

I. EXECUTIVE SUMMARY

A. Brief Description Of The Proposed Action

The Cross County Shopping Center is an existing shopping center located in the City of Yonkers, New York (Figures I.A-1 and I.A-2). The property consists of a total of approximately 71.1 acres of land comprised of eighteen tax lots (Figures I.A-3 and I.A-4). It is bounded on the north by the Cross County Parkway, on the east by Kimball Avenue, on the south by Vredenburg Avenue, and on the west by Central Park Avenue northbound, which is adjacent to the New York State Thruway (I-87). The Cross County Shopping Center also contains a number of private internal roadways including Xavier Drive, South Drive, North Drive and West Drive (Figure I.A-3 and I.A-4).

Cross County Shopping Center, prominently located at the intersection of the New York State Thruway and the Cross County Parkway, has been a landmark in lower Westchester County since it was built more than 50 years ago as one of the area's first shopping centers. In addition to being highly visible, it has become established as an institution for shoppers in the region. Fifty years is an extraordinarily long time in the life of a retail facility and the center is showing its years, not just physically, but also in its merchandising competitiveness and ability to continue to draw customers given the multitude of options shoppers in the area have today.

The changes needed are not in the applicant's opinion tremendous. The redevelopment strategy focused on keeping what's good in the center and making it better and making additions and changes that enhance the center's character as a neighborhood and community destination. The end result is more of a refinement and reinforcement of the principles that have made Cross County Shopping Center successful for so long, rather than a complete reinvention. Figures I.A-6A and I.A-6B depict future views from within the Center.

The Proposed Action (Figures I.A-7A and I.A-7B) includes the following improvements to the existing Cross County Shopping Center:

1. The complete renovation of the open air pedestrian mall.
2. The renovation of the existing eight story office building.
3. The net addition of approximately 245,375 square feet of new retail and restaurant space.
4. The removal of approximately 46,550 square feet of currently vacant existing retail space, yielding a net proposed 1,558,936 square foot shopping center.
5. The construction of a new 5 story customer parking structure, containing \pm 1,723 parking spaces.
6. The construction of a one level parking deck at the north end of the site, containing \pm 373 parking spaces.
7. The construction of related on and off-site traffic and infrastructure improvements.

Four additional actions are required to facilitate implementation of the proposed plan. They are:

1. Reapportionment and enlargement of Macy's tax lot within the Cross County Center lot to facilitate the proposed Macy's building expansion.
2. Variances from the Yonkers Zoning Board of Appeals including no frontage on a street and reduction in depth required side yards relative to the Macy's reapportionment.
3. Extension of underground service tunnel.
4. Deferred parking approval by the Planning Board.

The SEQRA Actions for this project include Site Plan Approval, various area variances, apportionment of the Macy's property, a parking deferral, and IDA funding for sales and use tax exemption for construction materials purchased for the project.

New retail square footage is added to the plan for several strategic reasons: to strengthen the concept of crossing pedestrian axes by filling in the gaps; to allow expansion of existing department stores so they can remain competitive in the marketplace; and to attract new anchor tenants to reinforce the center's position in the market as an important retail destination and to retain the loyal customer following. In addition, two retail structures are being rebuilt to better suit today's tenants. All of the new square footage, in addition to being inwardly focused towards the pedestrian mall experience, is located away from the residential streets that bound the site to minimize impacts.

Redesigned exteriors will give a whole new look to the center. New architectural guidelines (such as new and renovated building facades will make use of depth of materials for shadow lines and details; quality and contrast in building materials provide a texture to the architecture that emphasizes a more human scale and proportion; building facades and storefronts will have rich colors in its building materials with a diverse range in architectural details and tenant storefronts; and provide for a varied roof line of new and existing building architecture, distinct building corners and parapet projections) have been developed that will apply to all of the in-line stores. The guidelines will allow retailers to express their identity to the public while meeting a much higher standard of design.

Already in place today is a well planned relationship of parking and stores and the pedestrian walkways that connect them. This is a format that the new design builds on and improves. The convenience of open air parking that is physically improved and secure is retained and new structured parking in close proximity to the retailers in a covered, customer-friendly environment is provided. Well designed walkways will make direct, simple and attractive connections between parking and the stores.

Significant improvements to the on-site vehicular circulation system are a part of the renovation plans. A hierarchy of streets and roads is created to orient the shopper. This is

accomplished by introducing improved landscaping, lighting, signage and special paving to emphasize pedestrian crosswalks. Inner roadways will be more like driveways with roundabouts to help calm traffic, making them more customer oriented while the outer, ring road will be focused on providing vehicular access to the major areas within the site. The on-grade parking lots will also be rebuilt as part of this renovation, using all of the same elements.

The applicant anticipates an investment of approximately \$150 million into the property and the project. As proposed, the project will generate new excitement, more jobs and greater tax revenues for the City of Yonkers, and enhance and strengthen this valuable community asset in today's competitive retail marketplace. The project will help improve traffic safety in and around the property, and will help to reduce traffic congestion in the area.

The applicant is also seeking permission from the Planning Board pursuant to Section 43-136 of the Zoning Ordinance to defer the construction of 354 required parking spaces.

Some aspects of the application and existing conditions deviate slightly from the requirements of the BR District. Accordingly, the applicant will be seeking a number of area variances and other permissions from the Zoning Board of Appeals to permit construction of the project.

B. Summary Of The Anticipated Impacts And Proposed Mitigation Measures

This section provides a brief listing of the anticipated impacts and proposed mitigation measures for each impact issue discussed in the DEIS.

Land Use and Zoning

The Proposed Action consists of the renovation and expansion of an existing shopping center. The existing center contains a mix of retail uses, with some office, restaurant, banking, entertainment (movie theatre), and auto service station uses. These types of uses will remain with proposed additional retail and restaurant uses. Existing and proposed uses

are in conformance with the underlying BR "Restricted Business, Residences Excluded" Zoning District of the site.

The Cross County Shopping Center has been in existence for approximately 50 years, and will remain similar in character with relation to the surrounding land uses. The anticipated $\pm 19\%$ proposed expansion is not expected to significantly alter the characteristics of the existing shopping center use. Traffic and visual impacts will be mitigated with numerous improvements to the existing roadway system, both internally and externally to the shopping center, as well as renovation of the visual impact of the site with new landscaping, new streetscapes and redesigned exteriors utilizing new architectural guidelines to upgrade the appearance and functionality of the Cross County Shopping Center site.

In connection with the proposed renovation, the application and the existing conditions on the property deviate slightly from the area requirements of the BR District. Accordingly, the applicant will be seeking several area variances and other permissions from the Zoning Board of Appeals to permit construction of the project.

Soils, Topography and Geology

The majority of the subject site is relatively flat with localized low areas. The existing surface grades primarily range between elevation +150 and elevation +163. Because the site is an existing developed parcel of land, the soil present at the site is classified as Uf "Urban Land".

Typical subsurface soil conditions consist of a layer of asphalt and gravel underlain by fill, underlain by organic silt or peat, underlain by sand, gravelly sand or sandy silt, underlain by gneiss bedrock. The proposed construction will utilize piles to support the proposed building areas in recognition that the new structures would otherwise cause the organic silt or peat to consolidate.

In order to establish the proposed site grades, blasting of rock may be required at two locations: Site Drive "C" at Kimball Avenue, and the existing slope adjacent to the Sears

building closest to the new Stop & Shop. In addition, to accommodate proposed roadway improvements, chipping of rock at the Cross County Parkway westbound exit ramp to Midland and Kimball Avenues may be required. Blasting will be undertaken by a New York State Licensed Powder Man and Licensed Blasting Contractor. To assure the work is performed in strict accordance with project blasting specifications, a licensed professional Geotechnical Engineer and Blasting Consultant will supervise all operations throughout the duration of the blasting process. A program to inform the surrounding neighborhoods about proposed blasting operations will be undertaken at the beginning of the project, prior to any blasting activities, to assure the community of the care with which blasting operations will be performed and the extent of oversight involved by the City, State and other regulatory agencies. Prior to the commencement of blasting, an independent blasting consultant will conduct a pre-blast survey. All adjacent structures and buildings within close proximity of the blast area will be surveyed to form a baseline of existing conditions.

The site civil grading design is intended to help balance the site excavation to minimize the necessity to import or export material. The total estimated earth and rock cut quantities are anticipated to range between 150,000 and 160,000 cubic yards and the total estimated fill quantity required to meet the proposed grading plan is anticipated to range between 25,000 and 30,000 cubic yards. The minimal amount of fill required to achieve the final site grades will be reduced through the proposed on-site rock processing operation and through the potential use of asphalt millings produced from the resurfacing of the existing roads and parking lots. The overall goal of the site design is to minimize the amount of material being exported and imported to the site to help reduce the amount of construction traffic required to perform the reconstruction work.

Based on the preliminary boring reports used to determine the subsurface conditions, which contain a lot of compressible peat, observed conditions throughout the site, and previous foundation systems, all new structures are currently scheduled to be pile supported. Driven piles can be installed using an impact hammer, vibro driver or hydraulic press and performance is routinely monitored during operation. Modern pile driving equipment is capable of providing consistent, calibrated energy that can be easily monitored during operation.

Based on the current soil data available and the anticipated building and parking structure foundation system designs, it is estimated that between 1,800 and 2,000 piles will be installed throughout the course of construction. Pile driving will occur during all three (3) phases of construction and can be anticipated to last approximately one and one half (1 ½) months during 2006, two and one half (2 ½) months during 2007, and one and one half (1 ½) months during 2008. During these time periods pile driving activities may be occurring at multiple locations based on the sequence of construction activities. Figure I.A-7C depicts the Pile Driving Location Plan, and Figure I.A-7D depicts the Anticipated Pile Driving and Rock Removal Schedule.

Vegetation, Wildlife and Wetlands

The project site is an existing shopping center, and approximately 87% of the site is comprised of impervious surfaces. Due to the extent of existing development on and surrounding most of the existing shopping center site, many of the ecological communities are urban in nature and have degraded habitats.

The project site does not contain any wetland areas.

The renovated shopping center will be planted in accordance with a landscaping plan with a variety of flowering shrubs, evergreen trees and shrubs, and deciduous trees to provide visual and aesthetic interest to the site. The existing mature trees within the east-west pedestrian via will be preserved and supplemented with additional trees and understory plantings to provide a functional and aesthetically pleasing landscaped theme. The parking lot will be improved by the addition of numerous landscaped islands to help mitigate the existing visual expanse of asphalt, and to help define vehicular and pedestrian circulation routes. The proposed trees will help provide aesthetic value and shade for the at-grade parking areas.

Prior to the commencement of demolition and construction work, a rodent control program based on a field investigation by a New York State licensed exterminator will be established.

Prior to the demolition of any structure, the structure will be fumigated and rodent bait will be placed throughout the structure and the immediate site area. Bait stations will also be placed at regular pre-determined intervals around the perimeter of the site. The rodent control program will be monitored and maintained during the demolition, construction and post construction phases of work.

Surface Water Resources

The proposed expansion and renovation of the Cross County Shopping Center will include a completely new drainage system within the project development area. The proposed improvements include practices to address the stormwater quantity and quality requirements of the Center's Redevelopment Plan. The proposed improvements will upgrade the Center's stormwater infrastructure to current engineering standards as well as and in compliance with local and State code requirements. Water quantity systems are intended to reduce the potential for flooding by capturing stormwater runoff in pipes and directing it to storage facilities that release runoff at an engineered rate. Water quality systems are utilized to remove stormwater pollutants that are generated on-site, such as non-soluble solids, to prohibit them from being discharged off-site.

The proposed water quantity drainage improvements include the abandonment/removal of the existing storm drain pipes, manholes and catch basins. A new stormwater collection system is proposed within the Center's outer ring road which will collect and convey runoff from the existing and proposed buildings, parking structures and on-grade parking areas to the proposed water quantity and quality facilities. The existing 72 inch storm drainage pipe located in the northern portions of the property will be relocated around the proposed Macy's expansion and the adjacent one-story parking deck.

The proposed subsurface stormwater infiltration and detention facilities will reduce the peak rates of runoff below those that currently exist for the 1, 10, 25, 50 and 100-year storms, as required by the SPDES General Permit GP-02-01. Stormwater quality measures do not currently exist at the site due to the Center's age, having been constructed in the 1950's when stormwater quality measures were not required. Surface water quality will be enhanced in

the post development phase by the use of subsurface perforated pipe allowing for the infiltration of stormwater runoff into the soils, and Vortech devices (these are underground structures that provide treatment of sediment, oil and grease in stormwater runoff) to be installed to treat 100% of the required water quality volume as defined by the NYSDEC for all contributing areas. Infiltration enhances stormwater runoff by allowing it to enter the site's subsoils. After runoff is infiltrated, it is filtered by the soils to remove pollutants before it enters the groundwater table. Additionally, a sediment and erosion control plan has been prepared for the project to minimize sediment transport from the site during construction activities.

With the implementation of the proposed stormwater management plan and its improvements, downstream properties will not be adversely affected by the proposed development with the implementation of the proposed stormwater management plan.

Utilities

Municipal water service is currently provided to the site, and will continue to provide service to the renovated and expanded shopping center.

Sewage from the existing site is conveyed to the Westchester County Department of Environmental Facilities (WCDEF) trunk sewer to the Yonkers Joint Wastewater Treatment Plant. The transmission main and the Yonkers Joint Wastewater Treatment Plant have sufficient capacity to accommodate the proposed renovation and expansion of the center.

Existing electric and gas facilities are provided by the Consolidated Edison Company of New York (Con Ed) who will continue to provide the services to the site. New electric service and meter rooms will be constructed in the existing buildings, and new service equipment and meter equipment will be installed within the proposed buildings. New gas piping will be installed to the existing buildings, and new service provided to the proposed buildings.

The existing site is supplied with telephone service that is routed underground to each of the existing buildings, where it is then distributed to each of the tenants. Verizon supplies the existing telephone service and will provide service for the renovated and expanded site. Provision of telephone and cable will be in accordance with customary retail tenant requirements. The additional telephone and cable service demand of the development will be met by the installation of new underground duct banks on-site.

Traffic and Parking

Additional traffic will be generated as a result of the proposed expansion/renovation of the Cross County Shopping Center. Extensive on-site and off-site roadway improvements are proposed by the applicant to mitigate the additional vehicles associated with the expansion, see Figures I.A-8 and I.A.9. In many locations, the proposed improvements significantly improve the capacities of the intersections. Intersection capacity analyses have been prepared which can be used to compare how well the studied intersections operate now and how well they will operate in the future. The capacity analyses use criteria set fourth in the 2000 Highway Capacity manual to analyze how each intersection is functioning. Results are in the form of volume to capacity ratios, seconds of delay and levels-of-service. Levels-of-Service range from A to F and are analogous to a report card for an intersection. A complete description of capacity analyses and levels-of-service can be seen in Section IV.F Traffic and Parking. Analyses indicate that projected future operations will in many cases be better than existing operations. A summary of overall levels-of-service for existing conditions and anticipated future conditions can be seen in Tables I.A-1a and I.A-1b below. Coordinated signalization schemes along the Central Park Avenue and Kimball Avenue corridors will improve the flow of vehicles through currently congested areas. Internal shopping center intersections will operate with adequate capacity and levels of service and pedestrian access will be provided throughout the site. Existing off-site pedestrian access to the site will be maintained and/or improved in conjunction with the extensive roadway improvements. Proposed parking will be sufficient to accommodate patrons and employees. On-site Westchester County Bee-Line bus stops will be improved and the bus routes will continue to provide safe and convenient access to public transportation.

TABLE I.A-1a**OVERALL INTERSECTION OPERATIONS-PEAK PM HOUR**

INTERSECTION	2005 EXISTING LEVEL OF SERVICE	2009 NO BUILD LEVEL OF SERVICE	2009 BUILD LEVEL OF SERVICE
3. CENTRAL PARK AVENUE NB AND SOUTH DRIVEWAY (UNSIGNALIZED)	F	F	F
3a. CENTRAL PARK AVENUE NB AND SOUTH DRIVE (SIGNALIZED W/IMPROVEMENTS)			B
4. CENTRAL PARK AVENUE NB AND MALL AT CROSS COUNTY DRIVEWAY (SIGNALIZED)	B	C	C
4a. CENTRAL PARK AVENUE AND MALL AT CROSS COUNTY DRIVEWAY (SIGNALIZED W/IMPROVEMENTS)			A
5. CENTRAL PARK AVENUE SB AND MILE SQUARE RD. (SIGNALIZED)			A
5a. CENTRAL PARK AVENUE SB AND MILE SQUARE ROAD (SIGNALIZED W/IMPROVEMENTS)	C	C	C
6. CENTRAL PARK AVENUE NB AND MILE SQUARE RD. (SIGNALIZED)			B
6a. CENTRAL PARK AVENUE NB AND MILE SQUARE RD. (SIGNALIZED W/IMPROVEMENTS)	D	E	E
7. CENTRAL PARK AVENUE NB AND NYS THRUWAY EXIT 3 (UNSIGNALIZED)	E	F	F
7a. CENTRAL PARK AVENUE NB AND NYS THRUWAY EXIT 3 (SIGNALIZED W/IMPROVEMENTS)			B
8. VREDENBURGH AVENUE AND MILE SQUARE RD. WITH TRENCHARD ST. (SIGNALIZED)	D	E	E
8a. VREDENBURGH AND MILE SQUARE RD WITH TRENCHARD ST. (SIGNALIZED W/IMPROVEMENTS)			D
10. VREDENBURGH AVENUE AND EAST DRIVE (UNSIGNALIZED)	C	E	F
10a. VREDENBURGH AVENUE AND EAST DRIVE (UNSIGNALIZED W/IMPROVEMENTS)			C
11. VREDENBURGH AVENUE AND XAVIER DRIVE (SIGNALIZED)	C	C	C
11a. Vredenburgh Avenue and Xavier Drive (SIGNALIZED W/IMPROVEMENTS)			B
12. VREDENBURGH AVENUE AND KIMBALL AVENUE (SIGNALIZED)	D	D	E
12a. VREDENBURGH AVENUE AND KIMBALL AVENUE (SIGNALIZED W/IMPROVEMENTS)			C
13. KIMBALL AVENUE AND SITE DRIVEWAY (SIGNALIZED)	B	B	A
13a. KIMBALL AVENUE AND SITE DRIVEWAY (SIGNALIZED W/IMPROVEMENTS)			A
14. KIMBALL AVENUE AND NORTH DRIVE (SIGNALIZED)	E	E	E
14a. KIMBALL AVENUE AND NORTH DRIVE/ (SIGNALIZED W/IMPROVEMENTS)			B
15. KIMBALL AVENUE AND MIDLAND AVENUE EAST WITH CCP EB RAMP (SIGNALIZED)	F	F	F
15a. KIMBALL AVENUE AND MIDLAND AVENUE EAST WITH CCP EB RAMP (SIGNALIZED W/IMPROVEMENTS)			C

TABLE I.A-1a (Cont'd)

OVERALL INTERSECTION OPERATIONS-PEAK PM HOUR

INTERSECTION	2005 EXISTING LEVEL OF SERVICE	2009 NO BUILD LEVEL OF SERVICE	2009 BUILD LEVEL OF SERVICE
16. KIMBALL AVENUE AND MIDLAND AVENUE WEST WITH NEVADA PLACE (SIGNALIZED)	B	C	C
16a.KIMBALL AVENUE AND MIDLAND AVENUE WEST WITH NEVADA PLACE (SIGNALIZED w/IMPROVEMENTS)			C
17. MIDLAND AVENUE WEST AND CROSS COUNTY PARKWAY WB RAMPS (UNSIGNALIZED)	F	F	F
17a.MIDLAND AVENUE WEST AND CROSS COUNTY PARKWAY WB RAMPS (SIGNALIZED w/IMPROVEMENTS)			C
18. CENTRAL PARK AVENUE AND SPRAIN PARKWAY NB RAMP (SIGNALIZED)	C	D	D
20. CENTRAL PARK AVENUE AND BOULDER CREEK U-TURN (SIGNALIZED)	B	B	B
20a.CENTRAL PARK AVENUE AND BOULDER CREEK U-TURN (SIGNALIZED w/IMPROVEMENTS)			B
22.MILE SQUARE ROAD AND SEMINARY AVENUE (UNSIGNALIZED)	A	A	A
24. KIMBALL AVENUE AND MILE SQUARE ROAD (SIGNALIZED)	B	B	B
25. KIMBALL AVENUE AND FOX AVENUE (UNSIGNALIZED)			D
25a.KIMBALL AVENUE AND FOX AVENUE (UNSIGNALIZED w/IMPROVEMENTS)			D
27. MIDLAND AVENUE EAST AND BRONXVILLE GLEN DRIVEWAY (SIGNALIZED)	A	A	A
28. MIDLAND AVENUE AND BRONX RIVER ROAD (SIGNALIZED)	D	E	E
28a.MIDLAND AVENUE AND BRONX RIVER ROAD (SIGNALIZED w/IMPROVEMENTS)			D
29. BROAD STREET AND NORTH TERRACE (SIGNALIZED)	C	C	C
29a.BROAD STREET AND NORTH TERRACE (SIGNALIZED w/IMPROVEMENTS)			C
30. BROAD STREET AND FLEETWOOD/CC PARKWAY EB RAMPS (SIGNALIZED)	D	D	D
30a.BROAD STREET AND FLEETWOOD/CC PARKWAY EB RAMPS (SIGNALIZED w/IMPROVEMENTS)			C

TABLE I.A-1b**OVERALL INTERSECTION OPERATIONS-PEAK SATURDAY HOUR**

INTERSECTION	2005 EXISTING LEVEL OF SERVICE	2009 NO BUILD LEVEL OF SERVICE	2009 BUILD LEVEL OF SERVICE
3. CENTRAL PARK AVENUE NB AND SOUTH DRIVEWAY (UNIGNALIZED)	F	F	F
3a. CENTRAL PARK AVENUE NB AND SOUTH DRIVE (SIGNALIZED W/IMPROVEMENTS)			C
4. CENTRAL PARK AVENUE NB AND MALL AT CROSS COUNTY DRIVEWAY (SIGNALIZED)	B	C	C
4a. CENTRAL PARK AVENUE AND MALL AT CROSS COUNTY DRIVEWAY (SIGNALIZED W/IMPROVEMENTS)			B
5. CENTRAL PARK AVENUE SB AND MILE SQUARE RD. (SIGNALIZED)	C	D	D
5a. CENTRAL PARK AVENUE SB AND MILE SQUARE ROAD (SIGNALIZED W/IMPROVEMENTS)			C
6. CENTRAL PARK AVENUE NB AND MILE SQUARE RD. (SIGNALIZED)	D	F	F
6a. CENTRAL PARK AVENUE NB AND MILE SQUARE RD. (SIGNALIZED W/IMPROVEMENTS)			B
7. CENTRAL PARK AVENUE NB AND NYS THRUWAY EXIT 3 (UNIGNALIZED)	F	F	F
7a. CENTRAL PARK AVENUE NB AND NYS THRUWAY EXIT 3 (SIGNALIZED W/IMPROVEMENTS)			B
8. VREDENBURGH AVENUE AND MILE SQUARE RD. WITH TRENCHARD ST. (SIGNALIZED)	C	E	E
8a. VREDENBURGH AND MILE SQUARE RD WITH TRENCHARD ST. (SIGNALIZED W/IMPROVEMENTS)			D
10. VREDENBURGH AVENUE AND EAST DRIVE (UNIGNALIZED)	D	F	F
10a. VREDENBURGH AVENUE AND EAST DRIVE (UNIGNALIZED W/IMPROVEMENTS)			C
11. VREDENBURGH AVENUE AND XAVIER DRIVE (SIGNALIZED)	C	C	C
11a. Vredenburgh Avenue and Xavier Drive (SIGNALIZED W/IMPROVEMENTS)			B
12. VREDENBURGH AVENUE AND KIMBALL AVENUE (SIGNALIZED)	D	E	F
12a. VREDENBURGH AVENUE AND KIMBALL AVENUE (SIGNALIZED W/IMPROVEMENTS)			D
13. KIMBALL AVENUE AND SITE DRIVEWAY (SIGNALIZED)	C	C	D
13a. KIMBALL AVENUE AND SITE DRIVEWAY (SIGNALIZED W/IMPROVEMENTS)			B
14. KIMBALL AVENUE AND NORTH DRIVE (SIGNALIZED)	D	E	F
14a. KIMBALL AVENUE AND NORTH DRIVE/ (SIGNALIZED W/IMPROVEMENTS)			B
15. KIMBALL AVENUE AND MIDLAND AVENUE EAST WITH CCP EB RAMP (SIGNALIZED)	D	D	D
15a. KIMBALL AVENUE AND MIDLAND AVENUE EAST WITH CCP EB RAMP (SIGNALIZED W/IMPROVEMENTS)			C

TABLE I.A-1b (Cont'd)

OVERALL INTERSECTION OPERATIONS-PEAK SATURDAY HOUR

INTERSECTION	2005 EXISTING LEVEL OF SERVICE	2009 NO BUILD LEVEL OF SERVICE	2009 BUILD LEVEL OF SERVICE
16. KIMBALL AVENUE AND MIDLAND AVENUE WEST WITH NEVADA PLACE (SIGNALIZED)	B	C	C
16a.KIMBALL AVENUE AND MIDLAND AVENUE WEST WITH NEVADA PLACE (SIGNALIZED w/IMPROVEMENTS)			B
17. MIDLAND AVENUE WEST AND CROSS COUNTY PARKWAY WB RAMPS (UNSIGNALIZED)	F	F	F
17a.MIDLAND AVENUE WEST AND CROSS COUNTY PARKWAY WB RAMPS (SIGNALIZED w/IMPROVEMENTS)			B
18. CENTRAL PARK AVENUE AND SPRAIN PARKWAY NB RAMP (SIGNALIZED)	B	B	B
20. CENTRAL PARK AVENUE AND BOULDER CREEK U-TURN (SIGNALIZED)	B	C	D
20a.CENTRAL PARK AVENUE AND BOULDER CREEK U-TURN (SIGNALIZED w/IMPROVEMENTS)			D
22.MILE SQUARE ROAD AND SEMINARY AVENUE (UNSIGNALIZED)	A	A	A
24. KIMBALL AVENUE AND MILE SQUARE ROAD (SIGNALIZED)	B	B	B
25. KIMBALL AVENUE AND FOX AVENUE (UNSIGNALIZED)	C	D	B
25a.KIMBALL AVENUE AND FOX AVENUE (UNSIGNALIZED w/IMPROVEMENTS)			D
27. MIDLAND AVENUE EAST AND BRONXVILLE GLEN DRIVEWAY (SIGNALIZED)	A	A	B
28. MIDLAND AVENUE AND BRONX RIVER ROAD (SIGNALIZED)	C	D	D
28a.MIDLAND AVENUE AND BRONX RIVER ROAD (SIGNALIZED w/IMPROVEMENTS)			C
29. BROAD STREET AND NORTH TERRACE (SIGNALIZED)	B	B	B
29a.BROAD STREET AND NORTH TERRACE (SIGNALIZED w/IMPROVEMENTS)			C
30. BROAD STREET AND FLEETWOOD/CC PARKWAY EB RAMPS (SIGNALIZED)	C	C	C
30a.BROAD STREET AND FLEETWOOD/CC PARKWAY EB RAMPS (SIGNALIZED w/IMPROVEMENTS)			C

Noise and Air Quality

Noise and air quality were monitored in the vicinity of the site. Based on the traffic volume growth for the No-Build and Build conditions, for all time periods the noise level increases will result in an imperceptible change. Likewise, a similar analysis conducted for air quality

determined that the project will not cause any adverse air quality impacts and will not result in any violations of the National or State Ambient Air Quality Standards (AAQS).

With regard to shorter-term construction-related noise and air quality impacts, construction equipment noise will vary somewhat depending on the types and size of the equipment used for the project. The project will use high-noise construction processes, such as blasting, pile driving, rock drilling and rock crushing. Blasting, rock drilling and pile driving can produce noise levels greater than 90 dBA at the source.

Pile driving is potentially the greatest source of vibration associated with equipment used during construction of a project. Impact pile drivers produce a high vibration level for a short time (0.2 seconds) with sufficient time between impacts to allow any resonant response to decay.

Mitigation methods for noise vibration associated with pile driving include:

- Avoid night time pile driving. People are more aware of vibration in their homes during the night time hours. Pile driving will be limited to the hours 8:00 AM to 3:30 PM Monday through Friday. The duration of pile driving the various phases of construction is illustrated on Figure I.A-7D;
- alternate methods of driving or foundation support;
- use of multiple pile drivers to reduce the total time required for driving piles;
- Use of engine and pneumatic exhaust controls to reduce exhaust noise;
- piles may be pre-drilled prior to their installation to accommodate lower noise levels.

The rock crusher is proposed to be located in the space currently occupied by the existing vacant Stop & Shop basement. The former basement will be excavated to create a pad to

house the crusher below grade. The attenuated values are generally within the existing background values. While the noise generated will be audible in the neighborhood it will only raise total decibel levels by 2 or 3 decibels.

The rock drilling has the potential for significant, though short-term impacts on the adjacent Co-Op apartment building on the south side of Midland Avenue, as well as on the apartment building on the north side. The apartments facing Kimball Avenue, in the apartment complex on the southeast side of Kimball Avenue, will be subject to peaks of approximately 80 dBA during the blasting for the north driveway. In other areas the increases will be 5 dBA above background. While clearly audible the noise will be short term in nature and not overly intrusive.

Rock drilling and blasting will not generate any significant fugitive (released into the general environment) dust emissions.

The applicant will utilize Best Management Practices for rock crushing operations, including wet suppression and placement of crushing equipment below grade to help minimize impacts associated with airborne dust. To further mitigate adverse impacts, rock and other material stockpiles will be tarped and properly maintained in a wet condition. The rock crusher will be operated in accordance with any required permits, and will be kept full to avoid air gaps to additionally help mitigate dust impacts.

Visual, Aesthetics and Neighborhood Character

With the Proposed Action, the applicant believes that a new and renovated Center will enhance the surrounding neighborhood, especially where the Center directly fronts the residential streets of Vredenburg and Kimball Avenues. On these residential streets, the landscaped edges between the homes and the shopping center will be enhanced, pylon signage will be improved in appearance and site lighting within the center will be replaced and upgraded to minimize off-site light impacts.

The upgraded Center will also enhance the existing commercial character along Central Park Avenue. Aesthetically, the Center – its buildings, garages, streetscapes, parking fields, etc. – will be significantly renovated to create a new shopping experience. These improvements will be paired with the introduction of new anchor tenants and an improved tenant mix, to better meet the needs and desires of the Center’s shoppers. In addition to the aesthetic and tenant upgrades, the services and operations of the Center will be modernized. New landscaping will be provided both within the Center and at the perimeter as noted above. Reconfigured traffic patterns in and around the Center as well as reconfigured vehicular entry/exit points will contribute to an improved customer experience.

Socioeconomic

A socioeconomic analysis of the proposed renovation and expansion indicates that the Cross County Shopping Center would generate significant benefits for both the City of Yonkers and Westchester County.

- The rehabilitation and expansion of the Cross County Shopping Center will involve a total economic investment of over **\$265 million**.
- The revamped Center will produce **\$ 1.57 million in property tax revenues** for the City of Yonkers on an annual basis and another **\$ 2.7 million in tax revenue for Yonkers Public Schools**. The combined (City and School) **incremental property tax revenue** is also significant at about **\$650,000**. The County would receive an additional \$143,000 over their current property tax revenue of \$880,000.
- Cross County’s expansion will generate a projected **\$33 million in annual sales tax revenue** when fully operational, of which **\$9.7 million** is allotted to the City of Yonkers, \$5.8 million to Westchester County and \$16.5 million to the State of New York. The incremental increase in sales tax revenue for the City is projected to be **\$1.65 million** over sales tax revenues from the existing mall.
- The project yields a net surplus since total tax revenue significantly outweighs estimated increases in municipal expenditures, with a **positive net fiscal benefit of nearly \$9.0 million** annually for the City of Yonkers and the School district, which

equals an **incremental benefit of \$1.5 million** annually over the existing shopping center.

- The proposed modifications will generate **1,381 person-years of construction and construction related employment** for Westchester County. Total earnings associated with this construction employment are projected at **\$57 million**. Redevelopment will also generate an additional 68 person-years of employment in professional services, with earnings totaling \$3.7 million.
- The City of Yonkers can expect to receive building permit fees of approximately **\$800,000**.
- During the Cross County's three-year redevelopment/construction period, employee wages and payments to material suppliers and consultants will create additional spending that will support secondary employment in Westchester County. This ripple effect will produce another **909 person-years of secondary employment and \$32.7 million in wages**.
- When fully-operational, the revamped Cross County Center will employ an estimated **3,929 employees**, which represents an **additional 614 full time equivalent jobs in retailing** over the existing Cross County Shopping Center. Many of these jobs are expected to be filled by Yonkers residents. Annual earnings associated with new permanent jobs are projected at **\$11.5 million**.

Community Facilities and Services

The proposed renovation and ±19% expansion of the existing Cross County Shopping Center is not anticipated to have a significant impact on existing police, fire protection, or emergency services for the site.

Construction

The proposed renovation and expansion of the existing Cross County Shopping Center is anticipated to be completed in three phases comprising a total of approximately thirty-six (36) months (Figure I.A-7D). As discussed above within this section of the DEIS, three (3) areas may require the removal of rock: Area A – the existing slope adjacent to the Sears

building closest to the new Stop & Shop; Area B – Site Drive “C” at Kimball Avenue; and Area C – the existing rock face between the Cross County Parkway westbound exit ramp as it leads to Midland and Kimball Avenues. Blasting is only anticipated at Areas A and B. Please refer to Figure IV.B-4 for the Anticipated Rock Removal Location Plan.

Prior to the start of any blasting activities, a detailed blasting plan will be established and submitted to the City of Yonkers for building permit approval. This blasting plan will be tailored to address each specific location and will be based on all information gathered and approved to date, including all geotechnical reports, approved site plans, city and public comments, etc.

Pile driving will be required to support the proposed structures. Pile driving activities will intermittently and temporarily generate noise levels above existing ambient levels in the property vicinity over the duration of the pile driving. To mitigate the elevated noise levels created during the pile driving activity, the following measures may be undertaken: limiting the hours that piles may be driven; alternate methods of driving or foundation support; use of multiple pile drivers to reduce the total time required for driving piles. In addition, pile drivers may be able to use engine and pneumatic exhaust controls to reduce exhaust noise and or piles may be pre-drilled prior to their installation to accommodate lower noise levels.

For the duration of the construction process, the location of construction worker parking and truck deliveries will be synchronized with the phases of construction to ensure acceptable parking and haul road locations. The New York State Thruway and Central Park Avenue will be the main thoroughfares used for the delivery of materials throughout the normal work day. All delivery truck traffic will be limited from traveling throughout the local residential street networks, by means of a contract requirement.

The City of Yonkers Municipal Code expects the majority of construction activities to be restricted to a starting time of 7:00 AM and a completion time of 6:00 PM. Should an activity need to occur past 6:00 PM, approval will be requested with the City of Yonkers Department of Housing & Buildings. Construction that is required to occur outside the regular work week will be limited to low noise producing activities.

Hazardous Materials

As detailed in Appendix II.E of this DEIS, Assessment Resources & Technologies, Inc. (A.R.T.) has performed a Phase I Environmental Site Assessment (ESA) of the Cross County Shopping Center property.

Aside from incidental amounts of cleaning and building maintenance supplies, A.R.T. observed no hazardous materials at the Site. However, A.R.T. has learned that several abandoned underground petroleum storage tanks (USTs) are present at the Site.

As detailed in Appendix II.F of this DEIS, Roux Associates, Inc. completed an underground storage tank management plan in April 2005. Roux's testing for the USTs included the use of both ground penetrating radar (GPR) and magnetometer technology. The purpose of the testing included verifying the orientation and size of known USTs and associated utility lines.

The owner has contracted Roux to obtain a remediation contractor to remediate as necessary and remove all USTs on the renovated property. Bids for this work will be solicited in late-June, early-July, with removal to commence in August 2005. Any tanks that are not registered with the Westchester County Department of Health will be so registered prior to removal.

Prior to demolition and renovation of any structures, an abatement contractor will be hired to remediate all potential hazardous materials such as Mercury, asbestos containing materials and lead-based paint. These materials will be tested and remediated in accordance with all applicable regulations, such that a "clean" site will be provided for the site contractor responsible for the demolition and renovation work.

C. Summary Description Of The Project Alternatives

Pursuant to the DEIS Scoping Document (Appendix II.B), five alternatives to the Proposed Action have been evaluated, as well as five access alternatives. 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. These alternatives are discussed in greater detail in Section V. Alternatives.

D. List Of Involved Agencies And Required Approvals And/Or Permits

Involved Agencies

City of Yonkers, Mayor Philip Amicone, PE

City of Yonkers City Council President, Richard Martinelli

City of Yonkers, Traffic Engineer. Brian O'Rourke PE

City of Yonkers, City Engineer, Andrew Api, PE

City of Yonkers, Police Dept, Robert Taggart

City of Yonkers, Department of Housing and Building, John Meyer, PE

City of Yonkers, Fire Dept, Anthony Pagano

City of Yonkers, Zoning Board of Appeals, Joseph Cianciulli, Chairman

City of Yonkers, Econ. Dev/IDA, Ed Sheeran

City of Yonkers, Department of Public Works, John Liszewski

City of Yonkers, Corporation Counsel, Frank Rubino, Esq.

Westchester County Planning Department,

Attn: Commissioner Gerard E. Mulligan

County Office Building, 148 Martine Avenue,

White Plains, NY 10601

Westchester County Department of Public Works, Attn: Kevin Roseman, Traffic Engineer
County Office Building, Room 400B
148 Martine Avenue, White Plains, NY 10601

Westchester County Department of Public Works, Attn: Ralph L. Butler, Commissioner
County Office Building, Room 518
148 Martine Avenue, White Plains, NY 10601

Westchester County Department of Transportation
100 East First Street
Mount Vernon, NY 10550
Attn: Mr. Lawrence Salley, AICP, Commissioner

NYS Department of Transportation, Region 8
Eleanor Roosevelt State Office Building
4 Burnett Boulevard, Poughkeepsie, NY 12603
Attn: Robert A. Dennison III, P.E. Commissioner

New York State Thruway Authority
4 Executive Boulevard, Suffern, NY 10901
Attn: Ramesh Mehta, FE

NYS DEC Region 3,
South Putt Corners Road, New Paltz, NY 12561
Lawrence C Biegel. Division of Regulatory Affairs
City of Yonkers Industrial Development Agency

Interested Agencies and Other Parties

City of Mt. Vernon, Dept. of Planning, Attn: Gerri Post
City Hall, Roosevelt Square, Mt. Vernon, NY 10596

Brook Shopping Centers LLC

Midwood Management Corp.

Carlin-Simpson Associates

DelBello Donnellan Weingarten Tartaglia Wise & Wiederkehr, LLP

Street-Works, LLC

John Meyer Consulting

O'Dea Lynch Abbattista Consulting Engineers

Table I.A-1

Project Permits and Approvals

AGENCY	APPROVAL
City of Yonkers Planning Board	Site Plan Approval
City of Yonkers Zoning Board of Appeals	Area Variances
City of Yonkers Building Department	Building Permit Stormwater Management Plan Review
City of Yonkers Department of Public Works	Sanitary and Water Main Extension Street Opening Permit
NYS Thruway Authority	Work Permit
City of Yonkers Department of Transportation	Highway Work Permit
Westchester County Department of Public Works	County Road Area Work Permit and DPW-15
New York State Department Of Transportation	Highway Work Permit
New York State Department of Environmental Conservation	SPDES General Permit No. GP-02-01 (Stormwater)
Westchester County Planning Board	§277 Westchester County Administrative Code & §239-M General Municipal Law Referral
Westchester County Department of Health	Sanitary and Water Main Extension