II. SUMMARY OF PROJECT CHANGES

A number of modifications have been made to the Proposed Action discussed in the DEIS as a result of public and City input on the DEIS and further study by the applicant. These changes are discussed in the Comments and Responses section, following, and are summarized below:

A. Traffic and Transportation

The mitigation changes discussed below are summarized in Table Summ-1, which follows this section. In addition, tables depicting levels of service follow this section.

In response to the desire of the neighbors of the Cross County Shopping Center as well as the City's traffic consultant, the applicant is willing to implement a major change to the northeast portion of the site. Drawing Map-1 "Modified Access Plan" (included in the Volume III Appendix) shows the access and internal modifications. The redevelopment of the northeast corner of the site will result in substantial additional construction costs to the applicant. With this alternative configuration, Driveway 'C' (North Drive) will become an entrance only driveway, consisting of a single lane directly from the Cross County Parkway eastbound off-ramp as well as two lanes from Kimball Avenue southbound. A separate right turn lane and shared through/right turn lane are proposed along Kimball Avenue southbound at Driveway 'C'. Kimball Avenue northbound will continue to provide separate left turn and through lanes at the driveway.

A new driveway is proposed to intersect Kimball Avenue between Driveway 'C' and Driveway 'D'. The new driveway would be a left turn exit (northbound) only and a traffic signal will be installed at the new driveway/Kimball Avenue intersection. The traffic signal will also accommodate vehicles exiting the existing apartment building on the east side of Kimball Avenue. Vehicles destined south on Kimball Avenue from the site will be directed to Driveway 'D'. This driveway will be improved to provide separate left and right turn lanes to improve the efficiency of vehicles exiting the site.

Kimball Avenue northbound will be widened to provide additional vehicular storage from Driveway 'C' to Midland Avenue. The existing radius at the southeast corner of Kimball

Avenue will be expanded to improve the operation of the right turn from Kimball Avenue northbound.

Only two on-street parking spaces will be eliminated with the modified improvements. On-street parking previously proposed for removal will remain due to modifications to the improvements in response to the comments of area residents. The removal of the two spaces is required to accommodate the new driveway requested by the residents' traffic engineer.

Virtually the entire parking and access configuration at the northeast corner of the site will need to be reconfigured to facilitate this major improvement. Removal of rock will be necessary along the eastern portion of the existing parking area to provide the new exiting lane and parking.

The access modification will provide for substantially greater vehicular storage for exiting traffic. As a result of the increase in on-site storage for exiting traffic and the proposed barrier which will prohibit vehicles from the Cross County Parkway eastbound from making a left turn into the parking area by the former Sizzler's driveway, it is appropriate to continue permitting left turns into the internal intersection east of the former Sizzler's. The left turns from Driveway 'C' into the parking area are of paramount importance to the applicant, Sears and the future tenants of the redeveloped former Sizzler's.

With the extensive modifications to the site access driveways along Kimball Avenue and the Kimball Avenue and Midland Avenue intersections northeast of the site, future traffic conditions will be substantially better than conditions currently experienced. The separation of the exiting site traffic from Midland Avenue and other improvements will dramatically improve gridlock conditions and in the opinion of the applicant, obviate the need for police traffic control, which would otherwise be utilized during busy shopping periods. However, the applicant is willing to have as a condition of the site plan approval that police traffic control will be provided during peak holiday periods based on actual operating conditions when required by the City of Yonkers Director of Traffic Engineering.

Emergency preemption devices will be installed at traffic signals of eight intersections in the immediate vicinity of the site as noted below. Discussions with the City of Yonkers Fire

Department indicate that preemption devices will assist in responding to emergencies in the vicinity of Cross County Shopping Center. The preemption will provide green time traffic signal indications to the approaching emergency vehicles.

The noted eight intersections are as follows:

1. Kimball Avenue and Shopping Center Driveway (Driveway C)
2. Kimball Avenue and Midland Avenue
3. Kimball Avenue and Nevada Place
4. Kimball Avenue and Midland Avenue (northern location)
5. Midland Avenue and Cross County Westbound Ramps
6. Midland Avenue and Bronxville Glen Driveway
7. Midland Avenue and Bronx River Road
8. Kimball Avenue and Shopping Center Driveway (Driveway D)

The applicant will incorporate a new, state of the art, traffic coordination system into the traffic signals in the immediate vicinity of the Cross County Shopping Center, which will be incorporated into the City of Yonkers' traffic coordination system existing at other locations.

At the request of the City of Yonkers Director of Traffic Operations, the applicant will install a traffic signal at the Vredenburgh Avenue/East Drive (Driveway 'F') intersection and will also make a payment of $50,000.00 to the City for the traffic signal improvements at the Mile Square Road/Kimball Avenue intersection. The intersection operations based on existing volumes as well as future conditions with and without the site expansion and associated improvements are shown on Tables Summ-2 and Summ-3.

Table Summ-1

SUMMARY OF PROJECT IMPROVEMENTS
(Locations of Referenced Intersections are Depicted on Figure K-53)

IMPROVEMENTS PER DEIS	IMPROVEMENT CHANGES PER FEIS	RESPONSIBLE PARTY
1. CENTRAL PARK AVENUE NB & NEW ENTRANCE TO DRIVEWAY B • New Entrance to Driveway B	No Change	Applicant
2. CENTRAL PARK AVENUE NB & SOUTH DRIVE • Widen South Drive • Signalize Intersection	• Provide Interconnect with Proposed Traffic Signal at the Intersection of South Drive and West Drive	Applicant
3. CENTRAL PARK AVENUE NB & MALL DRIVEWAY • Modify Traffic Signal and Lane Use	No Change	Applicant
4. CENTRAL PARK AVENUE NB • Widen CPA NB for Additional Lane • Modify Traffic Signal	No Change	Applicant
5. CENTRAL PARK AVENUE SB & MILE SQUARE ROAD • Restripe/Widen Mile Square Road • Widen & Restripe CPA SB • Install New Traffic Signals	• Provide Texas U-Turn, or • Upgrade Intersection to Include: -Additional Turn Lanes -Reconstructed Sidewalk -Replacement Traffic Signals including New Pedestrian Signal -Provide Coordination Equipment Compatible with City of Yonkers Traffic Computer System	Applicant

Table Summ-1 (Cont'd)

SUMMARY OF PROJECT IMPROVEMENTS
(Locations of Referenced Intersections are Depicted on Figure K-53)

6. I-87 UNDERPASS • Reconfigure Underpass	• Provide Texas U-Turn, or • Upgrade Intersection to Include: -Additional Turn Lanes -Reconstructed Sidewalk -Replacement Traffic Signals including New Pedestrian Signal -Provide Coordination Equipment Compatible with City of Yonkers Traffic Computer System	Applicant
7. CENTRAL PARK AVENUE NB & MILE SQUARE ROAD	• Provide Texas U-Turn, or • Upgrade Intersection to Include: -Additional Turn Lanes -Reconstructed Sidewalk -Replacement Traffic Signals including New Pedestrian Signal -Provide Coordination Equipment Compatible with City of Yonkers Traffic Computer System	***Applicant***
8. CENTRAL PARK AVENUE NB & VREDENBURGH AVENUE/I-87 NORTHBOUND EXIT • Widen I-87 Exit 3 Off Ramp to Provide 2 Lanes • Signalize Intersection • Restripe Vredenburgh Avenue for Dual Rights Off Vredenburgh Avenue	No Change	Applicant

Table Summ-1 (Cont'd)

SUMMARY OF PROJECT IMPROVEMENTS
(Locations of Referenced Intersections are Depicted on Figure K-53)

9. VREDENBURGH AVENUE & MILE SQUARE ROAD/TRENCHARD STREET • Restripe Mile Square Road One-Way Southbound • Modify Traffic Signal to Provide Protected Lag for Trenchard Street	No Change	Applicant
10. VREDENBURGH AVENUE & EAST DRIVE • Restripe East Drive to Provide Two Southbound Lanes	• Signalize Intersection	Applicant
11. VREDENBURGH AVENUE & XAVIER DRIVE • Restripe Xavier Drive to Provide Two Southbound Lanes	No Change	Applicant
12. KIMBALL AVENUE & VREDENBURGH AVENUE (WITH TURNER AVENUE) • Modify Traffic Signal Timing	No Change	Applicant
13. KIMBALL AVENUE & SITE DRIVEWAY (DRIVEWAY D) • Provide Two Eastbound Exit Lanes Out of Driveway • Modify Existing Signal Timing	• Modify Existing Traffic Signal to Provide Emergency Preemption	Applicant

Table Summ-1

SUMMARY OF PROJECT IMPROVEMENTS
(Locations of Referenced Intersections are Depicted on Figure K-53)

	14. KIMBALL AVENUE & NEW DRIVEWAY • Construct New Driveway With Single Left Turn Only Exiting Lane • Install New Traffic Signal to Provide Emergency Preemption • Restripe Intersection	Applicant
15. KIMBALL AVENUE & NORTH DRIVEWAY (DRIVEWAY C) • Widen Intersection to Incorporate Slip Ramp From CCP • Modify North Drive to Provide Two Entering Lanes and Three Exiting Lanes (Two Left Turn and One Right Turn)	• Modify North Drive to Provide Three Entering Lanes and No Exiting Lanes • Upgrade Existing Traffic Signal with New Signal Equipment Including Controller, Poles and Related Equipment • Provide Emergency Preemption	Applicant
16. KIMBALL AVENUE & MIDLAND AVENUE/CCP EASTBOUND OFF-RAMP • Widen/Restripe Eastbound, Westbound & Northbound Approaches • Install New Traffic Signal	• Install New Traffic Signal to Provide Emergency Preemption	Applicant
17. KIMBALL AVENUE & MIDLAND AVENUE WITH NEVADA PLACE • Widen Midland and Kimball Avenues • Install New Traffic Signal	• Install New Traffic Signal to Provide Emergency Preemption	Applicant
18. MIDLAND AVENUE & CCP WB RAMPS • Widen CCP WB Off-Ramp and Midland Avenue	• Modify Existing Traffic Signal to Provide Emergency Preemption	Applicant

Table Summ-1

SUMMARY OF PROJECT IMPROVEMENTS
(Locations of Referenced Intersections are Depicted on Figure K-53)

19. MIDLAND AVENUE & BRONX RIVER ROAD • Restripe Westbound, Northbound and Southbound Approaches	• Replace Existing Traffic Signal • Provide Emergency Preemption	Applicant
20. BROAD STREET & FLEETWOOD AVENUE (MT. VERNON) • Modify Signal Timing	No Change	Applicant
	21. KIMBALL AVENUE & MILE SQUARE ROAD • Provide $50,000.00 Contribution to City for Signal Improvements	Applicant
	22. MIDLAND AVENUE & BRONXVILLE GLEN DRIVEWAY • Modify Existing Traffic Signal to Provide Emergency Preemption	Applicant
	Provide Bicycle Racks at Each End of East-West Pedestrian Via	Applicant
Provide Two New County Bus Shelters	Provide One Additional New County Bus Shelter	Applicant

B. Phasing

The proposed construction phases have been carefully scheduled to closely match the parking requirements with the retail construction built during that construction season. Based on the volume of work occurring within the Year 2 construction season, it would appear that numerous concerns could be generated concerning onsite parking. In order to help mitigate this condition, the Macy's Expansion and the construction of Restaurant F have been rescheduled to Year 4, and will be linked to certain off-site improvements. Please refer to

Figures K-13-1A thru K-13-1D for new site phasing plans and Figure K-53 for the potential phasing of the roadway improvements. The actual phasing plan will be subject to approval and revision by the City Director of Traffic Engineering.

Widening the west side of Central Park Avenue to provide an additional northbound lane at driveway 'A' is proposed in association with the Phase 4 (61,400 s.f.) of the expansion. An analysis of the volumes and operations projected without the lane and the Phase 4 (61,400 s.f.) is included in the Volume III Appendix. It is the applicant's position that the analysis indicates that the additional lane is not required to process the projected vehicles until the Phase 4 (61,400 s.f.) is constructed. The proposed physical configuration of Central Park Avenue NB without the additional lane can be seen on Drawing MH-2 included within the Volume III Appendix.

C. Alternatives

Within the DEIS, conversion of the existing office building to a hotel use was discussed as an Alternative action. At this time, the applicant considers this alternative as more likely to occur. As such, the impacts of such a conversion are reiterated from the DEIS:

1. Description

This alternative is identical to the Proposed Action, with the exception of the redevelopment of the existing eight and nine story office tower located at the center of the site. This alternative contemplates redevelopment of the existing 62,540 square foot office building as a commercial hotel with 100 rooms. Since the hotel development would occur within the limits of the existing office space, the building area would be consistent with the Proposed Action.

2. Potential Impacts

Under this alternative, a total of 5,498 parking spaces would be required, which represents a 133 space (2.4%) reduction from the Proposed Action. Parking is required for a hotel use at a rate of 0.75 spaces per room in accordance with the City of Yonkers Zoning Ordinance.

This alternative would result in approximately the same real estate taxes and an increase of approximately $95,000 per year in sales taxes paid to the City of Yonkers compared to the Proposed Action.

Under this alternative, wastewater generation rates would increase by approximately 3,350 gallons per day (1.7%) as compared to the Proposed Action. Similarly, water consumption would increase by approximately 3,685 gallons per day (1.7%) compared to the Proposed Action.

This use is permitted by Zoning.

All other potential impacts are similar to those discussed under the Proposed Action.

D. Macy's Stockroom Addition

Since the DEIS submission, Macy's has requested a 18,200 square foot stockroom addition, to be situated on the third floor roof of the existing Macy's store. The stockroom is proposed at the perimeter of the existing roof, along the south, west and east sides of the building, and will not extend above the elevation of the existing Macy's 4th floor roof. The stockroom addition is depicted on Figure H-20. A variance for 91 parking spaces will be sought in connection with the expansion since it is solely stockroom space and will not generate any additional patrons, as discussed in Response D-2.7 and illustrated on Figure D-2 of this FEIS.