

II. DESCRIPTION OF THE PROPOSED ACTION

A. Project Overview And 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 (Figures I.A-3 and I.A.-4).

The property has +600 feet of frontage on Kimball Avenue +1,300 feet of frontage on Vredenburg Avenue, +400 feet of frontage on Lusk Avenue to the southwest, and +750 feet of frontage on Central Park Avenue northbound.

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 of 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.

The property is located in a BR "Restricted Business, Residences Excluded" District of the City (the "BR District") (Figure I.A-5). Under Section 43-36 (K) of the current Zoning Ordinance, Cross County is classified as a "planned shopping center". Planned shopping centers are permitted uses in the BR District subject to supplemental regulations.

The applicant is seeking site plan approval from the Planning Board to permit construction of the project, which has the following basic components (Figures I.A-6A and I.A-6B):

- 1) Renovation of the Existing Mall: The applicant proposes the complete renovation of the existing open air pedestrian mall. This portion of the project includes replacement of the existing building facades, new signage and graphics, and the replacement of the existing kiosks on the property with new modern kiosks. A renovation of the existing streetscape is proposed which includes the replacement of sidewalks, trash receptacles, street lamps, and includes the addition of new benches and attractive landscaping. The renovation to the existing pedestrian mall also includes the upgrade of existing utilities, including electric, sanitary sewers, stormwater management infrastructure, water and telephone services.

The open air pedestrian mall that runs east-west and connects Macy's to Sears is the best and most identifiable part of the center today. Lined by small shops, it is a strong merchandising concept and one that the renovation will build on and enhance by creating a cross axis running from the Old Navy to a new anchor to the north. While the character of each of these crossing "streets" will be different, with one more green and

the other a little more urban, they will be complementary. A key to creating the cross axis is "filling in" an existing parking lot with the addition of new in-line retail to create a full two-sided retail pedestrian street between the two anchors

- 2) Renovation of the Existing Office Building: The applicant proposes the complete renovation of the existing eight (8) story office building on the property. The renovation of the office building includes the complete recladding of the exterior of the building, new windows, and new architectural features.
- 3) Addition of New Retail Shops and A Restaurant: The project also includes the net addition of approximately 245,375 square feet of new retail and restaurant space including: a) a 50,000 square foot expansion to the existing Macy's building; b) an 11,400 square foot expansion to the existing Sears building; c) an 80,000 square foot two-story retail anchor; d) four (4) new structures identified as Buildings "E-1", "E-2", "E-3", and "E-4": Building E-1 will contain 40,000 square feet with parking and a 4,500 square foot loading area under the building; Building E-2 will contain 40,000 square feet with parking and a 5,400 square foot loading area under the building; Building E-3 is proposed to contain 13,000 square feet of retail space; Building E-4 is proposed to contain 9,700 square feet of retail space; e) a new 25,000 square foot retail building; and f) a new 8,500 square foot restaurant pad.
- 4) Additional Parking Structure: A new one level parking deck (over the on-grade parking area) containing ±373 parking spaces is proposed to be constructed in the area between the Macy's expansion and Building E-1.
- 5) Replacement of Building 2: The existing building identified as "Building 2" will be removed and replaced in kind as a result of structural damage to the existing building.
- 6) Removal of Existing "Sizzler": The building that until recently contained a "Sizzler" restaurant will be removed and replaced with a two story retail building containing 20,000 square feet (10,000 square feet per floor) (Building 13).

7. New Parking Structure: The applicant also proposes to construct a new pre-cast concrete five-level parking structure containing approximately 1,723 parking spaces. The parking structure includes one primary pedestrian core (the area that allows pedestrians to change levels once they have parked their cars) with escalators, and two ancillary pedestrian cores with elevators. The structure has been designed to allow for the circulation of air and light. The lower level of the structure has been designed with additional height to permit access to that level of the structure for emergency vehicles.

8. On-Site Traffic, Infrastructure and Other Site Improvements: As part of the project, the applicant proposes significant on-site improvements which include redesigned parking areas with new lighting and new pavement and the installation of new landscaping including deciduous and evergreen trees, shrubs and plantings. In addition, the interior roadways have been redesigned to promote more safe and efficient circulation within Cross County. Further, several additional traffic signals will be installed at various locations within the property. All utilities serving Cross County will be completely upgraded.

9. Off-Site Traffic Improvements: Significant off-site highway capacity and safety improvements are recommended which will ameliorate traffic operations and accommodate traffic anticipated from other proposed uses in the area and traffic projected for the subject project. The off-site traffic improvements include improvements to: a) the Midland Avenue exit from the Cross County Parkway; b) Midland and Kimball Avenues; c) the exit ramp from the eastbound Cross County Parkway directly into the property; d) northbound and southbound Central Park Avenue; and e) improvements to the intersections of Mile Square Road with Central Park Avenue; f) Widening and signalizing the I-87 Exit 3 (Mile Square Road) off-ramp at Central Park Avenue. In addition, all six site driveways will be improved.

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 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. 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. The parking spaces would not be constructed unless and until the spaces are needed to satisfy a demonstrated demand. As required by Section 43-136, the site plans for the project demonstrate that there is sufficient on-site area to provide the deferred parking spaces, and a proposed parking structure for the deferred parking spaces (in addition to the five level and the one-level proposed parking structures discussed above) has been shown on the site plan drawings.

The application seeks some slight deviations from the 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. These variances include a request for separation of less than the required 40-foot minimum between buildings for the proposed kiosks; permission for access to loading spaces in tandem and parallel; reduction of the minimum distance required from parking to any building in locations where parking will extend beneath proposed building; and permission to exceed the maximum height of the 5-level proposed parking structure to permit a greater floor to ceiling height on all floors to allow for a more open, airy feel for customers, and to permit easier access for emergency vehicles on the ground floor. Variances sought in connection with the proposed Macy's reapportionment are described below.

By way of background to explain some of the variances to be requested, the existing Macy's store is situated on a separate parcel owned by Federated Department Stores, Inc. as a result

of litigation in the 1960s. Consequently, the existing Macy's building and the parcel on which it was constructed were rendered non-conforming. In connection with the Macy's expansion, the applicant will convey a portion of its property to Federated on which the Macy's expansion will be constructed and owned by Federated. The applicant will seek a reapportionment of the lots from the City to accomplish this. The applicant will seek variances from the Zoning Board to legalize the existing conditions on the Macy's parcel, and to accommodate the Macy's expansion.

The variances related to the Macy's expansion on the Macy's parcel only within the overall site are as follows:

1. Variances from Section 43-3 of the Zoning Ordinance to permit increases in building coverage and floor area ratio;
2. A variance from Section 43-3 of the Zoning Ordinance to permit a reduction in the proposed and existing side yards;
3. Variance from Section 43-133(A)(3) of the Zoning Ordinance to permit a reduction in the required setback from parking areas to principal building,
4. A variance from Section 43-4 of the Zoning Ordinance to permit a reduction in the required number of loading spaces.
5. A variance from Section 43-33c for required street frontage where none is provided.

Variances related to the remainder of the project are as follows:

1. A variance from Section 43-3 of the Zoning Ordinance to permit a reduction in space between buildings on the same lot to accommodate the newly proposed kiosks and roofed exterior stairs and escalators;

2. A variance from Section 43-3 of the Zoning Ordinance to permit a reduction in the required number of loading spaces;
3. Permission under Section 43-134B(3) of the Zoning Code to provide loading spaces in tandem and parallel parked;
4. A variance from Section 43-44(B)(6) of the Zoning Code to permit an increase in the height of the proposed five level parking structure (from 24 feet permitted to 40.9 feet proposed). This variance is not being requested to provide additional parking spaces, but rather to permit a) greater height between floors of the structure and providing above ground spaces in lieu of subterranean levels to allow more light and air into the structure for a more pleasing customer experience, and b) additional height on the lower level to allow greater access to the structure for emergency vehicles

An application to the Zoning Board of Appeals will be filed in due course.

B. Site Description

1. Regional And City Site Location, Acreage, Zoning And Tax Map Designations

The Cross County Shopping Center is situated in the southern portion of Westchester County, NY, and the easterly portion of the City of Yonkers, approximately two miles east of City Hall. It is approximately three miles north of the Bronx/New York City municipal line, and approximately 10 miles southwest of White Plains. The City of Mount Vernon is approximately one mile to the east.

The Cross County Shopping Center property consists of approximately 71.1 acres of land and is comprised of 18 separate tax parcels. These tax parcels are identified as Section 5, Block 5170, Lots 15, 40, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 150, and 200; and Section 5, Block 5170, Lot 77 (the Macy's Parcel"). The configuration of these tax parcels is depicted on Figure I.A-4.

2. Frontage And Access, Including Area Roads

Regional and local access is provided to the Cross County Shopping Center site by the New York State Thruway (I-87), the Cross County Parkway, Central Park Avenue, Kimball Avenue, Vredenburg Avenue and Mile Square Road. Six existing site access driveways disseminate the shopping center traffic along the area roadways.

The property has +600 feet of frontage on Kimball Avenue +1,300 feet of frontage on Vredenburg Avenue, +400 feet of frontage on Lusk Avenue to the southwest, and +750 feet of frontage on Central Park Avenue northbound.

Two access driveways are provided along Central Park Avenue northbound. South Drive (Driveway 'A') intersects Central Park Avenue northbound as an unsignalized 'T' intersection and provides access to the center of the site via one ingress lane and one egress lane. The second driveway (Driveway 'B') located off of Central Park Avenue is a one-way ingress only driveway that provides access to Macy's and the northwestern portion of the site. Along the east side of the site, Kimball Avenue intersects site driveways at two locations. North Drive, in the northeast corner of the site, intersects Kimball Avenue at a signalized entrance/exit driveway (Driveway 'C'). The driveway north of Stop & Shop intersects Kimball Avenue as a signalized entrance/exit driveway (Driveway 'D').

On the south side of the site, access is provided via two driveways on Vredenburg Avenue. Xavier Drive intersects Vredenburg Avenue as a signalized intersection (Driveway 'D'). The sixth access is the unsignalized intersection of Vredenburg Avenue and East Drive (Driveway 'E').

Significant off-site highway capacity and safety improvements are recommended which will ameliorate traffic operations and accommodate traffic anticipated from other proposed uses in the area and traffic projected for the subject project. The off-site traffic improvements include improvements to: a) the Midland Avenue exit from the Cross County Parkway; b) Midland and Kimball Avenues; c) the exit ramp from the eastbound

Cross County Parkway directly into the property; d) northbound and southbound Central Park Avenue; and e) improvements to the intersections of Mile Square Road with Central Park Avenue; f) Widening and signalizing the I-87 Exit 3 (Mile Square Road) off-ramp at Central Park Avenue. In addition, all six site driveways will be improved.

3. Description Of Existing Site Development And Relation Of Proposed Development To Existing Development. Description Of Surrounding Neighborhood and Relation of Proposed Development to Existing

The site is bounded by two different neighborhoods; one is residential and the other is commercial. The residential streets of Kimball and Vredenburg Avenues are to the east and south, respectively; the commercial street of Central Park Avenue is to the west running parallel to the NYS Thruway, and the Cross County Parkway is to the north. The surrounding residential neighborhood consists of single family and multi-family residences to the south and east, with mid-rise condominiums on the east side of the northern portion of Kimball Avenue. The neighborhoods are comprised of long time established single and two-family homes, and high-rise apartment and condominium buildings. The majority of the properties (homes and yards) are in good condition and well maintained.

Kimball Avenue Neighborhood:

Kimball Avenue is a two-sided residential street with the residents' rear yards abutting the Center. Kimball is lined with mature trees on both sides. The southern portion of the Kimball Avenue Neighborhood is significantly higher in elevation than the Center, which is located in somewhat of a valley, while the northern portion is lower. Because it has homes on both sides, with backyards buffering any view of the Center, Kimball Avenue has a distinctly residential feeling.

Vredenburgh Avenue Neighborhood:

Vredenburgh Avenue is a one-sided residential street with the shopping center property coming to the street edge on the north side and homes lining the other (south) side. This existing condition means that, rather than having back yards buffering the residents from the Center as the Kimball Avenue residents do, the homes on Vredenburgh Avenue face the Center across the street. As a result, the Center has more of a presence on Vredenburgh Avenue than it does on Kimball Avenue although there are plantings and a berm along portions of the Center's frontage that buffer the view of the residents and temper the commercial presence.

Central Park Avenue, NYS Thruway (I-87) and the Cross County Parkway:

Central Park Avenue is a thriving north/south commercial street that acts as the western border of the Center. Running directly along side and to the west of Central Park Avenue is the NYS Thruway (I-87). The Cross County Parkway runs along the northern border of the Center. All three of these roads are heavily used by local and "out of town" travelers. The commercial character of the shopping center is consistent with other bounding developments along these major thoroughfares.

Cross County Shopping Center is a fifty year old, very successful shopping center. The heart of it is a series of related retail buildings with Macy's to the west and Sears to the east, visually and functionally connected by a number of buildings that house in-line shops and face each other across a pedestrian mall that runs east-west between the two anchor stores. The department stores are multi-level buildings and the in-line stores are in single-level structures, with one building (Building 8) being two-stories. On a north-south axis with this series of buildings are several other buildings, again housing in-line stores and flanking a pedestrian mall, with Old Navy at the south end. All are a single story with the exception of one (Building 6) which is topped by a multi-story office tower. The center also has a number of retailers on pad sites at the perimeter of the property. These include the former Sizzler restaurant and Stop & Shop buildings at the northeast corner of the site, the newly built Stop & Shop supermarket along the east side

of the site, the Cinema at the south end of the site, along with the service station nearby and, lastly, the Chase bank building at the west side of the site.

The proposed expansion and renovation of the shopping center builds on the existing building layout by filling in gaps that exist today and rebuilding several structures to reposition them for the future. The new retail space that is being proposed includes expansion areas for each of the two department stores. The Sears expansion is 11,400 square feet while the Macy's proposed expansion is 50,000 square feet. A restaurant pad of 8,500 square feet is proposed just to the west of the Sears expansion area, positioned to fill an existing gap and reinforce the east-west pedestrian mall. A new retail building of 25,000 square feet, that will house in-line stores, will be added to fill in the gap created by an existing parking lot on the east side of the north-south cross axis. An existing in-line retail building in the east-west axis will be razed and reconstructed to rectify a structural system that is less costly to reconstruct than to repair. A new anchor of 89,900 square feet is proposed at the north end of the cross axis, facing Old Navy at the far end. Two additional buildings for in-line shops are proposed at the end of the cross axis adjacent to the new anchor building. These buildings will total 22,700 square feet. None of the "pad" retail buildings will be touched with the exception of the former Sizzler restaurant building, which will be reconstructed to better accommodate modern tenants, and the former Stop & Shop building which will be demolished and replaced with a new multi-level anchor store of 80,000 square feet.

The total new square footage to be constructed is 377,984 square feet. The net new square footage, however, is 245,375 square feet because 132,609 square feet of existing square footage is being demolished and replaced. This brings total square footage on the site to 1,558,936 from today's total of 1,313,561 square feet.

Two new parking garages are proposed to be constructed as part of this redevelopment, plus deferred parking is proposed in an additional parking structure, to be constructed only if demand requires it. The largest of the parking structures is positioned in the "L" created by the existing in-line retail buildings at the south end of the site and is flanked to the west by the new anchor to be built on the site of the former Stop & Shop building

(Figures I.A-7A and I.A-7B). This structure will house a total of 1,723 cars on five levels (ground level plus four structured levels). The second structure is positioned between the Macy's expansion and the new anchor store at the north end of the site. This is anticipated to house 769 cars on two levels (ground level plus one structured level). The deferred parking garage is positioned at the northeast corner of the site near the former Sizzler restaurant building. This is proposed to accommodate 354 cars on four levels (ground level plus three structured levels). These structures, and the new retail footprints, reduce the surface parking on the site from 4,439 to 2,785.

All of the new construction will either be occurring on sites internal to the property or in areas that abut the Cross County Parkway and the New York State Thruway. As a result, the residential neighborhoods in the vicinity of the property will be largely buffered from the impact of the new construction.

The following chart gives a snapshot view of the project square footage and provided parking, both existing and proposed:

Table II.B-1
Parking Summary Table⁽¹⁾

DESCRIPTION	EXISTING	PROPOSED	BR ZONING DISTRICT REQUIREMENTS
Existing Parking Summary:			
Existing Parking for Existing Shopping Center	4,439 ⁽²⁾	4,439 ⁽²⁾	4,439 ⁽²⁾
Parking Credit for Existing Retail (Building 10) to be Removed (46,550 S.F. @ 1 Space/200 S.F.)	N/A	-233	-233
Parking Credit for Existing Retail (Building 2) to be Removed (70,484 S.F. @ 1 space/200 S.F.)	N/A	-353	-353
Parking Credit for Existing Restaurant (Building 13) to be Removed (15,575 S.F. @ 1 space/100 S.F.)	N/A	-156	-156
Sub-Total Net Existing	4,439	3,697	3,697
Proposed Parking Summary:			
Building A Retail (80,000 S.F.)	N/A	400	400
Building B Retail (Macy's Expansion/50,000 S.F.)	N/A	250	250
Building E-1 Retail (44,500 S.F.)	N/A	223	223
Building E-2 Retail (45,400 S.F.)	N/A	227	227
Building E-3 Retail (13,000 S.F.)	N/A	65	65
Building E-4 Retail (9,700 S.F.)	N/A	49	49
Building F Restaurant (8,500 S.F.)	N/A	85	85
Building G Retail (25,000 S.F.)	N/A	125	125
Building H Retail (Sears Expansion/11,400 S.F.)	N/A	57	57
Building 13 Retail (20,000 S.F.)	N/A	100	100
Building 2 Retail (70,484 S.F.)	N/A	353	353
Sub-Total Proposed	N/A	1,934	1,934
Building Square Footage	1,360,111	1,558,936	
GRAND TOTAL	4,439	5,631	5,631

Notes:

- (1) The required parking spaces are based on maintaining the existing number of spaces for the existing uses to remain and providing additional spaces for the proposed uses based on the City of Yonkers Zoning requirements (1 space per 200 square feet of retail and 1 space per 100 square feet of restaurant). A credit has been taken for the demolition of Buildings 2, 10 and 13. 354 of the required spaces are provided in a deferred parking structure at the northeast corner of the site adjoining Sears.
- (2) Stop & Shop approval permits 50 residents of the Midland Owner's Corp. to park on-site between 7:00 PM and 8:00 AM daily.

4. Description of Existing Site Users and Anchor and Junior Anchor Tenants

The largest portion of customers and the most frequent visitors to the Cross County Shopping Center are Yonkers residents. In fact, over 35 percent of customers are estimated to be from the City. Additionally, those customers visiting the Cross County directly from work are nearly all employed within the City of Yonkers and the immediately surrounding towns. The spatial analysis of customer residence data further demonstrates that the Cross County gets a significant amount of customers from throughout the Bronx (28 percent) and Upper Manhattan (10 percent). Additionally, the mall attracts customers from nearby towns in Southern Westchester, namely, Mount Vernon, Tuckahoe, and Bronxville.

As a traditional general merchandise mall, the Cross County Shopping Center is a comparison retail destination with over 100 retail tenants. The major anchor tenants of the mall are Macy's and Sears. A shopper intercept survey confirmed that the two department stores are the predominant attractions at the Cross County, with over one-third of shoppers identifying Macy's and 20 percent naming Sears as among the stores they patronize most often.

Junior anchor tenants at the Cross County include national clothing chains such as Gap, Old Navy and Victoria's Secret. Other major in-line tenants include Aeropostale, New York & Company, Express and CVS. There are also two stand-alone destinations off the main strip: a multiplex movie theatre and a Stop and Stop supermarket.

The detailed retail classification reveals that a major portion of the Cross County Shopping Center's current in-line tenants are clothing/accessory and shoe stores. The existing Cross County also has a number of tenants that are outside the scope of traditional retail, such as businesses providing entertainment, personal services and financial services. The existing mall not only contains major national retailers but also a significant number of local chains and independent stores. Overall, the mall's stores are predominately moderately priced retailers within their product categories, with high-end

retailers essentially absent. Some retail store types not present at the mall include furniture, home furnishings, home improvement, and bath and kitchen stores.

C. Project Development Data

1. Detailed Description Of The Project Components Including Proposed Addition Of Square Footage, Number Of Parking Spaces And Building Configuration Compared With Existing Conditions

The Proposed Action includes the following improvements to the existing Cross County Shopping Center:

- a. The complete renovation of the open air pedestrian mall.
- b. The renovation of the existing eight story office building.
- c. The addition of approximately 245,375 square feet of new retail and restaurant space.
- d. 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.
- e. The construction of a new 5 story customer parking structure, containing \pm 1,723 parking spaces.
- f. The construction of a one level parking deck at the north end of the site, containing \pm 373 parking spaces.
- g. 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:

- a. Reapportionment and enlargement of Macy's tax lot within the Cross County Center lot to facilitate the proposed Macy's building expansion.
- b. Variances from the Yonkers Zoning Board of Appeals for no frontage on a street and no required side yards relative to the requirement that every building must be on its own lot.
- c. Extension of underground service tunnel.
- d. Deferred parking approval by Planning Board.

The existing shopping center contains a total of 4,439 surface parking spaces. Under proposed conditions, there are to be 2,785 surface parking spaces. Excluding the proposed 354 spaces to be provided in a deferred parking structure, the 2,492 remaining spaces are to be provided in two parking structures, for a total of 5,277 spaces to be provided. Including the 354 deferred spaces yields a total of 5,631 spaces proposed.

The proposed expansion and renovation of the shopping center builds on the existing building layout by filling in gaps that exist today and rebuilding several structures to reposition them for the future. The new retail space that is being proposed includes expansion areas for each of the two department stores. The Sears expansion is 11,400 square feet while the Macy's proposed expansion is 50,000 square feet (Figures I.A-7A and I.A-7B). A restaurant pad of 8,500 square feet is proposed just to the west of the Sears expansion area, positioned to fill an existing gap and reinforce the east-west pedestrian mall. A new retail building of 25,000 square feet, that will house in-line stores, will be added to fill in the gap created by an existing parking lot on the east side of the north-south cross axis. An existing in-line retail building in the east-west axis will be razed and reconstructed to rectify a structural system that is less costly to

reconstruct than to repair. . A new anchor of 89,900 square feet is proposed at the north end of the cross axis, facing Old Navy at the far end. Two additional buildings for in-line shops are proposed at the end of the cross axis adjacent to the new anchor building. These buildings will total 22,700 square feet. None of the “pad” retail buildings will be touched with the exception of the former Sizzler restaurant building, which will be reconstructed to better accommodate modern tenants, and the former Stop & Shop building which will be demolished and replaced with a new multi-level anchor store of 80,000 square feet.

The total new square footage to be constructed is 377,984 square feet. The net new square footage, however, is 245,375 square feet because 132,609 square feet of existing square footage is being demolished and replaced. This brings total square footage on the site to 1,558,936 from today’s total of 1,313,561 square feet.

Two new parking garages are proposed as part of this redevelopment, plus an additional garage for deferred parking, to be constructed only if demand requires it. The largest of the parking structures is positioned in the "L" created by the existing in-line retail buildings at the south end of the site and is flanked to the west by the new anchor to be built on the site of the former Stop & Shop building (Figures I.A-7A and I.A-7B). This structure will house a total of 1,723 cars on five levels (ground level plus four structured levels). The second structure is positioned between the Macy’s expansion and the new anchor store at the north end of the site. This is anticipated to house 769 cars on two levels (ground level plus one structured level). The deferred parking garage is positioned at the northeast corner of the site near the former Sizzler restaurant building. This is proposed to accommodate 354 cars on four levels (ground level plus three structured levels).

Table II.C-1, below, details the existing building and square footage configuration of the Cross County Shopping Center. Please refer to Figure I.A-4 for reference for the building locations.

Table II.C-1
Existing Buildings Table

Building No.	Building Description	Footprint (S.F.) Measured at Ground Level	Gross Floor Area Excluding Basement (S.F.)	Basement Area (S.F.)	Gross Floor Area Including Basement (S.F.)
1	One Story Retail	34,443±	34,443±	34,443±	68,886±
2	One Story Retail	35,242±	35,242±	35,242±	70,484±
3	One Story Retail	18,082±	18,082±	18,082±	36,164±
4	One Story Retail (Old Navy)	19,805±	19,805±	19,805±	39,610±
5	One Story Retail	29,230±	29,230±	29,230±	58,460±
5A	One Story Retail (Verizon)	18,296±	18,296±	18,296±	36,592±
6	One Story Retail & Multi-Story Office	42,707±	105,247±	0	105,247±
7	One Story (Chase Bank) with Walkout Basement	2,885±	2,885±	315±	3,200±
8	One and Two Story Retail	43,762±	81,367±	43,762±	125,129±
9	Three Story Retail (Macy's)	67,659±	250,197±	47,220±	297,417±
10	One Story Retail	23,275±	23,275±	23,275±	46,550±
11	One and Three Story Retail (Sears)	91,660±	273,206	0	273,206±
12	One Story Movie Theater	45,028±	45,028±/2,500 Seats	0	45,028±
13	1 Sty Restaurant (Sizzler) w/Walkout Basement	10,552±	10,552±	5,023±	15,575±
14	One Sty Car Wash & Car Service Center	8,456±	8,456±	0	8,456±
15	One and Two Story Grocery Retail (Stop & Shop)	63,752±	75,519±	0	75,519±
16	One Story Retail with Walkout Basement	1,025±	1,025±	0	1,025±
17	One Story Retail	170±	170±	0	170±

Table II.C-1 (continued)
Existing Buildings Table

Building No.	Building Description	Footprint (S.F.) Measured at Ground Level	Gross Floor Area Excluding Basement (S.F.)	Basement Area (S.F.)	Gross Floor Area Including Basement (S.F.)
18	Two Story Elevator Building	95±	190±	0	190±
19	One Story Retail	335±	335±	0	335±
20	One Story Retail	507±	507±	0	507±
21	One Story Restaurant	371±	371±	0	371±
22	One Story Guard Shack	32±	32±	0	32±
23	One Story Retail	150±	150±	0	150±
24	One Story Restaurant	1,516±	1,516±	0	1,516±
25	One Story Trailer Cab Stand	244±	244±	0	244±
26	One Story Office	244±	244±	0	244±
27	One Story Office	259±	259±	0	259±
28	One Story Maintenance Building	2,995±	2,995±	0	2,995±
TOTAL		562,777±	1,038,868±	274,693±	1,313,561±

Below is outlined the proposed project components:

- 1) Renovation of the Existing Mall: The applicant proposes the complete renovation of the existing open air pedestrian mall. This portion of the project includes replacement of the existing building facades, new signage and graphics, and the replacement of the existing kiosks on the property with new modern kiosks. A renovation of the existing streetscape is proposed which includes the replacement of sidewalks, trash receptacles, street lamps, and includes the addition of new benches and attractive landscaping. The renovation to the existing pedestrian mall also includes the upgrade of existing utilities, including electric, sanitary sewers, stormwater management infrastructure, water and telephone services.

The open air pedestrian mall that runs east-west and connects Macy's to Sears is the best and most identifiable part of the center today. Lined by small shops, it is a strong merchandising concept and one that the renovation will build on and enhance

by creating a cross axis running from the Old Navy to a new anchor to the north. While the character of each of these crossing "streets" will be different, with one more green and the other a little more urban, they will be complementary. A key to creating the cross axis is "filling in" an existing parking lot with the addition of new in-line retail to create a full two-sided retail pedestrian street between the two anchors

- 2) Renovation of the Existing Office Building: The applicant proposes the complete renovation of the existing eight (8) story office building on the property. The renovation of the office building includes the complete recladding of the exterior of the building, new windows, and new architectural features.
- 3) Addition of New Retail Shops and A Restaurant: The project also includes the addition of approximately 245,375 square feet of new retail and restaurant space including: a) a 50,000 square foot expansion to the existing Macy's building; b) an 11,400 square foot expansion to the existing Sears building; c) an 80,000 square foot two-story retail anchor; d) four (4) new structures identified as Buildings "E-1", "E-2", "E-3", and "E-4": Building E-1 will contain 40,000 square feet with parking and a 4,500 square foot loading area under the building; Building E-2 will contain 40,000 square feet with parking and a 5,400 square foot loading area under the building; Building E-3 is proposed to contain 13,000 square feet of retail space; Building E-4 is proposed to contain 9,700 square feet of retail space; e) a new 25,000 square foot retail building; and f) a new 8,500 square foot restaurant pad.
- 4) Additional Parking Structure: A new one level parking deck (over the on-grade parking area) containing ±373 parking spaces is now proposed to be constructed in the area between the Macy's expansion and Building E-1.
- 5) Replacement of Building 2: The existing building identified as "Building 2" will be removed and replaced in kind as a result of structural damage to the existing building.

- 6) Removal of Existing "Sizzler": The building that until recently contained a "Sizzler" restaurant will be removed and replaced with a two story retail building containing 20,000 square feet (10,000 square feet per floor) (Building "13").

- 7) New Parking Structure: The applicant also proposes to construct a new pre-cast concrete five-level parking structure containing approximately 1,723 parking spaces. The parking structure includes one primary pedestrian core (the area that allows pedestrians to change levels once they have parked their cars) with escalators, and two ancillary pedestrian cores with elevators. The structure has been designed to allow for the circulation of air and light. The lower level of the structure has been designed with additional height to permit access to that level of the structure for emergency vehicles.

- 8) On-Site Traffic, Infrastructure and Other Site Improvements: As part of the project, the applicant proposes significant on-site improvements which include redesigned parking areas with new lighting and new pavement and the installation of new landscaping including deciduous and evergreen trees, shrubs and plantings. In addition, the interior roadways have been redesigned to promote more safe and efficient circulation within Cross County. Further, several additional traffic signals will be installed at various locations within the property. All utilities serving Cross County will be completely upgraded.

- 9) Off-Site Traffic Improvements: Significant off-site highway capacity and safety improvements are recommended which will ameliorate traffic operations and accommodate traffic anticipated from other proposed uses in the area and traffic projected for the subject project. The off-site traffic improvements include improvements to: a) the Midland Avenue exit from the Cross County Parkway; b) Midland and Kimball Avenues; c) the exit ramp from the eastbound Cross County Parkway directly into the property; d) northbound and southbound Central Park Avenue; and e) improvements to the intersections of Mile Square Road with Central Park Avenue; f) Widening and signalizing the I-87 Exit 3 (Mile Square Road) off-

ramp at Central Park Avenue. In addition, all six site driveways will be improved.

The Zoning Ordinance requires that parking for all proposed uses are to be provided at the below noted ratios. Proposed uses do not include existing uses to remain, and are limited to retail and restaurant uses.

- 1) For Planned Shopping Centers, a minimum of 1 space per 200 square feet of gross floor area is required. Planned Shopping Centers are defined as being comprised of retail establishments.
- 2) Restaurants require 1 space per 3 seats or 1 space per 100 square feet of gross floor area, whichever is greater.

Table II.C-2, below outlines the existing and proposed parking for the site, and the BR Zoning District requirements for the respective uses on the site.

Table II.C-2
Parking Summary Table⁽¹⁾

DESCRIPTION	EXISTING	PROPOSED	BR ZONING DISTRICT REQUIREMENTS
<i>Existing Parking Summary:</i>			
Existing Parking for Existing Shopping Center	4,439 ⁽²⁾	4,439 ⁽²⁾	4,439 ⁽²⁾
Parking Credit for Existing Retail (Building 10) to be Removed (46,550 S.F. @ 1 Space/200 S.F.)	N/A	-233	-233
Parking Credit for Existing Retail (Building 2) to be Removed (70,484 S.F. @ 1 space/200 S.F.)	N/A	-353	-353
Parking Credit for Existing Restaurant (Building 13) to be Removed (15,575 S.F. @ 1 space/100 S.F.)	N/A	-156	-156
Sub-Total Net Existing	4,439	3,697	3,697
<i>Proposed Parking Summary:</i>			
Building A Retail (80,000 S.F.)	N/A	400	400
Building B Retail (Macy's Expansion/50,000 S.F.)	N/A	250	250
Building E-1 Retail (44,500 S.F.)	N/A	223	223
Building E-2 Retail (45,400 S.F.)	N/A	227	227
Building E-3 Retail (13,000 S.F.)	N/A	65	65
Building E-4 Retail (9,700 S.F.)	N/A	49	49
Building F Restaurant (8,500 S.F.)	N/A	85	85
Building G Retail (25,000 S.F.)	N/A	125	125
Building H Retail (Sears Expansion/11,400 S.F.)	N/A	57	57
Building 13 Retail (20,000 S.F.)	N/A	100	100
Building 2 Retail (70,484 S.F.)	N/A	353	353
Sub-Total Proposed	N/A	1,934	1,934
Building Square Footage	1,360,111	1,558,936	
GRAND TOTAL	4,439	5,631	5,631

Notes:

- (3) The required parking spaces are based on maintaining the existing number of spaces for the existing uses to remain and providing additional spaces for the proposed uses based on the City of Yonkers Zoning requirements (1 space per 200 square feet of retail and 1 space per 100 square feet of restaurant). A credit has been taken for the demolition of Buildings 2, 10 and 13. 354 of the required spaces are provided in a deferred parking structure at the northeast corner of the site adjoining Sears.
- (4) Stop & Shop approval permits 50 residents of the Midland Owner's Corp. to park on-site between 7:00 PM and 8:00 AM daily.

The City of Yonkers Zoning Ordinance currently requires a parking ratio of 1 parking bay per 200 square feet of proposed retail square footage. This ratio is based on a number of parking spaces that a shopping center could be reasonably expected to provide, while and still accommodating the parking needs of patrons during periods of maximum parking demand. Periods of maximum demand would likely occur during the late November/early December holiday shopping season.

A parking utilization study was performed at the Cross County Shopping Center in order to determine an existing ratio of parking utilization at the shopping center. This ratio was determined in order to confirm the adequacy of a "one parking space per 200 square feet of retail" parking ratio for the Cross County Shopping Center. The study determined that the Cross County Shopping Center currently utilizes a maximum of approximately 0.6 parking spaces per 200 square feet of retail during any time period of a weekday or a Saturday. It is expected that any new development at the Cross County Shopping Center would require the same parking ratio. Upon comparing the required "one space per 200 square foot of retail" ratio to the existing utilization of 0.6 parking spaces per 200 square feet of retail, it can be seen that an adequate number of parking spaces will be provided upon completion of any new construction adhering to City Zoning. This new construction would of course include replacement-in-kind of any parking spaces that are removed in the process of the expansion/renovation of the shopping center. It is expected that parking demands for the different uses in the shopping center will peak during different time periods. One establishment will use parking spaces during one part of the day another will use them later. The parking utilization study results have been tabulated in Table II.C-3 "Existing Parking Utilization," below.

TABLE II.C-3

Existing Conditions Parking Utilization

Time Period	Total Number of Existing Spaces	Occupied Number of Spaces	Occupied Percentage of Spaces	Total Existing Occupied Square Footage	Existing Utilized Parking Ratio Spaces per 200 S.F.
Average Weekday Hour	4,439	2,960	67%	1,240,914 S.F.	0.5 : 200
Peak Weekday Hour	4,439	3,262	73%	1,249,914 S.F.	0.5 : 200
Average Saturday Hour	4,439	2,903	65%	1,240,914 S.F.	0.5 : 200
Peak Saturday Hour	4,439	3,350	75%	1,240,914 S.F.	0.6 : 200

2. Project Tax Parcels and Ownership

The Cross County Shopping Center property is comprised of 18 separate tax parcels. These tax parcels are identified as Section 5, Block 5170, Lots 15, 40, 50, 55, 60, 70, 75, 80, 90, 95, 100, 105, 110, 150, and 200; and Section 5, Block 5170, Lot 77 (the Macy's Parcel). The configuration of these tax parcels is depicted on Figure I.A.-4.

All the tax parcels except Section 5, Block 5170, Lot 77, is under ownership of one entity, Brook Shopping Centers LLC.

3. Vehicular and Pedestrian Access and Circulation Modifications

a. Exterior Access To Site; Traffic Control Devices

Regional and local access is provided to the Cross County Shopping Center site by the New York State Thruway (I-87), the Cross County Parkway, Central Park

Avenue, Kimball Avenue, Vredenburg Avenue and Mile Square Road. Six existing site access driveways disseminate the shopping center traffic along the area roadways.

Two access driveways are provided along Central Park Avenue northbound. South Drive (Driveway 'A') intersects Central Park Avenue northbound as an unsignalized 'T' intersection and provides access to the center of the site via one ingress lane and one egress lane. The second driveway (Driveway 'B') located off of Central Park Avenue is a one-way ingress only driveway that provides access to Macy's and the northwestern portion of the site.

Along the east side of the site, Kimball Avenue intersects site driveways at two locations. North Drive, in the northeast corner of the site, intersects Kimball Avenue at a signalized entrance/exit driveway (Driveway 'C'). The driveway north of Stop & Shop intersects Kimball Avenue as a signalized entrance/exit driveway (Driveway 'D').

On the south side of the site, access is provided via two driveways on Vredenburg Avenue. Xavier Drive intersects Vredenburg Avenue as a signalized intersection (Driveway 'D'). The sixth access is the unsignalized intersection of Vredenburg Avenue and East Drive (Driveway 'E').

Significant off-site highway capacity and safety improvements are recommended which will ameliorate traffic operations and accommodate traffic anticipated from other proposed uses in the area and traffic projected for the subject project. The off-site traffic improvements include improvements to: a) the Midland Avenue exit from the Cross County Parkway; b) Midland and Kimball Avenues; c) the exit ramp from the eastbound Cross County Parkway directly into the property; d) northbound and southbound Central Park Avenue; and e) improvements to the intersections of Mile Square Road with Central Park Avenue; f) Widening and signalizing the I-87 Exit 3 (Mile Square Road) off-ramp at Central Park Avenue. In addition, all six site driveways will be improved. Descriptions of the improvements to the site driveways

as well as the other off-site improvements can be seen below in Section C.5 Traffic and Parking.

b. Interior Circulation; Traffic Control Devices

Internal traffic circulation for the Cross County Shopping Center is provided along several private roads within the site, several of which connect and operate as a partial "ring road". North Drive extends west from the northeast corner of the site to the northwest portion of the site. West Drive extends south from the northwest portion of the site to South Drive. Access is provided to the Macy's parking lots as well as the large northern parking lot via North Drive and West Drive. South Drive provides access provides access to the east from Central Park Avenue. Xavier Drive bisects the eastern portion of the site and provides access between North Drive and Vredenburgh Avenue. East Drive connects South Drive and Xavier Drive. With the exception of the signalized intersection of Xavier Drive and South Drive, all internal site intersections are stop controlled.

As part of the project, the applicant proposes significant on-site improvements which include redesigned parking areas with new lighting and new pavement and the installation of new landscaping including deciduous and evergreen trees, shrubs and plantings. In addition, the interior roadways have been redesigned to promote more safe and efficient circulation within Cross County. Traffic calming is proposed to be added in the form of mid-block roundabouts, speed tables (flattened and elongated speed bumps, designed to slow traffic speed), and high contrast crosswalks with textured pavement and/or brick pavers. Further, several additional traffic signals will be installed at the following locations within the property.

1. North Drive and Xavier Drive
2. West Drive and Parking Structure Access
3. South Drive and West Drive
4. South Drive and East Drive/Parking Access

Figure I.C-1A following illustrates the proposed Internal roadway layout. Arrows have been added to the figure to illustrate the on-site flow of vehicles in the shopping center.

4. Buildings and Architecture

a. Describe Treatment Of Buildings And Garage/Deck

The overall design intent of the renovation work and new work at Cross County Shopping Center is to upgrade the existing building facades with new modern materials and designs that are conducive to today's shopping centers. This philosophy will also be utilized with the new buildings and parking structures that are to be constructed. It is the applicant's objective to use "real" materials, colors and textures as an integral part of the Center's image. This philosophy is also critical to the tenants' image and brand.

- The building facades will have varied roof parapet heights to convey the message of varied roof lines as with most main streets.
- The new and renovated building facades will use different materials to create the illusion of depth in the storefronts (that way the buildings don't look flat).
- Building corners will have raised heights to create interesting and important focal points.
- Materials such as masonry, metals and glass will be used at the lower level of the buildings (grade to 12'-0") in the areas that the customer comes in contact with.
- The building facades and storefronts will have rich colors and a diverse range of architectural details.
- The parking garages will be built with clean bright materials (typically concrete) to maximize the "light" feeling. The garages will also have increased height between each level to permit additional natural light and air to penetrate to the middle.

Later in this submission are examples of the overall design intent.

5. Traffic and Parking

a. Describe Traffic Improvements

Based on an analysis of existing roadway operations and traffic impacts associated with the Cross County Shopping Center expansion, extensive improvements are proposed to the surrounding roadway network. See Figures I.C-1B and I.C-1C following. The improvements will mitigate the project's impacts and, in many locations, improve the operations of the roadways surrounding Cross County Shopping Center to levels better than existing conditions.

The proposed mitigation measures are recommended as follows:

- 1) Eliminate the direct access (weave) from I-87 exit 4 northbound across Central Park Avenue northbound to the "Macy's" driveway (Driveway 'B') by closing the existing curb cut along Central Park Avenue.
- 2) Provide a new entrance to Driveway 'B' just north of the existing bank along Central Park Avenue. Vehicles which currently enter Driveway via I-87 northbound (Exit 4) will be able to access the site by two routes. The first route will be to continue to take Exit 4 and drive along the local spur of the Cross County Parkway eastbound to the new direct access into the northeast portion of the site described below. The second route will be to take Exit 3 (signed Mile Square Road) onto Central Park Avenue northbound and enter via Driveways 'A' and 'B'.
- 3) Signalize Central Park Avenue northbound and South Drive (Driveway 'A') and provide a second egress lane as well as an additional ingress lane. The new signal would be coordinated with the Mall at Cross County signal at

Central Park Avenue. Central Park Avenue will be widened to accommodate a four lane section south of Driveway 'A'.

- 4) Add an additional lane along Central Park Avenue northbound beginning just north of Mile Square Road and ending just north of Driveway 'A'. Reconstruct the traffic signal at the Mall at Cross County driveway.
- 5) The Central Park Avenue southbound intersection with Mile Square Road will be improved to provide dual left turns with shared thru movements along Central Park Avenue southbound as well as Mile Square Road westbound. A separate right turn lane along Mile Square Road southbound is recommended. It is anticipated that the existing traffic signal will be replaced with a new signal in conjunction with the lane use improvements.
- 6) Central Park Avenue northbound at Mile Square Road is proposed to be improved with the addition of a northbound left turn lane onto Mile Square Road, as well as dual left turns with a shared thru movement from Mile Square Road onto Central Park Avenue northbound. Mile Square Road is recommended to be a one-way roadway in a southeasterly direction between Central Park Avenue northbound and Vredenburgh Avenue. The elimination of the northwestbound approach of Mile Square Road in conjunction with the lane use modifications provides the ability to adjust traffic signal phasing and timing, which will significantly improve the intersection operation. A new traffic signal will likely be required at the intersection.
- 7) Signalize the intersection of the NYS Thruway (I-87) Exit 3 off-ramp (signed as the Mile Square Road exit) and Central Park Avenue northbound. Widening of the ramp is recommended to provide two lanes along the ramp. Parking should be prohibited along Central Park Avenue northbound between Vredenburgh Avenue and Mile Square Road to improve traffic flow.
- 8) Restripe Mile Square Road as one-way southbound between Vredenburgh

Avenue and Central Park Avenue northbound. Modify timing and phasing of the traffic signal at Vredenburg Avenue/Mile Square Road/Trenchard Street. The one-way traffic pattern will improve local traffic flow. Vehicles which currently queue along Mile Square Road and 'spill' onto Vredenburg Avenue will be directed to continue along Vredenburg Avenue to Central Park Avenue northbound and will continue to its improved intersection with Mile Square Road.

- 9) East Drive (Site Driveway 'F') will be improved at Vredenburg Avenue to provide separate left and right turn lanes.
- 10) Xavier Drive (Site Driveway 'E') will be improved to provide separate left and right turn lanes at Vredenburg Avenue.
- 11) Traffic signal timing improvements are proposed at the intersection of Vredenburg Avenue/Turner Avenue and Kimball Avenue.
- 12) A second egress lane as well as traffic signal timing modifications are recommended at the Kimball Avenue/Site Driveway 'D' (north of Stop & Shop) intersection.
- 13) North Drive (Driveway 'C') will be widened in the vicinity of Kimball Avenue to provide dual left turns and a single right turn lane out of the site, as well as three inbound lanes. Left turns are recommended to be prohibited from Kimball Avenue, which will facilitate a traffic signal phasing modification. A new traffic signal will likely be required. Kimball Avenue is proposed to be widened north of the intersection and a separate left turn lane may be provided along Kimball Avenue southbound to accommodate residents making left turns into apartments as well as vehicles patronizing the gas station and bank. Portions of Kimball Avenue will be milled and resurfaced.
- 14) One of the most beneficial traffic mitigation improvements is the provision of

a new roadway directly into the site at North Drive (Driveway 'C') from the vicinity of the terminus of the Cross County Parkway eastbound off-ramp at Kimball Avenue. Motorists who must currently enter onto Kimball Avenue after yielding to Kimball Avenue traffic will have direct access from the parkway into the site. Vehicles entering the site from the parkway will have their own receiving lane within Driveway 'C'. The elimination of the need for vehicles to enter onto Kimball Avenue prior to entering the site will significantly reduce the volume of vehicles on Kimball Avenue and improve the operations of the area intersections.

- 15) The Kimball Avenue intersection with Midland Avenue and the Cross County Parkway eastbound off-ramp is proposed to be improved by providing a new right turn lane along the off-ramp to accommodate vehicles destined to Kimball Avenue southbound. The ramp will be widened west of the intersection and the traffic signal will be reconstructed. Midland Avenue westbound is recommended to be improved by providing a second left turn lane onto Kimball Avenue. A portion of the on-street parking would be removed along the south side of Midland Avenue. The removal of parking along a portion of Midland Avenue was requested by residents in the area.
- 16) The Kimball Avenue/Midland Avenue (west) intersection is proposed to be improved to delineate two northbound lanes. A reconstructed traffic signal will be coordinated with adjacent signalized intersections. Kimball Avenue southbound will be widened to provide two lanes. Midland Avenue will be widened to provide dual right turn lanes and a separate left turn lane.
- 17) Midland Avenue will be widened to provide a separate left turn lane at the Cross County Parkway westbound ramps, as well as to receive dual right turns off of the ramp. The off-ramp will be widened and dual right turns with shared left turns will be delineated. The intersection will be signalized as part of a coordinated system.

- 18) At the Midland Avenue/Bronx River Road/Broad Street intersection, phasing and timing traffic signal modifications are proposed in conjunction with restriping of the westbound approach to provide two westbound lanes. The northbound and southbound approaches should be striped to delineate two lanes along each approach. The northbound approach should be striped as two thru lanes with shared turns and the southbound approach should be striped as a left turn lane and a shared thru/right turn lane.
- 19) Traffic Signal phasing and timing improvements are recommended at the Broad Street intersections with North Terrace, Fleetwood Avenue and the Cross County Parkway eastbound ramps. Modified phasing and timing will improve operations at both intersections.
- 20) An integral component of the on-site renovations will be the implementation of a series of guidance signs which will direct patrons to the most desirable egress driveways for their specific destinations (e.g. I-87 south). The signs will also direct patrons to major stores and parking facilities within the site. The new signs will minimize travel along several local streets by patrons who would otherwise not travel along the most desirable and efficient routes.

b. Describe Parking Improvements And Calculation Of Parking Requirements

Two new parking garages are proposed to be constructed as part of this redevelopment, plus deferred parking is proposed in an additional parking structure, to be constructed only if demand requires it. The largest of the parking structures is positioned in the "L" created by the existing in-line retail buildings at the south end of the site and is flanked to the west by the new anchor to be built on the site of the former Stop & Shop building (Figures II.B-1A and II.B-1B). This structure will house a total of 1,723 cars on five levels (ground level plus four structured levels). The second structure is positioned between the Macy's expansion and the new anchor store at the north end of the site. This is anticipated to house 769 cars on two levels (ground level plus one structured level). The deferred parking garage is

positioned at the northeast corner of the site, near the former Sizzler restaurant building. This is proposed to accommodate 354 cars on four levels (ground level plus three structured levels). These structures, and the new retail footprints, reduce the surface parking on the site from 4,439 to 2,785.

As previously discussed in Section II.C-1 and illustrated in Table II.C-2 of this DEIS, a total of 5,631 parking spaces are required by Zoning. The renovated Center will provide 5,277 spaces, with 354 (6.3%) proposed to be deferred.

The required parking spaces are based on maintaining the existing number of spaces for the existing uses to remain and providing additional spaces for the proposed uses based on the City of Yonkers Zoning Requirements (1 space per 200 square feet of retail and 1 space per 100 square feet of restaurant). A credit has been taken for the demolition of Buildings 2, 10 and 13, meaning that the parking required to be provided by the Zoning Ordinance for these buildings is now "freed up" to be applied to buildings that are proposed to be constructed. 354 of the required spaces are provided in a deferred parking structure at the northeast corner of the site adjoining Sears.

c. Describe Deferred Parking Area And Requirements

A deferred parking area contained within a parking structure consisting of four levels (ground level plus three structured levels) is proposed adjacent to the north of the existing Sears Building (Building 10) (Figures II.B-1A and II.B-1B). A total of 354 spaces are proposed to be deferred, or $\pm 6.3\%$ of the total 5,631 required.

A parking utilization study described in Section IV.F of this DEIS that determined during the late November/early December holiday season, a period of high parking demand, a maximum of 0.6 parking spaces per 200 square feet of retail gross floor area were utilized, compared with the Zoning requirement of 1.0 spaces to be provided per 200 square feet of retail gross floor area. Based on this study, but

assuming additional customer patronage anticipated following the renovation, a 6.3% deferred parking quantity would appear reasonable.

Section 43-136 of the Yonkers Zoning Ordinance states that where the agency approving a site plan determines, in connection with its review of a site plan, that less than the required number of parking or loading spaces may be required to satisfy the intent of the Zoning Ordinance, the agency may defer the paving and improvement of a portion of the lot, but for not more than 1/3 of the total number of parking spaces required.

6. Infrastructure, Stormwater Management and Utilities

The proposed renovation will completely upgrade the existing site infrastructure, with the majority of the infrastructure to be replaced with new.

The proposed expansion and renovation includes a completely new drainage system within the project's development area. The proposed stormwater 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 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, and ultimately off-site.

The existing 72" pipe located in the northern portion of the property will be relocated around the proposed Macy's expansion and the adjacent 1-story parking deck. The relocated pipe alignment follows the Mall's ring road until its connection into the existing pipe where it exits the property at Design Point #1 (see Figure IV.D-2 "Preliminary Stormwater Management Plan).

The New York State Department of Environmental Conservation (NYSDEC) issued its "Interim Strategy for Redevelopment Projects" dated April 30, 2004 (hereinafter referred to as the "Redevelopment Strategy") because many of the proposed

improvements included in the New York State Stormwater Management Manual last revised 2003 (the Manual) are not easily incorporated into redevelopment projects. Therefore, the redevelopment strategy requires all redevelopment projects proposing deviations from the technical standards recommended in the Manual be reviewed by the NYSDEC as required by Section I.D.3.b of the SPDES General Permit GP-02-01 for Stormwater Discharges from Construction Activity.

Stormwater quality measures do not currently exist at the site. Surface Water Quality will be enhanced in the post-development phase by the use of standard and non-standard practices defined in the Manual as allowed by the Redevelopment Strategy.

7. Easements and Reapportionments

a. Easements

There are two existing easements that encumber the site:

- 1) There exists a 20-foot wide permanent drainage easement to the New York State Thruway, Map No. 704 Parcel 706 (Map Ref. 2B), as noted on Figure II.C-1.
- 2) An access easement exists at the entry to the existing Driveway "A", between Cross County Center and the Mall at Cross County (Figure II.C-1).

The drainage easement and associated infrastructure is proposed to be relocated along the northerly ring road to accommodate the proposed construction on the site. The NY State Thruway Authority has been contacted and is amenable to this proposed relocation.

b. Reapportionments

The existing Macy's store is situated on a separate parcel owned by Federated Department Stores, Inc. as a result of litigation in the 1960s. Consequently, the

existing Macy's building and the parcel on which it was constructed were rendered non-conforming. In connection with the Macy's expansion, the applicant will convey a portion of its property to Federated on which the Macy's expansion will be constructed and owned by Federated. The applicant will seek a reapportionment of the lots from the City to accomplish this (Figure II.C-2). The applicant will seek variances from the Zoning Board to legalize the existing conditions on the Macy's parcel, and to accommodate the Macy's expansion.

The variances related to the Macy's expansion are as follows:

1. Variances from Section 43-3 of the Zoning Ordinance to permit increases in building coverage and floor area ratio;
2. A variance from Section 43-3 of the Zoning Ordinance to permit a reduction in the proposed and existing side yards;
3. Variance from Section 43-133(A)(3) of the Zoning Ordinance to permit a reduction in the required setback from parking areas to principal building, and in the side yard setback for parking; d) a variance from Section 43-4 of the Zoning Ordinance to permit a reduction in the required number of loading spaces.
4. A variance from Section 43-33c for required street frontage where none is provided. The existing Macy's parcel is "land-locked" with no street frontage, is proposed to remain so, and hence requires this variance.

8. Other Project Description Items

a. Other Elements Of Project Design Including Landscaping, Lighting, Walkways

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.

The applicant proposes the complete renovation of the existing open air pedestrian mall. This portion of the project includes replacement of the existing building facades, new signage and graphics, and the replacement of the existing kiosks on the property with new modern kiosks. A renovation of the existing streetscape is proposed which includes the replacement of sidewalks, trash receptacles, street lamps, and includes the addition of new benches and attractive landscaping.

The overall design intent for the lighting and signage work at Cross County Shopping Center is to upgrade the existing lighting and signage with modern materials and equipment. The project lighting (specifically the parking lot lighting) will be redone to use new modern and efficient light fixtures that simulate a more natural light and not the orange/yellow light that is found in so many parking lots of today's shopping centers. The direction of the light focus and the times of operation will also be adjusted to be mindful of the adjoining properties. The individual tenant signage will be discussed later in this submission. In regards to the pylon signs, it is the applicant's intent to maintain the existing pylon signs at the project's three primary entries. The location, size and structure will remain as is, however, the colors, materials and illumination will be redesigned to be more mindful of the adjoining residential neighborhoods.

Later in this submission are examples and further explanations of lighting and signage.

Internal shopping center intersections will operate with adequate capacity and levels of service and provide pedestrian access throughout the site. Existing pedestrian

access to the site will be maintained and/or improved in conjunction with the extensive roadway improvements.

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 Vredenburgh and Kimball Avenues. On these residential streets, the existing landscaped buffers between the homes and the shopping center will remain and be enhanced with additional evergreen tree plantings. Buffer plantings are proposed along Vredenburgh Avenue to supplement the transitional plantings between the shopping center and the residences that were put in by Stop & Stop as part of their new construction, and along the Kimball Avenue site frontage south of driveway C, across from the residences on the east side of Kimball Avenue. Pylon signage will be improved in appearance and site lighting within the center will be replaced and upgraded to minimize off-site light impacts.