

## V. ALTERNATIVES

The Proposed Action includes the complete renovation of the Cross County Shopping Center, including the addition of approximately 245,375 square feet of new retail and restaurant space, as well as the construction of a new five story customer parking structure and one level parking deck at the north end of the site. In addition, related on and off-site traffic and infrastructure improvements are proposed in conjunction with the project.

Pursuant to the DEIS Scoping Document (Appendix II.B), five alternatives to the Proposed Action have been evaluated, as well as five access alternatives as outlined in Figure V.1 on the following page and discussed below. These alternatives include no action, an expansion with greater square footage than the Proposed Action, an expansion with less square footage than the Proposed Action, provision of a Sears Automotive Center in the existing Sizzler restaurant building with retail uses on the second level and conversion of existing office building to hotel use, as well as access alternatives.

### A. NO ACTION

#### 1. Description

Under the No Action Alternative (Figure V.A-1), the Shopping Center would remain in its current state and none of the improvements associated with the redevelopment of the Shopping Center would be performed. New retail and restaurant buildings would not be added to the Shopping Center which are necessary to generate the income required to fund the overall improvements to the entire shopping center.

#### 2. Potential Impacts

There are no impacts associated with the No Action Alternative compared to existing conditions since this alternative poses no changes to the site. As compared to the Proposed Alternative, the No Action Alternative will result in a decrease of 245,375

square feet in building mass. However, this alternative does not benefit from the numerous positive aspects associated with the redevelopment of the site discussed below.

Extensive off-site highway improvements are proposed in conjunction with the Proposed Action which will not only mitigate the additional traffic generated by the proposed project (Figure V.1), but will improve existing traffic conditions in the vicinity of the site. Under the No Action Alternative, none of these traffic and infrastructure improvements would take place.

With regard to visual/aesthetic impact under the No Action Alternative, the additional 245,375 square feet of building area planned under the Proposed Action would not be constructed. As a result, the building mass would remain consistent with existing conditions. However, the existing building facades would not be upgraded and the site infrastructure would remain in its current state of disrepair. New landscaping, lighting, site furnishings and amenities would not be installed. Also, the existing inefficient, yellow hue site lighting would remain.

The No-Build Alternative would provide no additional tax revenue for the City of Yonkers or other taxing jurisdictions resulting from the construction process, enhanced real estate value or additional sales tax (Figure V.1). Also, the potential for numerous additional jobs for local area residents resulting from construction of the project in the short-term, and employment opportunities at the new retail and restaurant facilities in the long term, would be lost.

There would be no need to obtain variances and there would be no air or noise impacts resulting from construction (Figure V.1). There would be no change in the existing use of community services.

## **B. EXPANSION WITH GREATER SQUARE FOOTAGE THAN PROPOSED ACTION**

### 1. Description

This alternative (Figure V.B-1) analyzes a maximum build-out scenario for the Shopping Center including the addition of some 905,000 square feet of building area compared with the 245,375 square feet of the Proposed Action (Figure V.1). This would potentially increase the total building area of the Shopping Center to approximately 2,172,000 square feet, supported by a total of 8,800 parking spaces in a combination of structured and on-grade parking, compared with 5,631 parking spaces of the Proposed Action. This alternative proposes the following:

- More of a mixed-use as opposed to the multi-use format in the Proposed Action.
- A very dense development with parking accommodated within seven parking structures (compared with three under the Proposed Action), below building and on-grade parking fields.
- Razing several existing buildings and reconstructing in a new configuration.
- The mix was increased to include two new office buildings and potentially a hotel compared with the Proposed Action.
- Three large format multi-level anchors including retail tenants of 160,000 square feet, 110,000 square feet and 90,000 square feet.
- The existing theatre is relocated, reconfigured and expanded to 4,500 seats.
- A mix of in-line retail is added at 135,000 square feet.
- The existing primary anchors are expanded.

### 2. Potential Impacts

The Expansion with Greater Square Footage than Proposed Action Alternative would increase a number of potential impacts as compared to the Proposed Action. The 659,625 square feet of additional building area proposed under this alternative represents approximately 3.7 times the amount of additional building area planned under the

Proposed Action (Figure V.1). The increased density of this alternative requires redevelopment of virtually the entire site, with the exception of the existing Stop & Shop Supermarket, which would extend the construction period and require construction in much closer proximity to the neighboring residences. Duration of pile driving, rock removal, and rock crushing operations would be longer than under the Proposed Action.

This Alternative will also have an increased impact on utilities and natural resources since the increased square footage will utilize more electric and gas, as well as generate approximately 45% more sewage and consume approximately 45% more water than the Proposed Action.

Under this alternative, building coverage would be 45.5% which would require an additional variance since a maximum of 40% building coverage is permitted in the BR Zoning District, pursuant to the City of Yonkers Zoning Ordinance. The Proposed Action proposes a 35.5% building coverage. Floor Area Ratio (FAR) would be 1.14 for this alternative compared with 0.77 for the Proposed Action (Figure V.1).

A total of 8,800 parking spaces are required under this alternative which represents a 56% increase over the Proposed Action's 5,631 parking spaces. With regard to traffic, this alternative would generate 686 additional vehicles per hour during the Peak Weekday PM Hour and 907 additional vehicles per hour during the Peak Saturday Midday Hour when compared to the Proposed Action. Under this Alternative, the scope of off-site traffic improvements would be expanded as compared to the Proposed Action.

This alternative would result in an increase of approximately \$1,750,000 per year in real estate taxes and \$4,350,000 per year in sales tax paid to the City of Yonkers as compared to the Proposed Action.

**C. EXPANSION WITH LESS SQUARE FOOTAGE THAN PROPOSED ACTION**

1. Description

This alternative (Figure V.C-1) analyzes less redevelopment of the shopping center (Figure V.1). Under this alternative, the vacant former Stop & Shop Building will be demolished, as in the Proposed Action. However, a single story 40,000 square foot retail building would be constructed roughly in its place, rather than the 2 story 80,000 square foot retail building proposed under the Proposed Action.

Existing Retail Building 2 would be razed and reconstructed, similar to the Proposed Action. The upper level of retail would be reconstructed in-kind to replace the existing 35,242 square foot upper level floor area. The existing 10,242 square feet of service tunnel/loading area along the south end of the lower level will remain. The remaining 25,000 square feet of the lower level will be converted to parking to accommodate approximately 78 parking spaces. The parking beneath Building 2 would be an extension of the lower level parking at the north end of the site, beneath the proposed one level parking deck.

Retail Buildings E-1, E-2, E-3 and E-4 (112,600 square feet total) contemplated under the Proposed Action would be eliminated and replaced with a single Retail E Building with an area of 28,600 square feet, with parking below.

Proposed Retail Building G (25,000 square feet) and proposed Retail Building 13 (20,000 square feet) would remain in the plan, consistent with the Proposed Action.

Under this alternative, the following components of the Proposed Action have been eliminated.

- Proposed five level parking garage (1,723 parking spaces)
- Proposed Macy's expansion (50,000 square feet)

- Proposed Restaurant F (8,500 square feet)
- Proposed Sears expansion (Building H) (11,400 square feet)
- Proposed Deferred Parking Structure (354 parking spaces)

Also under this alternative, the proposed one level parking deck at the north end of the site has been reduced from 373 parking spaces at deck level under the Proposed Action to 260 parking spaces under this alternative.

## 2. Potential Impacts

Under this alternative, the majority of the existing shopping center would remain in its current condition with limited upgrades to the existing building facades, parking areas and pedestrian corridors. The parking lot at the north end of the site (to the north of Building 1, Building 2 and proposed Building E) would be completely reconstructed and landscaped in conjunction with construction of a 260 space parking deck.

This alternative results in a net decrease in building area of 218,900 square feet as compared to the Proposed Action, for a total future building area of 1,340,036 square feet. Building coverage would be 24.0% of the site and floor area ratio (FAR) would be 0.47.

A total of 4,494 parking spaces are required under this alternative compared with 5,631 parking spaces under the Proposed Action. With regard to traffic, this alternative would generate 365 less vehicles per hour during the Peak Weekday PM Hour and 484 less vehicles per hour during the Peak Saturday Midday Hour when compared to the Proposed Action. Under this Alternative, the off-site traffic improvements would be substantially reduced as compared to the Proposed Action.

Duration of rock removal, rock crushing and pile driving would be reduced compared with the Proposed Action. Likewise, there would be fewer noise and air quality impacts, as well as less usage of police, fire, and emergency services compared with the Proposed Action (Figure V.1).

This alternative would result in a decrease of approximately \$578,000 per year in real estate taxes and \$1,480,000 per year in sales taxes paid to the City of Yonkers as compared to the Proposed Action.

**D. PROVISION OF SEARS AUTOMOTIVE CENTER IN EXISTING SIZZLER RESTAURANT BUILDING WITH RETAIL USES ON SECOND LEVEL**

1. Description

This alternative (Figure V.D-1) is identical to the Proposed Action with the exception of the manner in which the existing Sizzler Restaurant (Building 13) is redeveloped. Building 13 would be razed and reconstructed to provide 10,725 square feet of retail on the upper level and a 9,275 square foot Sears Auto Center with eight vehicle service bays on the lower level. The upper level of the store will be accessed from the east and the lower level will be accessed from the west, as they are under current conditions.

2. Potential Impacts

Auto Center's perform oil changes which generate waste oil. The used oil would be drained into an approved 300 gallon above ground storage tank. Sears would contract its oil supplier to pick-up the used oil and recycle it. In addition, an underground oil-water separator would be plumbed into the facility's trench drains to collect any oil or contamination that may enter the drain. The oil water separator would be cleaned on a regular basis to recover the oil. The facility's trench drains would run the entire length of the shop area.

The net additional building area, total future building area, building coverage and FAR would remain consistent with the Proposed Action (Figure V.1).

The parking requirement for this alternative will remain virtually the same as the Proposed Action, with one additional space required due to the method of calculating

required parking for an automobile supply and service store which requires one space per 400 square feet of gross floor area, plus three spaces per service bay in accordance with the City of Yonkers Zoning Code. The total parking required for this alternative is 5,632 spaces compared with 5,631 parking spaces under the Proposed Action.

With regard to traffic, this alternative would generate 26 additional vehicles per hour during the Peak Weekday PM Hour and 40 additional vehicles per hour during the Peak Saturday Midday Hour when compared to the Proposed Action.

This Alternative would result in approximately the same real estate taxes and sales taxes paid to the City of Yonkers as the Proposed Action.

All other potential impacts are similar to those for the Proposed Action (Figure V.1).

## **E. CONVERSION OF EXISTING OFFICE BUILDING TO HOTEL USE**

### **1. Description**

This alternative (Figure V.E-1) 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 (Figure V.1).

#### **F. ACCESS ALTERNATIVES**

As outlined in the scope, the following access alternatives have been considered/analyzed:

##### 1. Modification of access connection to Central Avenue

This proposed access alternative consists of modification of the New York State Thruway Exit 4 Ramp to prohibit vehicles from weaving or maneuvering across Central Park Avenue northbound into the Macy's driveway (Site Driveway B). This modification will be implemented via a physical reconfiguration of the Macy's driveway. The entrance to the driveway will be moved south on Central Park Avenue to a location that will make it impossible for vehicles to access the driveway from the I-87 Exit 4 Ramp.

##### 2. Modification of Kimball Avenue Driveways to One-Way or Restricted Movements

A conceptual alternate access configuration which has been considered yet is not proposed involves Driveways 'C' and 'D' along Kimball Avenue. This alternative would provide an exit only driveway at Driveway 'D' and an entrance only driveway at

Driveway 'C' (North Drive). This potential access configuration would divert exiting vehicles south to Driveway 'D'. This would significantly increase the volumes along Kimball Avenue northbound in front of the nearby apartment buildings between the site driveways. The diversion of volumes to Driveway 'D' would require dual left turns from the driveway, which would necessitate the loss of on-street parking along Kimball Avenue.

3. Direct Access from Cross County Parkway

An exit from the site directly onto the Cross County Parkway Eastbound Ramp has been considered but is not desirable since vehicles will enter within a heavily traveled length of the parkway. In this section of the parkway vehicles maneuver or "weave" across lanes to either exit the Cross County Parkway or get on the Cross County Parkway eastbound main movement. Additional vehicles maneuvering through this location would be unsafe.

4. Provision of One-Way Traffic Flow on a Portion of Mile Square Road and Possibly Other Roadways

An access alternative which is proposed to be implemented involves changing the traffic flow pattern along Mile Square Road between Central Park Avenue Northbound and Vredenburgh Avenue. This new one way southbound traffic flow would decrease congestion at the intersection of Mile Square Road and Vredenburgh Avenue/Trenchard Street. Also, traffic would be reduced traveling to residences along Mile Square Road.

5. Direct Access Connection from NYS Thruway and Cross County Parkway to the Shopping Center, Including: Thruway to Shopping Center, Thruway to Shopping Center and Cross County Parkway, Cross County Parkway to Shopping Center.

A group of conceptual alternate access configurations which has been considered yet is not proposed involves one or more connections from one of the major roadways in the vicinity of the site directly, into the site. This alternative would require costly

construction of items such as elevated roadways, bridge structures and new access points to major highways. Implementation of this alternative would most likely result in closely spaced highway exits and would not be economically feasible for a private developer in the context of the work being performed at the Cross County Shopping Center.

The conceptual and proposed alternatives described above involve changes to the existing on-site and off-site roadway network around the shopping center