza is located at the southeast quadrant of the Main Street/Buena Vista Avenue intersection across from the Trolley Barn. The building contains approximately 70,000 square feet of office space and an attached 540 space public parking garage known as the Buena Vista Garage. The commercial space is oriented to Main Street and the parking garage is oriented to Hudson Street.

Hudson Park, a multi-building residential complex with associated retail, restaurant and commercial space, is located to the west of the railroad right-of-way. Yonkers Recreation Pier, Yonkers Esplanade Park and the Hudson River adjoin the Hudson Park development to its west.

Surrounding the Project Site along the east and west side of Buena Vista Avenue are a mix of older multifamily residences converted from single family detached dwellings and mixed commercial uses. Queen's Daughters Daycare Center would adjoin the new apartment building along its southerly boundary. A detailed land use survey is described in Section 3.4 of this DEIS.

2.1.3 Main Transportation Corridors

The Project Site fronts directly on Buena Vista Avenue and this street provides primary and direct access to the Project. Streets that connect to Buena Vista Avenue in the vicinity of the Project Site include Main Street, Hudson Street, and Prospect Street. To the east of Buena Vista Avenue, these streets all connect to Riverdale and Warburton avenues, north-south major arterials providing access to other points within the City of Yonkers and south into the Riverdale section of the Bronx, one of New York City's five boroughs. Farther east, these roads connect to Nepperhan Avenue which, via Yonkers Avenue, provides access to the Saw Mill River Parkway and Interstate Route I-87.

The Project is a transit-oriented development whose residents will benefit from its proximity to train and bus service. The project site adjoins the Metro-North Hudson Line and is immediately south of the Yonkers train station. Passengers can board Metro North trains to access Grand Central Terminal in Manhattan or may take Amtrak to access Penn Station. Residents are well positioned to also use the twelve nearby Westchester County Bee Line bus routes for commuter access, thereby expanding ridership on the rail and bus lines. Use of mass transit will reduce vehicle trips and limit demand for on-site parking. Locating high density residential development adjacent to a fixed rail station is consistent with smart growth principles that strive to minimize auto travel during peak commuter periods.

2.1.4 Prominent Natural and Manmade Features

The Project Site does not exhibit any prominent natural features. It is located on a small rise overlooking the Yonkers waterfront. The Trolley Barn, located on a portion of the Site, may be considered a significant manmade feature and is listed on the National Register of Historic Places. The building has been preserved and converted to residential use with retail uses located along Main Street.

The former Teutonia Hall is also located on the Project Site. The building was constructed in 1891 and designed with a large assembly hall on the second floor with a stage, balcony, and a vaulted wood ceiling, dining room, bowling alley, committee rooms and pool room. By 1911, the Yonkers Teutonia organization had relocated and the building became known as Prospect House. It was subsequently converted to a knitting mill, apartments, automotive use and then abandoned. The facade of Teutonia Hall is proposed to be preserved and integrated into the facade of the automated garage and community space.

Within the project vicinity, the Hudson River is the most prominent natural feature and is situated west of the site. The Project Site is separated from the river by a railroad right-of-way and intervening waterfront land developed as "Hudson Park", a multi-building residential complex.

2.1.5 Environmental Setting of the Project Site

Past land uses are described in The Phase IA Cultural Resource Survey included as Appendix H of the DEIS. On the east side of Buena Vista Avenue, 66-72 Buena Vista Avenue is presently the site of three residential buildings. Two of these buildings are in multifamily residential use and were converted from their original single family occupancy. On the west side of Buena Vista Avenue, from north to south, existing uses include: the Trolley Barn apartment building with retail uses along Main Street; a vacant storage building, abandoned commercial building

previously in office use; former Teutonia Hall, an auto repair garage, and a two residential buildings. With the exception of the Trolley Barn site which had always been used for trolley use, the parcels that constitute the project site had been residential in their early history. Later, several building on the west side of Buena Vista Avenue were converted to nonresidential use. Every parcel constituting the Project Site is developed with buildings. With the exception of the buildings on the east side of Buena Vista Avenue and the Trolley Barn, all other structures would be removed to accommodate the new apartment building. A series of steps will be undertaken to protect the Teutonia Hall facade in order to reincorporate it into the new apartment complex facade. The facade materials will be carefully removed and then cleaned to bring luster back to the original materials. The facade will then be carefully reconstructed and made an element of the apartment building's street level facade.

The portion of the Project Site comprised of 41-53 Buena Vista Avenue on which the 25-story apartment building will be constructed has been admitted into the New York State Department of Environmental Conservation's Brownfields Cleanup Program. In addition to the past uses noted above, 41-53 Buena Vista Avenue has been occupied by the following previous businesses: clothing, jewelry and toy manufacturing, dry cleaning, dental office facilities, warehouse storage and auto repair/parts distribution.

2.1.6 Legal Devices Affecting Development of the Site

According to the Applicant, there are no legal devices, easements, or restrictions that would affect, restrict or limit development of the property.

2.1.7 Description of Existing Utilities

The project site is served by public water and public sewer, electricity, natural gas, phone, and cable service. Improvements will be required to connect to existing infrastructure - the details of these connections are provided in Section 3.3 of this DEIS.

Water Supply

The Project Site is provided water by the City of Yonkers water supply system managed by the City Bureau of Water. According to a utility study completed by the project engineer, an existing 6-inch diameter water main currently services the portion of Buena Vista Avenue adjacent to the Project Site. The projected potable water demand for the residential uses is estimated to be approximately 29,099 gallons per day, according to Edwards & Zuck, P.C., mechanical engineers. City municipal water will be used to meet the potable water demand for the residential uses. Water saving fixtures are proposed for all residential units and throughout the building. The overall peak domestic water flow is estimated to be 535 gallons per minute. The first eight (8) floors of the building will be supplied by street pressure. The upper 18 floors of the building will be supplied by a domestic booster pump.

The domestic water service for the building and residences will be a 6-inch line connected to a new 12-inch water line in Buena Vista Avenue. The existing 12-inch water main at the intersection of Prospect Street and Hawthorne Avenue will be extended easterly to Buena Vista Avenue and northerly to connect to Main Street where the main would be connected to an existing 12-inch line. Approximately 950 feet of water main would be replaced. The location of the service connection to the City water main is shown in Drawing GR Site Plan Grading and Utilities of the site plan set. In consultation with the City of Yonkers Bureau of Water, a new

12-inch water service line is proposed to be installed in Buena Vista Avenue to provide both domestic and fire service for the project.

The project incorporates a hydroponic garden located above the parking garage. Irrigation water supply for the hydroponic garden will come solely from stormwater runoff stored in the stormwater detention and treatment system located below the parking garage. City of Yonkers municipal water will not be utilized for garden irrigation. No separate water storage tanks for the garden will be required beyond the subsurface stormwater detention system. Cross contamination of water resources will be prevented by installation of backflow prevention devices in accordance of New York State Department of Health requirements.

A separate dedicated fire protection water service connection will be provided from Buena Vista Avenue. The maximum flow rate for the building's fire protection system will be 1,000 gallons per minute (gpm). The building's fire protection water service is proposed to be an 8-inch line and the location of the proposed connection is shown in Drawing GR - Site Plan Grading and Utilities of the site plan set. The building's fire protection system will be supplied by a fire pump sized to provide a total flow of 1,000 gpm at an output pressure of 160 pounds per square inch (psi). The pump will provide adequate fire pressure throughout the building including to the top floor of the building.

Sanitary Sewer

Sanitary sewer lines and combined stormwater and sanitary sewer drains serve the Project Site as well as the surrounding neighborhood. The sewer lines are owned and maintained by the City of Yonkers Department of Public Works, Sewer Bureau. An 18-inch vitrified clay sanitary sewer pipe runs along the west side of Buena Vista Avenue. In the approximate center of the street is an 18-inch vitrified clay combined sewer stormwater pipe owned by Westchester County. The City sanitary pipe joins the County combined sewer line in a manhole located at the intersection of Buena Vista Avenue and Hudson Street. The project's mechanical engineering consultant Edwards & Zuck has estimated a project sanitary sewer discharge rate of approximately 29,099 gallons per day.

The buildings sanitary sewer is to be either 12 inches at 2% pitch or 15 inches at 1% pitch depending on site conditions and is based upon a total of 5,139 drainage fixture units (dFU) as outlined by the Plumbing Code of New York State.

Wastewater from the project will be discharged to the existing 18-inch County combined sewer located in the approximate center of Buena Vista Avenue. A new manhole is proposed at the connection of the project sewer line and existing combined sewer line. It should be noted that existing stormwater flow from the site largely flows to the 18-inch combined sanitary/ stormwater line in Buena Vista Avenue. The project proposes to detain stormwater volumes up to the estimated 100-year stormwater volume. A portion of this detained water will be used for irrigation of the proposed hydroponic garden. Therefore, peak stormwater flows to the 18-inch combined sewer will be reduced following construction of the project. To mitigate the potential impacts of the anticipated increase in wastewater discharge to the existing infrastructure, the applicant has proposed remote television inspection of the existing combined sewer line and to provide spot repairs, as appropriate.

Electricity

Electrical service to the Buena Vista Teutonia property and environs is provided by Con Edison through underground and overhead electrical lines located in the Buena Vista Avenue right-of-way. The project's mechanical engineer has requested from Con Edison: (1) 2,000 Amp 277/480 volt, 3 phase, 4 wire service and (3) 3,000 Amp 120/280 volt, 3 phase, 4 wire service, provided to meter banks feeding the apartment units. The location of the proposed service connection lateral is shown in Drawing GR - Site Plan Grading and Utilities of the site plan set. The location of the proposed building transformer will be determined in consultation with Con Edison. At this time, transformers would be located between the street and the front of the residential tower. There is space within the interior courtyard to accommodate the transformers, or alternatively in the sidewalk. The project engineer has provided a tentative location for the two proposed transformer vaults, as shown in the diagram attached to the letter provided by Con Edison (see June 24, 2010 letter, Appendix B). Based upon information provided by Con Edison, the transformers will require a space of approximately 39 feet by 7 feet and Con Edison is prepared to "supply the standard three phase, four wire, alternating current service at approximately 60-cycles and 120/280 volts".

Natural Gas

Con Edison also provides natural gas service to the City of Yonkers and the project site. Natural gas is provided through an underground pipe located in Buena Vista Avenue. The Project's mechanical engineer has requested new gas service with one gas meter. The new gas meter assembly will be located in a gas meter room in the building cellar level. Natural gas demand will be limited to the proposed combined heat and power system (CHP) consisting of gas-fired micro-turbines.

Telecommunications

Verizon provides telephone and data service to the City of Yonkers and the Project Site. Cablevision/Optimum Cable currently provides cable service as well as telephone and data services to the City of Yonkers and the Project Site. These utilities are located both below ground and aboveground in the Buena Vista Avenue right-of-way. The new apartment building will be served by telephone and cable service. The applicant will work with Verizon and Cablevision/Optimum to provide appropriate service connections and infrastructure to service the building.

2.2 Description of the Proposed Action

2.2.1 Project Description

Table 2-1 summarizes the proposed development program for the Buena Vista Teutonia PUR. The Project is expected to be completed and occupied by 2014 ("Build Year"). The site plan is shown in Figure 2-3. Appendix C, Building Floor Plans, includes a table that provides a breakdown of the 412 dwelling units by bedroom type and square footage, amenity use, location and square footage, and number of stories of the garage (see Cover Sheet, CO.1). The new apartment building would consist of 24 efficiencies (studios), 266 one-bedroom apartments, and 122 two-bedroom apartments. Two residential buildings would be removed to accommodate the new apartment building. Presently, there are four apartments and four single

room occupancy dwellings located in the two existing residential buildings. Table 2-1a is a matrix of the detailed project components.

No changes are anticipated to the Trolley Barn's 40 one-bedroom loft-style apartments[1]. This residential development is also known as the Lofts at Metro 92.

Presently, there are nine (9) apartment dwellings and 20 single room occupancy dwellings housed in the five on-site residential buildings. In the long term, the applicant proposes to convert the three dwellings on the east side of Buena Vista Avenue into eight (8), two-bedroom dwellings. As part of this PUR special permit, the facades of the three residential buildings on the east side of Buena Vista Avenue would be rehabilitated.

This existing Brownfields site will be remediated and improvements made to blighted properties within the Riverview Urban Renewal area.

[1] As per the Applicant, all units have vaulted ceilings with mezzanines above the kitchen access by a spiral staircase. The units are used as live-work units, work only units, and live only units.

Table 2-1
Buena Vista Teutonia PUR Project Site
Proposed Land Use Program

Street Address/ Tax Section/Lot	Present Land Use	Proposed Land Use
Buena Vista Avenue - West		
92 Main St./ Block 512, Lot 1; Block 512, Lot 11	Multifamily Building (Trolley Barn) - consisting of 40 one-bedroom rental loft-style dwellings, Trolley Barn will be connected to the proposed 25-story apartment building to the south.	Multifamily Building (Trolley Barn) - consisting of 40 one-bedroom rental loft-style dwellings, Trolley Barn will be connected to the proposed 25-story apartment building to the south. In addition, Trolley Barn residents would have the benefit of using amenities to be incorporated into the new apartment building including parking.
41 Buena Vista Ave./ Block 512, Lot 11	Vacant commercial building	25-story apartment building consisting of 412 rental dwelling units. To the south of the 25-story building will be an auto court with entry bays to an automated garage capable of accommodating 540 vehicles. A hydroponic garden would be located on the rooftop of the automated garage. A fitness center, swimming pool, lease center, community space, rooftop recreation amenity, refuse and recycling area, and space for mechanical structures and uses is incorporated into the building design. Teutonia Hall facade will be preserved.
45 Buena Vista Ave./ Block 512, Lot 13	Vacant commercial building	
49 Buena Vista Ave./ Block 512, Lot 15	Vacant commercial building	
53 Buena Vista Ave./ Block 512, Lot 17	Vacant commercial building	
61 Buena Vista Ave. Block 512, Lot 21	Three apartments with 1 bedrooms	
65 Buena Vista Ave./ Block 512, Lot 23	One apartment with 3 bedrooms; 4 single room occupancy	
Buena Vista Avenue - East		
66 Buena Vista Ave./ Section 511, Section 27	Boardinghouse - 8 single room occupancy rooms	The facades of the three residential buildings will be rehabilitated. Up to a total of eight, two-bedroom dwelling units are planned in the long term.
68 Buena Vista Ave./ Section 511, Lot 25	Multifamily dwelling - 8 single room occupancy rooms; one apartment with 1 bedroom; one apartment with 2 bedrooms	
72 Buena Vista Ave./ Section 511, Lot 24	Multifamily dwelling - One apartment with 3 bedrooms; one apartment with 2 bedrooms; one apartment with 1 bedroom	
Source:Teutonia Buena Vista, LLC, 2010.		

Table 2-1a
Building Program Details

Single Building Tabulation				Floors																											Total			
	Unit Type		Unit Net	G1	G2	G3	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	11TH	12TH	13TH	14TH	15TH	16TH	17TH	18TH	19TH	20TH	21ST	22ND	23RD	24TH	25TH	PH	Total Units per Type	Total Units per Group	Unit Mix %	Net Unit Area per Type
Unit Summation	EF	E1	570					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		24	24	5.8%	13,680
	1 BR	A1	720					1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		68		16.5%	48,960
		A2d	720		4	4		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		104		25.2%	74,880
		A3	650					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		24	266	5.8%	15,600
		A4	650					2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		70		17.0%	45,500
	2BR	C1	1,080		2	2		1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		50		12.1%	54,000
		C2	1,100					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		48	122	11.7%	52,800
		C3	1,000					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		24		5.8%	24,000
Unit Total					**6**	**6**	**0**	**13**	**13**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**	**17**		**412**		**100%**	**329,420**
Building Summation	Building Net				5,380	5,380	0	11,439	11,312	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	14,639	0	**355,569**			
	Average Net Area per Unit																																**863**			
	Building Gross				7,260	7,260	15,112	17,197	13,997	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	17,197	5,000	**444,160**			
	Avg. Unit Gross																																**1,078**			
	Building Efficiency				74%	74%	0%	67%	81%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	0%	**80%**			
	TRASH LOADING						**1,615**																										**1,615**			
	AMENITY & POOL						**560**	**3,200**																								**6,000**	**9,760**			
	FITNESS CENTER						**4,850**																										**4,850**			
	LOBBY / LEASING						**5,650**																										**5,650**			
HYDROPONIC GARDEN										**13,340**																							**13,340**			
Parking	Number of Parking Spaces Required																																			
	Parking Gross SF.			43,990																													**43,990**			
	Number of Parking Spaces Provided			138	146	146	4	51	59	note: concept only - mechanized parking consultant to design & verify actual number of spaces																							**544**			
	Square Footage per Parking Space																																			

Definition

Building Gross	Measured from exterior building face to face	**Avg. Unit Gross**	Building gross divided by number of unit
Building Net	Building Gross minus Circulation, Lobby, Amenity and Loading	**Unit Net**	Inside paint-to-paint
Building Efficiency	Building Net divided by Building Gross		

Note: All square footages are approximate subject to Owner's independent verification

Affordable Housing

Article XV, Affordable Housing, of Chapter 43, Zoning, of the Code of the City of Yonkers, regulated the provision of affordable housing in the City of Yonkers. The Affordable Housing Ordinance, codified in Article XV, was adopted to comply with the Long-Term Housing Plan Order entered on June 13, 1988, in the United States District Court for the Southern District of New York in the case of United States of America and Yonkers Branch §NAACP et al. v. Yonkers Board of Education, et al., and in furtherance of various purposes set forth in Article XV. The affordable housing provisions did not apply to the Project as it is not located in the targeted area of East and Northwest Yonkers as defined by Article XV. The Affordable Housing provisions contained in the Zoning Chapter expired on January 1, 2009. A proposed Affordable Housing Ordinance was circulated by the Mayor to the City Council on November 17, 2008. The City Council is in the process of considering several amendments to address affordable housing, but none have been enacted at this time.[2]

The Applicant is voluntarily committing to setting aside 20 percent of the total number of dwelling units in the 25-story apartment building, or 82 dwellings, as affordable rental dwellings. At this time, monthly market rate rentals would be offered at $1,850 for a one-bedroom unit, $2,200 for a two-bedroom unit, and $1,650 for a studio. The affordable rentals are targeted to be offered at about one-half the market rate rents. All 82 affordable dwellings would be located in the new building and would be distributed in the same proportion as the various unit types which comprise the project and as described on Sheet CO.1 in Appendix C. Specifically, the following distribution is proposed:

Unit Type	Bedrooms	Affordable Units
E1	0 - Efficiency	5
A1	1	13
A2d	1	20
A3	1	5
A4	1	14
C1	2	9
C2	2	9
C3	2	5
	Total	82

At this time, the Applicant has not established the details of the affordable housing program for the project. The details, including length of affordability, overseer, and anticipated selection process will be determined after substantive comment is received on the DEIS, and the City has provided substantive comment with regard to the proposal. The Applicant does propose to have the same interior appointments to the affordable housing units as the market rate units.

Target Market

The Applicant is not proposing to target its marketing to any particular segment of the population. However, given proposed rental ranges and the anticipated bedroom mix, the units would be attractive generally to single professionals and young couples without children. The affordable rentals may be attractive to senior households.

[2] October 21, 2010, phone conversation with Ed Dunphy, First Deputy Corporation Counsel, City of Yonkers.

Automated Parking

An automated parking garage is proposed to be integrated into the Project. The automated parking garage offers several advantages over a standard parking garage as follows:

- quieter operations, by eliminating horn use, squealing tires, and engine noises;
- increased perception of safety;
- reduced number of accidents;
- idling engines and roaming for available spaces is eliminated thereby reducing pollution and energy consumption;
- vehicles are protected from inclement weather.

Minimizing pollution and noise and increasing safety are particularly beneficial to the neighborhood. Also, the garage is considered a sustainable design element as it reduces vehicle miles traveled, thereby reducing fossil fuel consumption and reducing carbon emissions. The average driver travels 0.5 miles from entry into a standard parking garage to parking and turning off the vehicle engine. The proposed automated garage eliminates substantially all this wasted "fuel". Drivers drive into a parking bay, turn off the engine, and walk away. Heating demand in the garage is minimal, and air conditioning is not required. Details of the automated parking garage are provided in Section 3.5., Transportation, of this DEIS.

The parking garage will occupy the three (3) ground levels of the new apartment building and the first and second floors of the building located south of the auto court. The design proposes four lifts which would exit from the garage via four separate driveway exits.

Sustainability

The Applicant proposes to employ a number of sustainable design elements, with an eye toward achieving LEED certification.

The 25-story apartment building will be served by geothermal HVAC equipment. Combined heat and power ("CHP") will be employed in which microturbines, located on the G3 level, create clean electricity from natural gas. The CHP provides the power to operate the automated garage electric motors and geothermal pumps. Heat generated by this activity is then consumed in other uses (heat, hot water, etc.) in the building. Consequently, there is little waste and limited drain on the electric grid. The thermal energy generated in the CHP process will be used to heat the hydroponic garden on a year-round basis. It is noted that a standby diesel powered generator will be used for emergency power.

To the extent that the hydroponic farm requires cooling, it will rely on a low energy evaporative cooling system. Evaporative cooling systems require a water source (provided by the building's rainwater management system) and a fan. Consequently, the system is a highly efficient means of cooling greenhouses.

To limit the amount of stormwater that would be discharged from the site from the introduction of impervious surfaces, the Applicant proposes to install a water cistern on-site to collect and retain rain water. This water will be supplied to the hydroponic farm, substantially reducing its reliance on local water supplies and eliminating stormwater from the combined stormwater/sanitary sewer system.

A geothermal system will be installed to heat and cool residential and common areas associated with the new apartment building. The system will tap groundwater from a series of wells to be drilled in the City right-of-way. The wells are drilled vertically into bedrock approximately 1,500 feet below ground level. Ten (10) wells will be drilled and spaced 20 feet apart within the Buena Vista Avenue right-of-way - refer to Sheet GR - Grading and Utilities, of the site plan set. The geothermal wells would extend from the driveway at the auto court south to the southerly property line. The system will operate on an open loop system pumping groundwater and using a heat exchanger to either heat or cool the building and then recirculating the water back into the ground at approximately 90 degrees Fahrenheit. The wells will pump a combined volume of approximately 50 gallons per minute of water for the geothermal system. Appropriate agreements will be put into place to allow the applicant to locate the wells within the public street right-of-way to allow for their maintenance and to protect the City from any liability issues associated with the wells.

As also described in Section 3.4, Land Use and Zoning, the Applicant would enter into agreements comparable to the arrangements approved for the geothermal wells that serve the Main Street Lofts project. An encroachment agreement would be entered into between the Applicant and the City of Yonkers Community Development Agency or other City agency. The geothermal wells would be located within the right-of-way subject to Planning Board and City Engineer approvals. The Applicant would be responsible for all costs associated with the maintenance of the encroachment, including maintenance, repair and replacement of any sidewalk within which the wells may be located. The Applicant would obtain and maintain property damage and liability insurance for the Encroachment naming relevant City agencies as additional insured. The encroachment agreement may be terminated by the City when determined necessary. The City would continue to have rights to allow construction or otherwise improve its right-of-way. The Applicant would indemnify the City and its agencies harmless from any costs and expenses set forth in the Agreement. The agreement would be recorded in the Westchester County Clerk's office. The City Council would be required to pass a special ordinance authorizing the encroachment.

Most of the produce consumed in the United States travels extraordinary distances to get from farm to table - especially in the winter. A local, year-round greenhouse will provide produce to restaurants and grocery stores more efficiently thereby reducing fossil fuel consumption and carbon emissions.

Produce will be grown on the rooftop garden. It will be configured to grow the same assortment of produce, all year round. Typical crops are tomatoes, lettuces, peppers, squashes and herbs - all items that are highly perishable and high in commercial value. Production in the greenhouses is maintained constantly, all year round. Harvesting also occurs constantly, and is normally scheduled on a daily or every other day basis. Delivery to market thus will also be on a daily or similar basis.

The greenhouse will produce an estimated lettuce yield (for example) of 200,000 pounds per year. This is the equivalent of 1,150 persons fresh vegetable consumption in a year, or the fresh salad consumption of 10,150 persons.

The greenhouse will produce roughly 550 pounds of produce per day. Because yields for most vegetable crops are higher in the summer season, approximately 600-650 pounds per day would be yielded in the summer peak and 35-450 pounds per day in the midwinter. This is roughly 800 heads of lettuce (for example) or 66 cases per day in the summer, or 500 heads or

40 cases in the winter. The produce is placed in cases.... The conveyor belt will be an electric two-way system that will allow produce and materials (e.g., cases and boxes) to be loaded and unloaded. The conveyor belt will not operate continuously but for short time periods when a delivery is occurring.

The greenhouse will need to be tended every day of the week, 365 days per year. Harvesting and delivery does not need to be daily. A typical operation would harvest and deliver Monday to Friday or Monday to Saturday, either daily or every other day.

Project architectural design

The proposed new apartment building is rendered in Figure 2-4. Concept elevations of the 25-story apartment building are included as Figures 2-5 through 2-7. Figure 2-8 illustrates the proposed garage wall treatments. An elevation of the rehabilitated residential buildings on the east side of Buena Vista Avenue is provided as Figure 2-9. The floor plans for the proposed building are provided in Appendix C. No changes are anticipated to the facade of the Trolley Barn building.

The three multifamily buildings will be stripped of their aluminum siding, and either the original siding will be restored, or new siding and trim to match the existing will be installed. Slate or slate-like material will be installed on the mansard roof. Using tax photos from the 1940's, the original porches will be restored, and decorative trim elements, such as brackets and spindles, will be reintroduced. The front doors and windows will also be restored to the original design. Finally, any chimneys visible at the front of the houses will be restored.

The low-rise portion of the apartment complex consists of 2 parts: the relocated and restored Teutonia facade and the newly built garage building to the south. Teutonia Hall, originally a free-standing social club building with a pitched roof, will regain some of its original quality, but modified for its new use.

Teutonia will be free-standing on the north side, where it is separated from the tower by an access road for the development, with a porte-cochere covering. The main entrance of the facade will be restored as the entrance for a classroom for students visiting the site for the purpose of learning about the hydroponic garden on the greenhouse roof. Windows and doors on the new north facade will give light to the classroom and access to the garage by the tenants of the tower. The pitched greenhouse roof of Teutonia will be part of the hydroponic garden, recalling in glass the original solid pitched roof. The peak of the masonry gable will have a restored flagpole with a flag saying "Teutonia Farm". Looking up the hill from Main Street will give an impression of the original freestanding Teutonia Hall of the late nineteenth century, except for the glass roof.

The new low building to the south will be the principal facade of the automated garage building. It is expressed as a series of four (4) carriage houses, each with a residential-sized garage door, avoiding the appearance of a large parking structure. This will help the new building relate to the fine-scaled urban fabric which characterizes most of Buena Vista Avenue.

Each of these carriage houses will have windows on the second floor, surmounted by the rhythmic gables of the greenhouse above. These gables are another reference to the typical Buena Vista architectural fabric. This building is made of brick, and features horizontal brick ornamentation that recalls other Victorian brick buildings in Yonkers. Each garage door is

flanked by a narrow side door with a metal and glass canopy. Finally, the masonry portion of the building is capped with a sign featuring cast iron letters that say "Teutonia Farm".

The three-story base of the apartment building will also be masonry, but of a distinct color and a thin Roman brick size. The brick will form a series of massive piers that wrap around the building. The piers will be capped with extra-thick rusticated stone, which will make a strong transition to the glass building above. The windows at this level will be deeply recessed to enable the piers to have visual strength. The building will form an entrance courtyard fronting Buena Vista, which will be attractively landscaped with an outer iron fence. The intention of this part of the building is that it be a contemporary interpretation of a masonry base to a modern glass building above.

The apartment building will rise from this rustic base with a combination of glass window and metal mullion. A modern tower expression was conceived so as not to compete with it's distinct base, the goal being continuation of the character of surrounding street level experience. The building will then be capped off with a light metal hat which will serve to conceal the mechanical equipment residing on the roof.

The apartment building, by design, is located on the north side of the site so as to avoid shadowing the hydroponic garden located atop the lower garage structure.

The westerly elevation for the new apartment building is shown in Figures 2-7 and 2-8. The garage area immediately beneath the apartment building will not be visible as it is below the grade of the rail right-of-way. The exterior walls of the parking garage beneath the auto court and the automated garage/hydroponic garden building will be a combination of pre-cast concrete and brick. Brick planters and a green wall are proposed to soften the appearance of the walls with landscaping. The proposed trash collection area and bottom of the proposed conveyor belt system would be screened by a green fence shown as Inset 2 on Figure 2-8. The fence would wrap around to match up with the brick planter. Only a door and landing area at the top of the proposed conveyor belt system would be visible as shown in that figure. The trash and unloading area is situated immediately to the east of the Scrimshaw House and that building will block views of the upper portions of the conveyor belt system from the esplanade and river that is in front of it. A person walking on the esplanade may glimpse the conveyor area as well as rear of the building through the space located between the Scrimshaw House and Clermont buildings. However, it is anticipated that most viewers will be looking west to view the Hudson River and the Palisades on the far shore.

The trash area will not be visible from the daycare center - it is approximately 125 north of the northwest corner of the daycare building and is shielded from view by the automated garage building and brick planter area.

The wall immediately adjoining the daycare center will be concrete faced with brick and no openings within the wall are proposed.

Building operation

Minimal changes, in terms of the Trolley Barn's existing operation, would result from the proposed Project. As a result of the connection to the new apartment building, occupants of the new building would be able to pass through the Trolley Barn to gain access to the train station from the Trolley Barn's Main Street entrance. The new apartment building's lobby would be

connected to the Trolley Barn at the building's lobby level on Buena Vista Avenue via an internal pedestrian ramp. For a detailed breakdown of the building program and amenities, refer to Table 2-1a.

In addition, except for the immediate rehabilitation of the facades of three multifamily buildings on the east side of Buena Vista Avenue, no changes are initially anticipated to these buildings. As leases expire, the Applicant would convert the interior of the three residential dwellings as units become available, to accommodate up to 8 dwelling units in the three buildings. However, the applicant does not want to force the relocation of any households presently occupying the three buildings.

The floor plans, which demonstrate how the new apartment building would operate are provided in Appendix C. At Buena Vista Avenue, the new apartment building has the appearance of two separate buildings. On this level, the main structure in which the apartments are located is situated on the northerly portion of the site separated from the automated parking garage and hydroponic farm by an auto court. However, below the grade at Buena Vista Avenue, the buildings share a single foundation and three below ground level floors of automated parking.

Specifically, the new apartment building will have three ground level floors - G1, G2, and G3. Only G3 is fully below grade - levels G1 and G2 are above grade along the westerly elevation and apartments would be located on these two levels.

The space on the lowest level, G3, is dedicated to mechanized parking and mechanical storage, e.g., the CHP is located on this level. The floor plan for Levels G1 and G2 is the same - most of the levels' space is dedicated to mechanized parking, but six (6) apartments would be located on each level along the westerly side of the building closest to the Trolley Barn. All three levels are access by four (4) elevators and two (2) sets of stairs as required by New York State Building Code.

The 1st floor of the new apartment building is at the same grade as Buena Vista Avenue. The main building in which the apartments would be located is U-shaped, enclosing a courtyard from which to access the main first floor lobby area. The 1st floor contains office leasing space. Men's and women's bathrooms are located on the first floor next to a 4,850 square foot fitness center. A small conference room, loading area, and refuse and recycling area is situated on the 1st floor in the main building north of the auto court.

An auto court is situated between the 25-story building and the automated parking garage. The auto court provides access to four parking bays in which residents would park their cars for storage in the mechanized garage. Access to two loading bays and refuse and recycling area is provided from the auto court. Four parking spaces, including handicapped parking, are provided within the auto court.

On the south side of the auto court, classroom space is located on the 1st floor which may be used for a variety of purposes by community groups in the neighborhood and City. The classroom space is also being provided as teaching space for classes and other groups visiting the hydroponic garden. A covered walkway, or porte cochere, will link the first floor mechanized parking bay area with the main lobby of the apartment building. Residents leaving the apartment building by vehicle would exit from the four bays as shown on the east elevation (Figure 2-5).

The 2nd floor plan illustrates that 13 apartments would occupy the main building and an indoor pool would be situated on the north side of the floor. South of the auto court, the second floor is dedicated to automated parking.

The 3rd floor plan similarly shows 13 apartments occupying the main portion of the building - vaulted ceiling space for the indoor pool occupies this level. On the south side of the auto court, 13,340 square feet of rooftop area is dedicated to the hydroponic garden.

Levels 4 through 25 have the same floor plan, with 17 apartment units situated on each floor.

The roof level of the main apartment building will house mechanical equipment and a roof deck, as well as a resident amenity area.

Table 2-1a, which is also provided on the cover sheet of the building floor plan set, summarizes the building program.

Layout

The site plan is illustrated in Figure 2-3 and a full-sized plan set is attached to this DEIS. Building floor plans are included as Appendix C.

2.2.2 Phasing - Construction Schedule and Management

As per the Project Sponsor, the Project will take approximately 24 months to complete. A detailed construction schedule has been prepared by the project construction manager and is provided in Appendix K - Construction Management Plan.

- Erosion Controls (14 days - part of demolition task) Initially, the site will be secured with fencing and erosion controls will be installed per the Erosion Control Plan and project plans. A construction entrance will be installed on Buena Vista Avenue.
- Demolition (45 days total) existing buildings, debris and surface utilities will be removed. Portions of the existing Teutonia building facade will be stabilized for use in the project.
- Excavation and Site Preparation (30 days) Existing soils will be excavated and excess soil transported from the site. Excavation walls and shoring will be installed.
- Foundation Installation (120 days total) This task includes the pouring of the concrete foundation, waterproofing, and backfilling the foundation.
- Building Construction (approx. 16 months) Includes steel and concrete installation, utility installation, construction of underground parking garage, building interior finishing, driveway construction, landscaping and lighting.

During construction, the Applicant proposes to store materials and equipment on vacant properties within the project vicinity. The Applicant will request to utilize existing properties owned by the Community Development Agency within the downtown and waterfront area. One location would be vacant properties with frontage on Buena Vista Avenue (Block 511, Lots 30 and 31). The properties are located at 56 and 60 Buena Vista Avenue or adjacent to the three residential buildings on the east side of Buena Vista Avenue and across from the project site.

2.2.3 Zoning Compliance

Section 2.1.2 above and Section 3.4 of the DEIS provides a detailed discussion of existing land use on the project site and surrounding land use. The following narrative describes zoning

applicable to the Project Site. The proposed lots constituting the development site for the new apartment building would be merged into one lot.

Existing Zoning

The project site is located in the Downtown Waterfront ("DW") zoning district. Figure 3.4-5 of the DEIS, Zoning Map, illustrates the zoning applicable to the site and adjoining properties.

Table 3.4-3 of the DEIS lists uses that are allowed in the DW district as per Table 43-1, Schedule of Use Regulations, of the City of Yonkers Zoning Law. Within the DW zoning district, "planned urban redevelopments" ("PUR") are allowed subject to special use requirements set forth in Section 43-72.C of the Yonkers Zoning Law. A PUR may be permitted in all designated urban renewal areas on tracts of land of two or more acres in aggregate. A PUR is not subject to the dimensional or use requirements for the district in which it is located. Planned urban redevelopments must be designed as a single planned development and in accordance with a comprehensive development plan ("CDP"). The special use permit requirements set forth the items to be included in a CDP:

1. The general location of existing and proposed structures.
2. The general type of existing and proposed uses.
3. Existing topography and general grading and drainage proposals.
4. Existing and proposed major internal streets and points of access to existing mapped streets.
5. Major parking and loading areas.
6. Major landscaped areas and proposed screening.
7. A statement as to the capacities of existing water and sewer lines and related facilities and that such water and sewer lines are adequate.
8. A statement as to the capacities of existing electric and gas lines and related facilities and that such water and sewer lines are adequate.
9. Existing and proposed location and type of major signs and lighting.
10. A written statement describing various aspects of the conceptual plan, including any proposed phasing of development activities, and a statement of the applicant's interest in the land as well as evidence to support the applicant's right to make application and use of the land.

The applicant has submitted a special use permit application in connection with the development of a PUR (see Appendix A). Upon completion of the SEQRA process and following approval of the PUR special use permit by the Planning Board and the Yonkers City Council, a detailed site plan for the PUR is submitted and must be approved by the Planning Board. A site plan set is attached to this DEIS.

The Planning Board reviews all special use permits to determine their conformity with general standards set forth in Section 43-60 of the Zoning Law. These standards are:

1. That such use shall be in harmony with the general purposes and intent of this chapter.
2. That such a use shall not affect adversely the character of the district, nor the conservation of property values, nor the health and safety or [sic] residents or workers on adjacent properties and in the general neighborhood.
3. That such a use shall be of such appropriate size and so located and laid out in relation to its access streets that vehicular and pedestrian traffic to and from such a use will not

create undue congestion or hazards prejudicial to the character of the general neighborhood.

4. That such a use shall not conflict with the direction of building development in accordance with the City of Yonkers Comprehensive Plan or other such plans as may have been adopted by the City Council or Planning Board.

The apartment building is consistent with the land uses recently approved and/or constructed adjacent to and immediately west of the Project Site. Construction of the apartment building, rehabilitation of existing residential buildings on the east side of Buena Vista Avenue, and continuation of the existing Trolley Barn uses are not anticipated to affect adversely the character of the DW district. Rehabilitation of existing residential buildings, and conversion of vacant and dilapidated industrial/commercial buildings to a transit-oriented residential building is anticipated to have a positive effect on surrounding property values. The traffic study, summarized in Section 3.5 of this DEIS, demonstrates that the Project would not create undue traffic congestion or hazards or effect the safety of the general neighborhood. The use does not conflict with the direction of building development set forth in the City's Comprehensive Plan, or other land use policy objectives - the PUR would specifically advance many of the City's planning objectives, including the introduction of a transit-oriented development in proximity to the Metro North Yonkers rail station. For additional narrative on how the project meets the objectives set forth above, refer to Section 3.4 of the DEIS.

Table 3.4-4 of the DEIS lists dimensional regulations applicable to the DW zoning district. The DW district has few dimensional requirements. The minimum rear yard requirement is 10 feet, and the maximum building coverage is 90 percent. The maximum height allowed in the district is 5 stories, or 66 feet. Lastly, a maximum floor area ratio of 4.5 is allowed. As mentioned above, approval of the PUR eliminates any dimensional or use requirements for a subject property. Rather, the standards applicable to the PUR are those set forth in the CDP approved by the Planning Board and City Council. A comparison of the DW district standards to the project's bulk dimensions is provided in Table 3.4-5.

Article VI Supplementary Regulations

The supplementary regulations for all uses and districts was reviewed and the Project does not appear to require a waiver from the provisions set forth in this section.

Article IX - Site Plan Review and Design Standards

Article IX includes standards applicable to site layout design, including such elements as lighting, access, and landscaping. The Planning Board is authorized to waive the requirements associated with site plan design as per Section 43-102 of the Zoning Law.

The proposed project will be designed with concrete curbs at the street edge and will conform to ADA standards. Concrete sidewalks will be maintained around the front of the buildings. Outdoor lighting will conform, as required, to the Illuminating Engineering Society Handbook. Street lighting in front of the Trolley Barn would be installed in front of the new apartment building for continuity. To the extent that street lighting within the existing City streets do not conform to Section 43-121.B., the Applicant requests a waiver from said standards.

All mechanical equipment will be architecturally screened so as not to be visible from the public right-of-way along Buena Vista Avenue. Trash refuse and loading areas have been situated in

the auto court in a manner not readily visible from Buena Vista Avenue. As described previously in Section 2.2.1 and shown in Figure 2-9, the westerly elevation of the apartment building complex will be designed with a brick planter, pre-cast concrete with plantings, and fence with plantings to screen the trash area including bottom of the conveyor system as well as portions of the building's foundation that are above grade when viewed from those properties located immediately west of the rail right-of-way.

Driveways have been designed to conform to the site design standards and will intersect with the street at 90 degrees as required. Sight distance, as per Section 3.5 of the DEIS, will meet standards set forth in Section 43-121.D of the City Zoning Law. All traffic control devices have will meet the Manual on Uniform Traffic Control Devices ("MUTCD").

All water, sewer and drainage facilities must be approved by the various City departments responsible for reviewing said facilities. For a detailed description of utility services, refer to Section 3.3 of this DEIS.

All portions of the lot not used for buildings, structures, parking lots, loading spaces or sidewalks shall be landscaped. Street trees and plants will be installed within the apartment courtyard and auto court adjacent to the sidewalk. On the side of the apartment complex that faces to the Hudson River waterfront, a "green wall" consisting of trellises and evergreen plantings will be installed at the base of the auto court and parking garage (see Figure 2-7). The proposed Project, which proposes residential uses, does not abut a residential district, thus screening is not required.

Article X - Off-street Parking and Loading

Table 43-4 of the City of Yonkers Zoning Law requires that one parking space be provided per dwelling plus 0.33 per bedroom for apartments. The new apartment building would consist of 24 efficiency studios, 266 one-bedroom dwellings, and 122 two-bedroom dwellings. The 412 dwelling units would require a minimum number of 412 parking spaces as a result of the City's recent enactment of a zoning amendment which permits apartment buildings to provide a minimum of one parking space per dwelling unit for projects that are located within 1/4-mile of a train station. The automated parking garage has the capacity to accommodate 540 vehicles, or 128 more spaces than required by the Zoning Law. As part of the comprehensive development plan submitted in conjunction with the PUR special use permit, the Applicant is requesting that the Planning Board and City Council allow an automated garage as an accessory use to the 25-story apartment building. A study of the adjoining Hudson Park residential development concluded that parking demand was 0.89 parking spaces per dwelling unit. Based on a rate of 0.89 spaces/unit, the new apartment building would create demand for 367 parking spaces. Thus, it is anticipated the Project's demand for parking will be met by the 540 on-site parking positions in the automated garage. If surplus capacity in the garage exists, Trolley Barn occupants would be permitted to use the garage thereby freeing up parking capacity elsewhere.

2.3 Project Purpose and Need

2.3.1 Purpose of the Project Sponsor

The Applicant has created a proposal that advances several public interests with an eye to fostering a quality, sustainable, dynamic, diverse residential community in the Yonkers downtown waterfront area. Among other purposes, the Applicant would:

- eliminate blighting influences within the Riverview Urban Renewal Area;
- remediate a brownfields site through soil removal and proper disposition of contaminated soils;
- preserve the historic facade of the former Teutonia Hall, and rehabilitate three residential buildings to historic period character. The preservation and maintenance of the Trolley Barn National Register site would be continued;
- create varied rental housing opportunities, including affordable housing opportunities;
- create community class room space for use by city agencies, educational institutions, and other community service providers;
- create temporary (construction) and long-term job opportunities for persons, and coordinate with the Yonkers Employment Center to hire local residents (discussed in Section 3.9 of the DEIS);
- provide locally grown farm produce to local restaurants and markets;
- and, develop a green building that limits consumption of fossil fuels to the maximum extent practicable.

2.3.2 Public Need

The City's existing comprehensive plan, *Connections*, was reviewed to identify the public need that would be met by the implementation of the Buena Vista PUR. The proposed action would achieve the goal of preserving the existing housing stock by rehabilitating the three existing residential buildings that are a part of the Buena Vista Teutonia PUR. The project would also encourage the creation of affordable housing opportunities by setting aside 82 rental dwellings as affordable units. It would also meet the City's goal of concentrating redevelopment efforts on "smaller geographic areas" - the PUR would result in the redevelopment of blighted property in the Riverview urban renewal area. The PUR would improve the overall physical appearance of the City, especially in the core downtown waterfront area by eliminating dilapidated and deteriorated structures visible from the waterfront, an area intended not only to meet the needs of City residents but also intended to serve as an attraction and visitor destination. The PUR would provide a community resource for the neighborhood by offering community classroom space and introducing an urban garden which would provide produce for local consumption.

2.4 Approvals, Reviews and Permits

2.4.1 Reviews, Permits and Approvals

The following reviews, permits and approvals would be necessary to implement the Project:

Table 2-2
Buena Vista Teutonia PUR
Reviews, Permits and Approvals

Agency	Action
Federal Aviation Administration	- Review and permitting, if required, for building height
NYS Department of Environmental Conservation	- SPDES Permit for Construction Activities - Water quality Certification/Section 404 of Clean Water Act
NYS Department of State	- Coastal Zone Consistency Review - Potential Variances (Uniform Code Regional Board of Review: Handicapped parking per Chapter 11; Courts and fire-rating and percent openings per Tables 602 & 704.8 for fire separation distances. (See Section 3.4 for discussion)
NYS Office of Parks, Recreation and Historic Preservation	- Review of Historic, Archaeological Report - Section 106 Review
Westchester County Department of Planning	- GML Section 239/County Administrative Code Review
Westchester County Department of Health	- Water and sewer improvement review
Yonkers Planning Board	- Approval of PUR Special Use Permit - Approval of PUR Site Plan - Recommendation on Amendment to Riverview Urban Renewal Plan (if necessary) - Recommendation on Landmark Site Designation for Teutonia Hall and Otis buildings
Yonkers City Council	- Approval Resolution of PUR Special Use Permit - Amendment to Urban Renewal Plan (if necessary) - Landmark designation of Teutonia Hall and Otis buildings - Temporary and Permanent Easements for tiebacks during construction and geothermal wells in street right-of-way
Yonkers Landmarks Board	- Recommendation on landmark application/designation of Teutonia Hall and Otis buildings - Certificate of appropriateness if landmarks designated
Yonkers Community Development Agency	- Recommendation on Riverview urban renewal plan amendment, if necessary
Yonkers City Departments: - Engineering - Water - Traffic Engineering - Housing and Building - Department of Public Works (DPW)	- street opening permit, stormwater and sanitary sewer design approvals - water main extension; sprinkler connection - access and parking review; traffic impacts - demolition, building, plumbing and electrical permits - sanitation if using City of Yonkers collection services
MetroNorth	- review of proposed plans as site abuts Hudson Line right-of-way; as per Applicant, no easement necessary.
Source: Buena Vista Teutonia Scoping Document, 2010. Tim Miller Associates, Inc., 2010.	

2.4.2 Involved and Interested Agencies

As set forth in the adopted Scoping Document, this section lists involved and interested agencies.

Federal

- Federal Aviation Administration

New York State

- New York State Department of Environmental Conservation
- New York State Department of State
- New York State Office of Parks, Recreation and Historic Preservation

Westchester County

- Westchester County Department of Planning
- Westchester County Department of Health

City of Yonkers

- Yonkers Planning Board
- Yonkers City Council
- Yonkers Landmarks Preservation Board
- Yonkers Community Development Agency
- Yonkers City Departments, including:
  - Engineering
  - Water
  - Traffic Engineering
  - Housing and Building
  - Department of Public Works (DPW)

Other

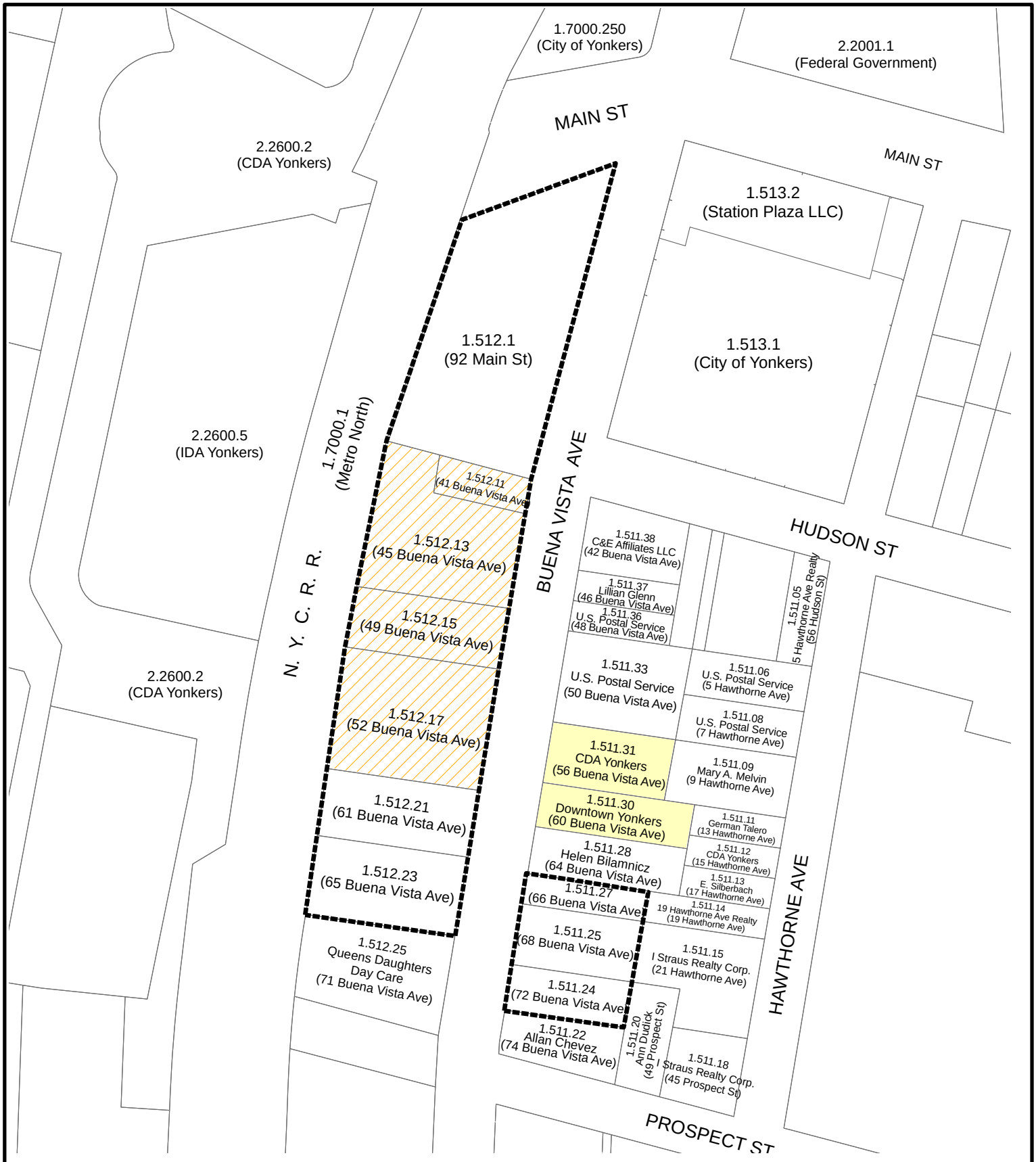
- Metro-North Railroad

N

Figure 2-1: Project Location Map
Buena Vista Teutonia PUR
City of Yonkers, Westchester County, New York
Base: USGS 7.5-minute Topographic Map, Yonkers Quad
Scale: 1"= 2,000'

File 09044 3/14/10
JS:\09044

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418



File: 09044 10/18/10
JS/09044

Figure 2-2: Site and Abutting Property Owners
Buena Vista Teutonia PUR
City of Yonkers, Westchester County, NY

Source: Westchester County GIS, City of Yonkers GIS
Scale: As shown

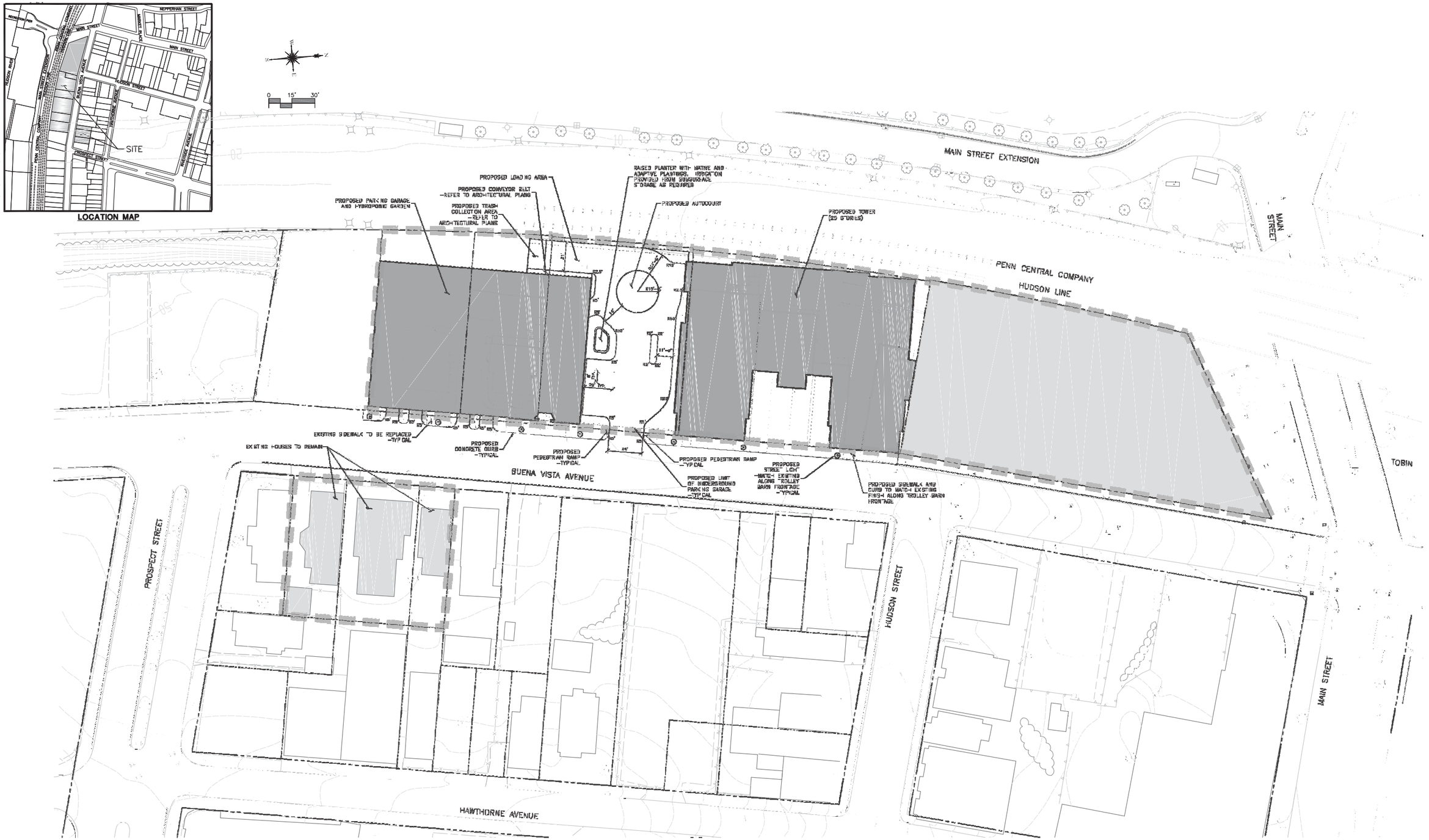


Figure 2-3: Site Plan
Buena Vista Teutonia PUR
City of Yonkers, Westchester County, New York
Source: Milone & MacBroom
Drawing Date: 07/07/10, rev. 07/15/10
Scale: 1" = 60'

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

Figure 2-4: Rendering of Project Site
Buena Vista Teutonia PUR
City of Yonkers, Westchester County, New York
Source: The Lessard Architectural Group, P.C.
BKSK Architects, LLP
Drawing Date: 01/12/10

File 09044 04/28/10
JS/09044

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

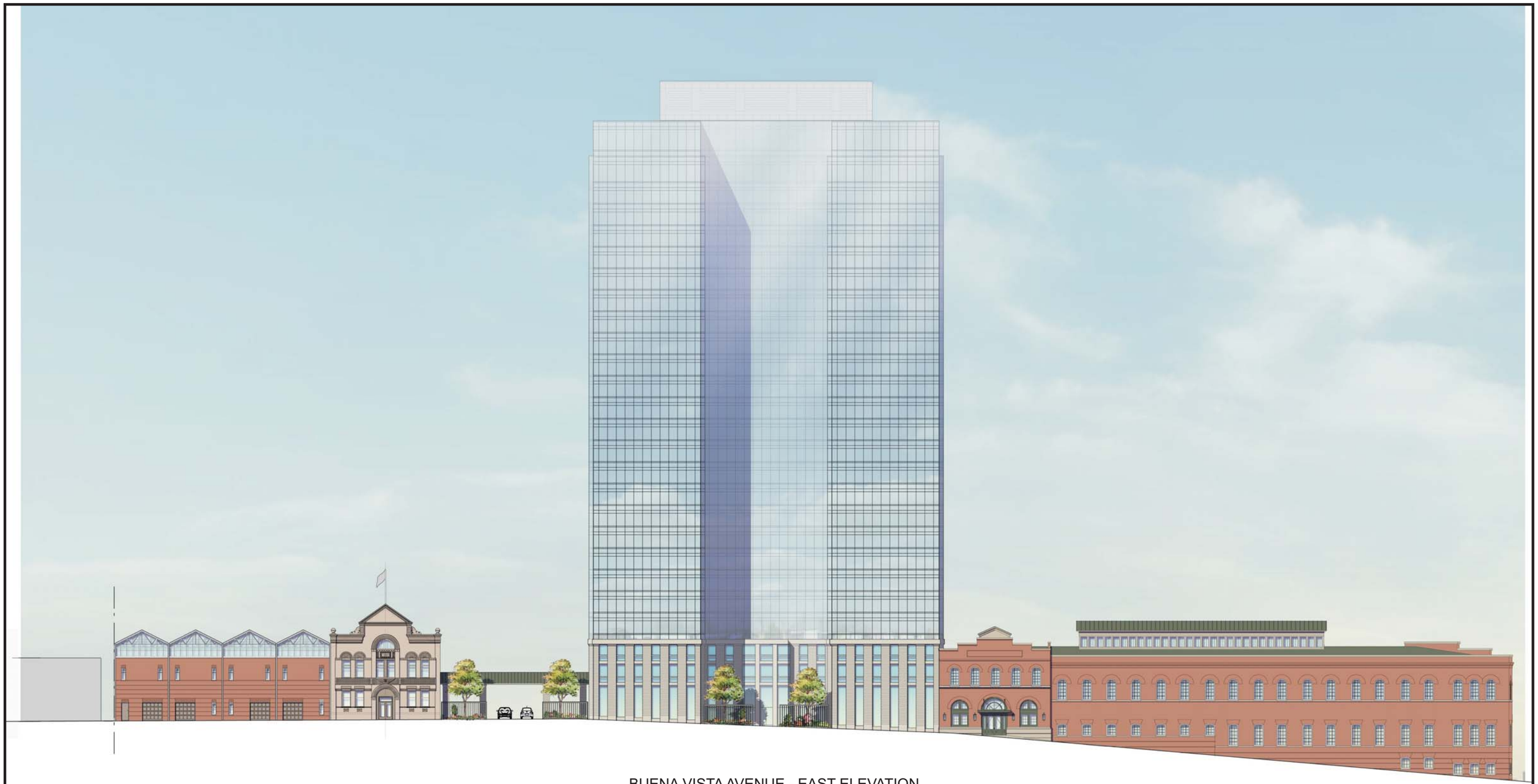


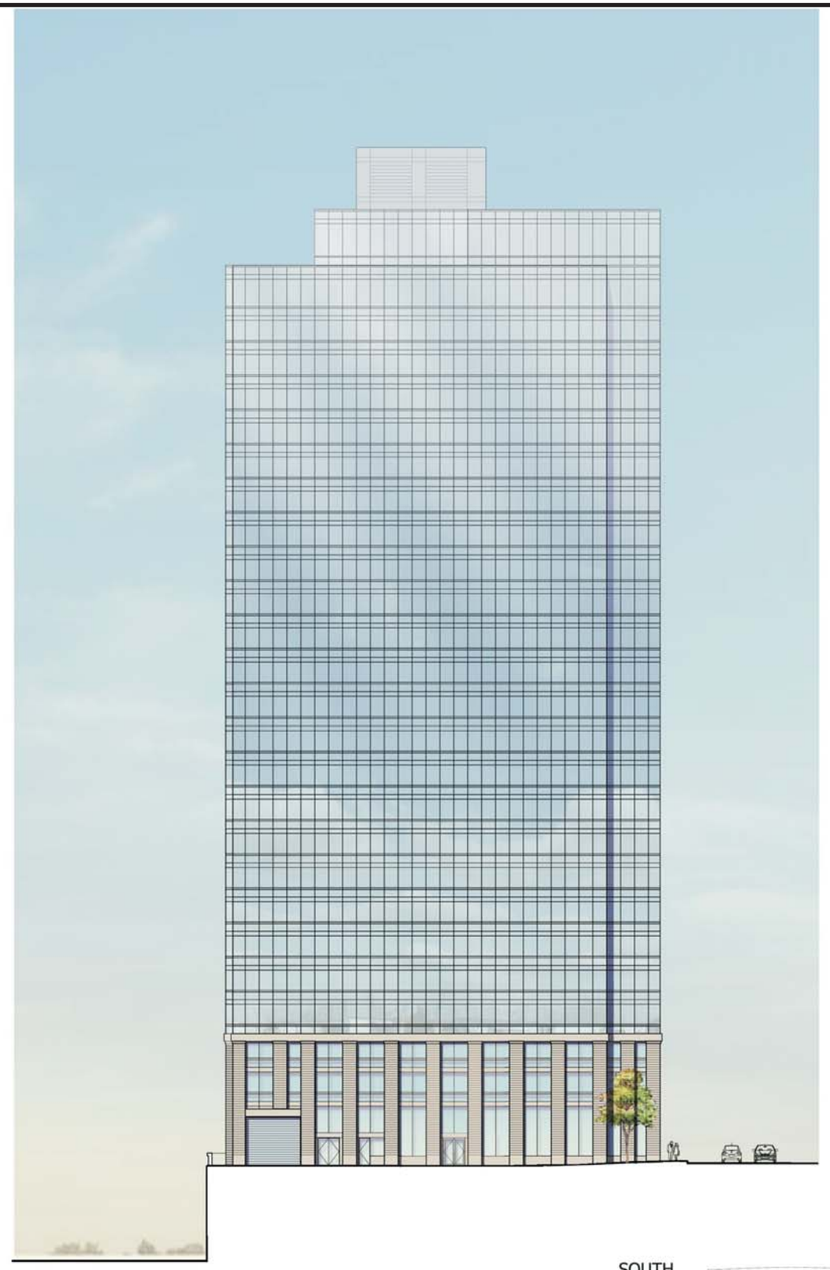
Figure 2-5: Concept Elevations - East
Buena Vista Teutonia PUR
City of Yonkers, Westchester County, New York
Source: The Lessard Architectural Group, P.C.
BKSK Architects, LLP
Drawing Date: 01/12/10

File 09044 03/16/10
JS/09044

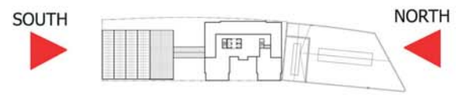
NORTH ELEVATION

0 10' 20' 40'

Scale: 1" = 40'



SOUTH ELEVATION



KEY PLAN

Figure 2-6: Concept Elevations - North and South

Buena Vista Teutonia PUR

City of Yonkers, Westchester County, New York

Source: The Lessard Architectural Group, P.C.
BKSK Architects, LLP

Drawing Date: 01/12/10

Figure 2-7: Concept Elevations - West
Buena Vista Teutonia PUR
City of Yonkers, Westchester County, New York
Source: The Lessard Architectural Group, P.C.
BKSK Architects, LLP
Drawing Date: 01/12/10

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PARTIAL WEST ELEVATION

1

2

3

GREEN WALL DETAIL

Figure 2-8: Concept Elevations - Garage Wall Treatment

Buena Vista Teutonia PUR

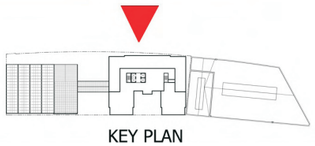
City of Yonkers, Westchester County, New York

Source: The Lessard Architectural Group, PC, 09/22/10

Scale: N.T.S.

WEST ELEVATION

0 10' 20' 40'



KEY PLAN

Figure 2-9: Concept Elevations
Buena Vista Teutonia PUR
City of Yonkers, Westchester County, New York
Source: The Lessard Architectural Group, PC, 09/23/10
Scale: As Shown

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