

I. INTRODUCTION

This Final Environmental Impact Statement (“FEIS”) is submitted in compliance with Article 8 of the New York State Environmental Conservation Law governing State Environmental Quality Review (“SEQR”), Part 617 of Title 6 of the Rules and Regulations of the New York State Department of Environmental Conservation, and a DEIS Scope adopted on May 29, 2012 by the City Council of New Rochelle acting as SEQR Lead Agency (“Lead Agency”) for the proposed action. The FEIS supports the required land use approvals being sought by Forest City Residential, Inc. (the “Applicant”) for the proposed Echo Bay Center Waterfront Redevelopment project (the “Project”), including amendments to the City Zoning Code, amendments to the Main/Echo Urban Renewal Plan, disposition of the Project Site to the Applicant for redevelopment, and special permit approval, as well as other agency approvals for the Project.

A. DESCRIPTION OF FEIS FORMAT

This FEIS is comprised of the following sections:

Section I is the Introduction which contains this description of the FEIS format, a discussion of the Draft Environmental Impact Statement (“DEIS”) and comments received during and following the DEIS public hearings, and a description of a modified plan proposed by the Applicant after consideration of the DEIS comments (“FEIS Project”). Where the FEIS Project would result in changes to potential adverse impacts or potential mitigation measures, those environmental conditions, potential impacts or potential mitigation measures are discussed.

Section II contains the Responses to the DEIS Comments listed in Section III. The responses to the comments are organized by DEIS Section Heading. Where applicable, sections have been further broken down into sub-headings that correspond to the content of the comments. Comments that are similar in content have been grouped together to allow for coordinated responses. The comments appear in a small, bold type with the corresponding comment number(s) identified in the left margin of the page. The responses appear in standard type.

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Section III consists of the DEIS Comment Letter List, the DEIS Comment Log (which provides a listing of the individual comments), and copies of the transcripts of the DEIS Public Hearing and written comments received by the Lead Agency. Each speaker and comment letter or transcript has been assigned an “Item Number” and each comment by a particular speaker or author has been sequentially numbered. The Comment Log identifies the date of the comment letter or the public hearing comment; the name of the author or speaker; the assigned comment number; and the subsection of FEIS Section II in which the comment has been addressed. The copies of the hearing transcripts and comment letters have been labeled with Item Numbers corresponding to the DEIS Comment Log.

Section IV contains the Appendices to the FEIS.

B. DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Draft Environmental Impact Statement for the Echo Bay Center Waterfront Redevelopment project, which was accepted as complete by the Lead Agency on February 12, 2013, and was the subject of a public meeting and hearing on March 12, 2013, is hereby incorporated into and made part of this Final Environmental Impact Statement by reference.

The project site (“Project Site,” or “Site”), located at 224 East Main Street and 260-70 East Main Street, consists of two parcels (the “City Yard parcel” and the “Armory parcel”) , totaling approximately 9.4 acres in the City of New Rochelle. The Project Site is located in the northeastern portion of the City, and is bounded to the east by Echo Bay, which is a sheltered inlet off the Long Island Sound. The City Yard parcel is approximately 6.5 acres, and is designated on the City Tax Map as Block 84-Lot 5. The Armory parcel is approximately 2.9 acres, and is designated on the City Tax Map as Block 84-Lot 22. Both parcels are located within the PWD-5 Zoning District (PWD-5 District).

The development proposal presented in the DEIS (the “DEIS Project” or “DEIS Plan”) is a mixed-use commercial and residential building to be located along the Echo Bay waterfront

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and East Main Street in New Rochelle. The building contains approximately 25,000 square of commercial retail space located along East Main Street and 285 residential units. The residential unit mix includes 71 studio apartments, 137 one-bedroom apartments and 77 two-bedroom apartments. Of the 285 dwelling units, 29 units (10%) would be designated “Moderate-Income Housing Units” affordable for households with annual incomes not exceeding 80% of the Westchester County median annual income. The DEIS Project also includes the cleanup and restoration of the Echo Bay shoreline within the Project Site and the creation of a public waterfront esplanade providing physical public access to the waterfront, a small non-motorized boat launch area and a pedestrian bridge connection (if permitted by Westchester County) to the northern edge of the Westchester County WWTP parcel with future connection to LeFevre Lane and Five Islands Park. The waterfront esplanade also had been designed to connect to any future publically accessible waterfront open space west of the Armory parcel. See FEIS Figure No. I-1, *DEIS Illustrative Plan*.

The main section of the building is roughly square in footprint, with the west side of the square facing the Armory parcel continuing towards Echo Bay to form an extended south wing. The building’s East Main Street frontage contains ground level retail stores with three levels of residential units above. One floor of structured parking is located behind the retail stores, while a second floor is located below street level under the full building footprint. The depth of the footprint is such that all on-site parking is located within the structure, hiding it from view and maximizing exterior areas on the Site for publically accessible waterfront open space use. See DEIS Figure Nos. III.F-2 through 4, *Building Floor Plans*, and III.F-6 through 8, *Building Elevations*.

The building steps down towards the south to reflect the slope of the Project Site from Elev. 22-24 along East Main Street to Elev. 10 along the southern shoreline. The main section of the building has a mean existing grade of Elev. 18.4 and a zoning height of 59.6 feet, measured to the highest level of the flat roof surface. The south wing of the building has a mean existing grade of Elev. 14.7 and a zoning height of 53.3 feet. In both the main building and south

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wing, approximately 10 feet of the zoning height is comprised of the gateway architectural elements at the building's corners.

The DEIS Project also includes the creation of Armory Place, a landscaped driveway providing physical access to the mixed-use building's residential lobby, to the east side of the Armory parcel, and a public parking lot for the waterfront esplanade, as well as providing a visual invitation to the waterfront from East Main Street. Armory Place also provides access to the interior parking level in the mixed use building directly behind the retail stores. The lower interior parking level and residential loading area are accessible from the eastern access drive. The creation of Armory Place would not require the removal of the main Armory building or Annex building, but would include the removal of a metal shed and storage building behind the Annex in order to provide public parking on the Amory parcel for waterfront access.

The DEIS includes discussions of potential impacts associated with the DEIS Project, such as those related to land use, zoning and planning consistency; transportation; socioeconomic and fiscal conditions; hazardous materials; and construction, as well as measures the Applicant proposed to minimize or avoid such impacts. Further, the DEIS considers alternative proposals for the Site, including developments under existing zoning, alternative with the removal of the Armory Annex building, and alternative site plans including the Good Profit proposal based on its site plan dated July 20, 2012.

All the comments made during the DEIS public hearings and in correspondence received by the Lead Agency are included in Section III of the FEIS. The comments addressed issues such as site layout and building design; publically accessible waterfront open space improvements and relationship to adjoining properties; project density; building height; remediation of existing environmental conditions; fiscal analyses and the provision of community and educational services; public school children generated by the Project; traffic associated with the Project; and consistency of the Project with City of New Rochelle and Westchester County planning documents.

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C. FINAL ENVIRONMENTAL IMPACT STATEMENT

In response to comments made during the DEIS public hearings, correspondence received during the DEIS comment period, and subsequent discussions with the Lead Agency and its consultants, the Applicant is proposing modifications to the DEIS Project. The modifications include restructuring of the proposed Payment in Lieu of Taxes (PILOT) agreement; retaining the same number of total residential units, with a modification to the bedroom mix to reduce the number of studio and one-bedroom units and increase the number of two-bedroom units; reducing the length of the south wing of the residential building; redesigning the public parking lot and reducing the number of spaces by 15; increasing the publically accessible waterfront open space to be provided along the waterfront; revising the finished floor elevations in the flood plain; revising the building height; and modifying the construction time frame to begin in January 2015. The revised plan for the Project that reflects these modifications will be referred to in this FEIS as the “FEIS Project” or “FEIS Plan”. See FEIS Figure No. I-2, *FEIS Illustrative Plan*. See FEIS Figure Nos. I-3 and I-3A, *View of Retail Space* and *View from Echo Bay*.

The full-sized drawings submitted with the DEIS have been revised to reflect the FEIS Project and are included as part of this FEIS. In addition, new FEIS figures have been prepared to graphically present the proposed modifications. The specific components of the FEIS Project that differ from the DEIS Project are described below and in the comment responses in Section III.

Overall Vision for Echo Bay Redevelopment Area

As described in the DEIS, the Echo Bay Redevelopment Area is a direct outgrowth of the Main/Echo Urban Renewal Plan (URP), written in 1983 and updated in 1994, that designated the area south of East Main Street, from Echo Avenue to Stephenson Boulevard, for redevelopment. The URP, along with subsequent planning initiatives, established the City of New Rochelle’s vision of redevelopment of the City Yard and the Armory parcels as a catalyst to waterfront revitalization. The City’s goals are to enhance the waterfront and

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public access to Echo Bay; promote mixed-use to revitalize downtown and encourage sustainable development; and to leverage City-owned property to spur redevelopment.

In 2002 the City, with participation by the public and the Echo Bay Steering committee, and advice from the City Council, conducted a Feasibility Analysis in order to help refine the redevelopment vision based on market demand and cost efficiency. The resulting vision is compatible with the City Comprehensive Plan (1996), City Harbor Management Plan (1999), and the City's draft Local Waterfront Revitalization Program (1998). The April 2002 Feasibility Analysis concluded that low-rise residences should be constructed on the Project Site with niche retail and office space, with the commercial uses at ground level on East Main Street and enhanced view corridors and pedestrian waterfront access along the eastern entrance that would align with Stephenson Boulevard. The City's vision for the Site was further outlined in the March 2006 *Echo Bay Redevelopment Plan*. The *Echo Bay Redevelopment Plan* includes linking development to Main Street revitalization through pedestrian access to adjacent neighborhoods, and the balancing of economic development and environmental quality through project design. The project area was described by the *Echo Bay Redevelopment Plan* as bound by Main Street, Five Islands Park, the Municipal Marina, and Hudson Park.

The DEIS generally describes all open space (public and private) within the City Yard and Armory parcels as approximately 4.5 acres. The publically accessible waterfront open space to be provided as part of the FEIS Project is discussed below.

The proposed Project has been designed as a focused first step in the overall redevelopment of the Echo Bay area. FEIS Figure Nos. I-26 and I-27, Waterfront Open Space + Public Use Area Diagrams (with and without the Armory Annex) illustrate the different types of open space proposed in the Project. "Publically accessible waterfront open space" on the City Yard and Armory parcels would be a total of 3.4 acres. Activities in the "publically accessible waterfront open space" may include uses such as an overlook, picnic area, kayak

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launch, woodland area, rain garden, shoreline stabilization improvements, and open lawn suitable for scheduled gatherings. “Public use” areas total 0.9 acres within City Yard and Armory parcels and include public access walks from East Main Street to the waterfront and a 30-car public parking lot behind the Armory building for the waterfront. Total publically accessible areas (publically accessible waterfront open space + public use areas) on the City Yard and Armory parcels would total 4.3 acres. See FEIS Figure Nos. I-26 and 27:

Waterfront Open Space + Public Use Diagram (with and without Armory annex).

DEIS Open Space Description:	Acreage
All public and private open space:	+/- 4.5 acres
FEIS Open Space Description:	Acreage
Publically Accessible Waterfront Open Space:	
Within Project Site and along Shoreline:	3.4 acres
Public Use Areas:	0.9 acres
Total Publically Accessible Areas – Project Site:	4.3 acres
Overall Echo Bay Vision:	
Publically Accessible Areas - Project Site:	4.3 acres
Publically Accessible Waterfront Open Space – Nelstad/Mancuso:	0.8 acres
Total Publically Accessible Areas – Project Site and Nelstad/Mancuso Parcels:	5.1 acres

The City has indicated that the next step in the redevelopment of the Echo Bay area could be for the City to acquire the Nelstad parcel (Block 84, Lot 120) and extend the publically accessible waterfront open space west of the Project Site to the City-owned Mancuso Marina parcel (Block 84, Lot 110) via the Nelstad parcel. A conceptual plan for re-use of the Nelstad and Mancuso Marina parcels is illustrated on FEIS Figure Nos. I-4A and 4B:

Overall Vision for Echo Bay Redevelopment Area (with and without Armory annex). The Nelstad parcel is approximately 0.97 acres and the Mancuso Marina parcel is approximately 0.66 acres. As shown on the conceptual plan, approximately 0.8 acres of additional publically

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accessible waterfront open space could be created on those parcels, bringing the total area of publically accessible waterfront open space in the Echo Bay Redevelopment Area to 5.1 acres. The portions of the Nelstad and Mancuso parcels not used publically accessible waterfront open space would be rough graded and stabilized in anticipation of future redevelopment.

While the proposed Project does not include the redevelopment of the Mancuso Marina or Nelstad parcels, the potential impacts of future use of the parcels is evaluated as part of DEIS Alternatives D-1 and D-2, which analyze the former “Good Profit” proposal for the Armory, which the City is no longer considering (see DEIS Section V: *Alternatives*). The DEIS discusses the use of the City-owned Mancuso Marina parcel and the privately-owned Nelstad parcel for parking and access to the Armory for future development on the Armory parcel. To illustrate how the Project can be coordinated with the potential future development of the Armory, Alternatives D-1 and D-2 (see DEIS Figure Nos. V-5 and V-6) show the proposed Project without public parking on the Armory parcel, and with an extended publically accessible waterfront open space and public parking for the waterfront relocated to the Mancuso Marina and/or Nelstad parcels. In DEIS Alternatives D-1 and D-2, the Applicant’s development program and site plan are the same as the proposed Project, with the exception of the Armory Place access drive location and boulevard design and the provision of public parking along Armory Place. The potential impacts of these Alternatives are essentially the same as for the Project. The cumulative traffic generation from redevelopment of the Armory and the Project would result in traffic and parking impacts and proposed mitigation similar to the proposed Project. The water and sanitary demand from redevelopment of the Armory is also evaluated. Redevelopment of the Armory would add water and sanitary demand, but there is adequate capacity in the municipal systems. Therefore, no significant adverse impacts on utilities or traffic are expected.

The benefit of the future acquisition of the Nelstad parcel and re-use of that parcel and the Mancuso Marina would be the increase in publically accessible waterfront open space from

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4.3 acres in the proposed Project to 5.1 acres for the Project Site and the Nelstad/Mancuso parcels. Additional benefits would include increased public access to Echo Bay, improved viewsheds of Echo Bay, improved circulation and possible parking for the Armory parcel.

Although the proposed Project does not include the acquisition of the Nelstad parcel, the Applicant has offered to contribute to the City approximately \$2.5 million to defray any costs the City might incur in the future in connection with the City's acquisition and reuse of the Nelstad parcel and/or reuse of the Mancuso Marina parcel. As noted in the DEIS, the Nelstad property is currently in private ownership, and neither the City nor the Applicant have access to the property. Due to the lack of access to the site, specific environmental impacts of future use of the property, including but not limited to any required remediation of existing environmental conditions, cannot be determined at this time.

Any decision by the City to redevelop the Nelstad and/or Mancuso Marina parcels would require its own environmental assessment under SEQRA after specific physical and programmatic plans have been developed. The likely range of potential impacts that would be assessed includes land use, zoning and planning consistency; land, water and ecological resources; visual impacts; transportation; socioeconomic and fiscal; community facilities and services; and hazardous materials.

If the City desires to acquire the Nelstad parcel but is unable to do so in an arms-length transaction, then the City could consider eminent domain proceedings.

Armory Redevelopment Status

In May 2012, the City prepared a Request for Proposals for the reuse of the Armory facility and invited interested groups to submit creative visions and concepts. The City seeks to “rehabilitate and preserve a historic structure with distinctive architectural features; activate a

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currently underutilized site for the public's enjoyment and benefit; and complement and enhance the surrounding revitalization of the New Rochelle shoreline”.

Two proposals were submitted in July 2012 and reviewed by the City Council. At its September 2012 meeting, the City Council agreed to negotiate a memorandum of understanding with the “Good Profit” team and in November, 2012, the Council approved a six-month, non-binding “letter of agreement” between the City and Good Profit in order to explore the redevelopment of the Armory buildings. Good Profit failed to sign the agreement and provide the required escrow deposit by a February, 2013 deadline, and as a result, the City terminated its consideration of their proposal. The City is currently preparing a “Request for Interest” to solicit additional proposals for the redevelopment of the Armory parcel.

The development program and site plan for the Armory redevelopment had not been finalized at the time the DEIS was submitted, but the City required that two Alternatives in the DEIS analyze how the Applicant's proposed development could be coordinated with the potential future development of the Armory, based on Good Profit's conceptual July 20, 2012 development plan. The Good Profit plan and analysis of benefits and impacts are incorporated into Alternatives D-1 and D-2 in Section V: *Alternatives* of the DEIS. However, all other analyses for the DEIS Project did not consider the Good Profit plan for the Armory and therefore, revisions to these analyses are not required as a result of the failure of the Good Profit proposal to move forward.

Due to the uncertainty of the Armory redevelopment, both the DEIS and FEIS Projects have been designed as a stand-alone project that would act as a catalyst for future development in the Echo Bay area. The proposed FEIS Project, like the DEIS Project, has been designed to retain the main barrel-vaulted Armory building, entrance tower, Annex building and outbuilding along the water's edge with the proposed mixed-use building on the Project Site. The main Armory buildings would remain, and could be re-used in a

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manner consistent with the City's approved redevelopment proposal. In order to accommodate Armory Place and provide efficient vehicular access from Main Street, the FEIS Project, like the DEIS Project, would include the removal of the metal shed and small storage structure located behind the Annex on the Armory parcel. These two buildings are currently vacant with no historic or archaeological significance. Like the DEIS Project, the proposed mixed use commercial and residential building in the FEIS Project would be completely located on the City Yard parcel. The existing Armory driveway would be widened between the proposed Project building and the existing Armory Annex to provide access to a public parking area on the Armory parcel with a walkway connection to the waterfront esplanade. These improvements benefit the overall waterfront accessibility and open space design.

Review by New Rochelle Industrial Development Agency

The Project is intended to be assisted by the New Rochelle Industrial Development Agency, which would acquire title to the Site from the Applicant (at no cost to the Agency), and would lease it back to the Applicant. Under State law, property owned by the Agency or under its control is exempt from real property tax. Notwithstanding this, the Uniform Tax Exemption Policy of the New Rochelle Industrial Development Agency requires project sponsors receiving Agency assistance to enter into a "PILOT Agreement" requiring payments-in-lieu-of-taxes, which are required to be allocated to the taxing jurisdictions in the same proportion as real property taxes would be, unless the jurisdictions agree otherwise. The financial model for the Project will be submitted to the IDA as part of the approval of the proposed financial assistance. The Agency must hold a public hearing on the Project and the proposed financial assistance – including the proposed payments-in-lieu-of-taxes – before entering into the PILOT Agreement or providing any other financial assistance.

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Land Disposition Agreement (LDA) Between the City and Applicant

The sale of the Site (which is located in the Main/Echo Urban Renewal Area) to the Applicant is a disposition under New York Urban Renewal Law. Under Section 507(2)(d) of that State law, the Site can be sold to an entity designated by the City Council as the “qualified and eligible sponsor” without auction or bid provided the City publishes notice of the price and other essential terms, and the City Council holds a public hearing on the proposed sale of the Site in accordance with the Land Disposition Agreement(LDA) between the Applicant and the City. The LDA will (i) establish the purchase price for the Site, (ii) contain dates by which the Applicant shall be required to commence and complete the Project (and/or the phases thereof) including, without limitation, all public amenities and infrastructure, (iii) identify any other specific construction milestones, (iv) specify any required security for the Applicant’s completion of the Project, and (v) set forth all other rights and obligations of the City and the Applicant with respect to the Project, and remedies in the event either party defaults.

FEIS Project – Echo Bay Center

PROPOSED PROGRAM

The FEIS Project would include the same 285 total dwellings units as the DEIS Project, with a bedroom count slightly different than the DEIS Project. In the FEIS Project the number of studio and one-bedroom units would be reduced and the number of two-bedroom units would be increased. The unit breakdown for the FEIS Project would include 55 studio apartments, 130 one-bedroom apartments and 100 two-bedroom apartments.

There would be 16 fewer studio apartments, 7 fewer one-bedroom apartments, and 23 additional two-bedroom apartments than the DEIS Project. This adjustment to the unit types has been made in response to market conditions.

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The proposed unit mix of the residential units remains generally the same as presented in the DEIS and the number of units for each bedroom type are listed below, along with the number of units in the DEIS Project and the change from the DEIS to FEIS Project.

FEIS Table No. I-1: FEIS Project Program

Residential Unit Type		DEIS Project: No. of Units	FEIS Project: No. of Units	Change from DEIS to FEIS
Rental Apartments	Studio	71	55	(-16)
	1 Bedroom	137	130	(-7)
	2 Bedroom	<u>77</u>	<u>100</u>	+23
Total		285	285	

The commercial use proposed in the FEIS Project remains the same as the DEIS Project, with approximately 25,000 square feet of commercial retail space located along East Main Street. The building's East Main Street frontage contains ground level retail stores with three levels of residential units above. One floor of structured parking is located behind the retail stores, while a second floor is located below street level under the full building footprint. The total parking for the residential and commercial uses is 430 spaces, all of which are contained within the building. As described in DEIS Section IV.E:

Transportation, shared parking principles account for peak retail parking demand occurring at the times when the residential parking demand is lowest, and retail parking being available for residential use during overnight hours (a detailed Shared Parking Analysis is contained in DEIS Appendix 8). Based upon the Shared Parking Analysis calculations, more than sufficient parking for all Project uses would be provided on site, and the proposed onsite parking spaces would not be assigned to individual units, tenants and employees so that the spaces can be effectively shared between the residential units and the retail uses.

SITE PLAN

In response to DEIS comments and in coordination with the City, the site plan has been modified to reduce the length of the residential south wing of the building in order to

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increase the amount of publically accessible waterfront open space. Additionally, the at-grade parking lot for public use of the waterfront park located behind the Armory Annex building has been redesigned and the number of spaces reduced from 45 to 30 in order to increase the amount of publically accessible waterfront open space. The DEIS Project included 45 parking spaces in the at-grade parking lot which would be used both by visitors to the Project and public parking for the waterfront open space. However, with the reduction in the number of spaces to 30 in the FEIS Project, the parking lot would only be used for public parking for the publically accessible waterfront open space and not for parking for visitors to the Project. See FEIS Figure No. I-5, *FEIS Echo Bay Center Site Plan*.

Additionally, in January 2013, FEMA issued updated Advisory Base Flood Elevation Maps for use by communities in guiding Hurricane Sandy reconstruction efforts¹. The site plan has been revised to accommodate the projected 2- to 3-foot increase in the base flood elevation (BFE). Further, in accordance with the Code of the City of New Rochelle², the proposed residential building has been designed with the lowest floor elevated a minimum of 2 feet above the BFE and will utilize materials and utility equipment (if not elevated) resistant to flood damage. Due to the revised elevations and associated grading, the east and west sides of the building were extended approximately ten to fifteen feet to accommodate the garage entrances and the building was shifted approximately 5 feet to the south. The building adjustment to the south permits necessary grading in the garage related to the BFE. This adjustment would require the building height to be measured 310 feet from East Main Street, rather than the 305 feet proposed in the DEIS Plan. See FEIS Figure Nos. I-6 through I-8, *FEIS Building Floor Plans*.

PROPOSED BUILDING HEIGHT

To accommodate the reduction of the length of the south residential wing and additional two-bedroom units, the FEIS Project building, at 63 feet tall, would be approximately three

¹ These updated FEMA maps, though not yet official, are expected to be adopted by local municipalities within the next 18-24 months.

² Chapter 111, Building Construction, Article IV, Flood Damage Prevention

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feet higher than the DEIS Project building(60 feet tall) in the portion of the Site within 310 feet of East Main Street. The FEIS Project would require amendments to the Zoning Ordinance permitting the maximum building height allowed within 310 feet of East Main Street to be increased from 50 feet to 65 feet, and beyond 310 feet of East Main Street, from 3 to 4 stories, and from 30 to 55 feet. See FEIS Figure Nos. I-10 through I-12, *Building Elevations* and FEIS Figure No. I-14, *FEIS Proposed Building Height Measurement*.

PUBLICALLY ACCESSIBLE WATERFRONT OPEN SPACE AND PUBLIC USE AREAS

In response to DEIS comments and in coordination with the City, the Applicant has expanded both the waterfront and interior open space areas available for public and resident use in the FEIS Plan. Like the DEIS Project, the FEIS Project public amenities include the waterfront esplanade and bridge, landscaped publically accessible waterfront open space, non-motorized boat launch, public parking area and connecting pathways, and shoreline restoration. The DEIS generally describes all open space (public and private) within the City Yard and Armory parcels as approximately 4.5 acres. The publically accessible waterfront open space to be provided as part of the FEIS Project is discussed below.

FEIS Figure Nos. I-26 and I-27, *Waterfront Open Space + Public Use Area Diagrams* (with and without the Armory Annex) illustrate the different types of open space proposed in the Project. “Publically accessible waterfront open space” on the City Yard and Armory parcels would be a total of 3.4 acres. Activities in the publically accessible waterfront open space may include uses such as an overlook, picnic area, kayak launch, woodland area, rain garden, shoreline stabilization improvements, and open lawn suitable for scheduled gatherings. “Public use” areas total an additional 0.9 acres within City Yard and Armory parcels and include public access walks from East Main Street to the waterfront and a 30-car public parking lot behind the Armory building for the waterfront.

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The Applicant would be responsible for the physical maintenance of the public space including general care and upkeep of the grounds and landscaping to be built. The Applicant is working with a landscape architect to develop a detailed plan for the publically accessible waterfront open space. The detailed plan would be reviewed during the site plan review process. See FEIS Figure No. I-9, *FEIS Landscape Concept Plan*.

As described above in the section *Overall Vision for Echo Bay Redevelopment Area*, the redevelopment of the Nelstad and Mancuso Marina parcels adjoining the Armory parcel to the west would be the next step in creating continuous publically accessible waterfront open space along Echo Bay. Acquisition of the Nelstad parcel and extension of the waterfront esplanade over that parcel to the Mancuso Marin parcel would add approximately 0.8 acres of additional publically accessible waterfront open space for a total of 4.2 acres of publically accessible waterfront open space. The portions of the Nelstad and Mancuso Marina parcels not used as open space would be rough graded and stabilized in anticipation of future redevelopment.

SOCIOECONOMIC AND FISCAL CONDITIONS

As noted above, the FEIS Project would include a unit count slightly different than the DEIS Project, with the number of studios and one-bedroom units reduced by 23 and the number of two-bedroom units increased by 23, with the same total number of units. The modifications would increase by 16 the number of total residents to 540, and the general government costs identified in the New Rochelle Budget related to servicing a new population (i.e., executive and administration costs, public safety and public works, parks and recreation, etc.)³ would increase from the DEIS projection to \$445,877. The increase

³ To determine the estimated costs associated with the residential component of the proposed Project, an “average cost” methodology that works on a per capita basis is utilized. In order to determine the average per capita cost of general government services in New Rochelle, the portion of City expenditures that go toward servicing non-residential properties was removed. The remaining budget amount was divided by the 2010 U.S. Census population figure for New Rochelle, resulting in a per capita cost of \$738. This number was then applied to the population projections calculated previously to provide a range of estimated general government costs.

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in number of bedrooms would also increase the public school children expected to be generated by the FEIS Project by three, for a total of 25 public school children. Using the marginal cost of education per new student (\$17,500)⁴, the total education cost for the estimated 25 public school children is \$437,500 annually. In addition, school district staff have calculated that the average annual transportation cost for non-public school students borne by the school district is \$5,197 per non-public school student. The transportation costs for the 8 non-public school students from the FEIS Project is \$41,576, for a total cost of \$479,076 to the school district.

The FEIS Project includes a revised PILOT agreement structured so that the Project covers the annual projected cost⁵ to the School District. The PILOT would cover the education cost of both the children projected to attend New Rochelle public schools, as well as the cost to provide transportation to children that would attend area private schools (a cost borne by the School District). The projected costs have been agreed to by the School District. The school child generation projections are based on the widely used and accepted Rutgers model. In order to provide further accountability to the City, the Applicant has agreed to a “look back” provision, pursuant to which an audit would be undertaken in the tenth year of the FEIS Project of the actual school child generation for the preceding five years (years 6-10), and the PILOT payment for the following ten year period would be subject to adjustment based on the findings. The PILOT for the three taxing jurisdictions (School District, City, Westchester County) is set off of a “base year” so that the revenue to the School District covers the marginal cost (for public school education and private school transportation) of the projected school child generation. The revenue to the City and

⁴ \$17,500 is the marginal cost provided by the City and School District for the 2012-2013 school year and utilized for the DEIS and FEIS analyses. In future years, the marginal cost per child would increase (or decrease) based upon the school budget and the payments would rise (or fall) with the actual increase (or decrease) in taxes imposed by the School District.

⁵ Through extensive research of actual costs incurred for adding new public school students, City staff calculated a marginal cost figure per new student equal to \$17,500 per new public school student. This figure was applied to the estimate of public school children resulting from the proposed residential development to estimate associated education costs. In addition, School District staff calculated that the average annual transportation cost for non-public school students borne by the School District is \$5,197, for transportation costs absorbed by the School District for these students.

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Westchester County is then allocated in the same proportion as all property taxes would be allocated. The base year is the 2012-2013 school year. In subsequent years, the PILOT payment for each jurisdiction will then rise (or fall) at the same rate as the increase (or decrease) in the tax rate of the jurisdiction. For example, the table below shows that the PILOT payment for the School District in the first year would be \$18,846, assuming a 2.5% increase in 2014, 2015 and 2016:

Calculation of PILOT Payment to the School District Assuming 2.5% Growth Rate		
Year	Tax Rate Change	Payment
2013	-	\$17,500 (Base Amount)
2014	2.50%	\$17,938
2015	2.50%	\$18,386
2016 (First PILOT year)	2.50%	\$18,846

In the 11th year, the payment to the School District will be re-calculated using the *actual* school child generation experienced in years 6-10. Utilizing the 11th year marginal cost (based on the tax increases from the previous 10 years), the new School District payment will be set.

The PILOT revenue would be allocated to the City and Westchester County in the same proportion as real property taxes, as required by State law. To ensure long-term positive impact of the PILOT, the payment will annually increase by the amount of increase in City and Westchester County tax rates. The Applicant has updated the Socioeconomic and Fiscal Impacts Report to reflect the FEIS Project. A summary of the Socioeconomic and Fiscal Impacts Report – FEIS Project is located below in Section I: *Environmental Analyses* of this FEIS and the full report is located in FEIS Appendix 1.

HAZARDOUS MATERIALS

A Phase II Environmental Site Assessment (ESA) was conducted in February, 2013. A summary of the ESA is located below in Section I: *Environmental Analyses* of this FEIS and the full report on CD is located in FEIS Appendix 3.

I. INTRODUCTION

CONSTRUCTION

The overall construction sequence and schedule for the FEIS Plan would be similar to the DEIS Plan, with all construction completed in December 2016. Minor adjustments are proposed in the construction timeline under the FEIS Plan to accommodate the City's timeframe for relocation of the City Yard. The City is currently working with its consultants to develop design drawings for the new City Yard and construction of the new facility is expected to begin in early 2014. The proposed FEIS Project is expected to begin in January, 2015 with completion expected in December, 2016. Like the DEIS Project, the construction of the FEIS Project would extend over a 24 month period. See FEIS Figure No. I-13, *Echo Bay Center Concept Schedule*. The Applicant has updated the Construction Schedule and Snapshots for the FEIS Project. See FEIS Appendix 3.

1. Environmental Analyses

Aspects of the FEIS Plan that result in changes to the "Potential Impacts and Potential Mitigation Measures" section of the DEIS (Section III) are described below. Additional discussion related to these issues is presented in the applicable subsections of FEIS Section II, Responses to DEIS Comments.

LAND USE, ZONING AND PLANNING CONSISTENCY

Like the DEIS Project, the FEIS Project is consistent with the City's long standing redevelopment vision for the Echo Bay area. The FEIS Project advances many of the goals and objectives in the Comprehensive Plan related to the Echo Bay area, as well as other general City-wide objectives. However, like the DEIS Project, certain amendments to the Zoning Ordinance are required.

I. INTRODUCTION

Conformance With PWD-5 District Zoning

As described in DEIS Section IV.A, “The proposed zoning amendments to permit the development of the [DEIS] Project would allow the permitted height of the building to be increased from 50 feet to 60 feet within 300 feet of East Main Street and from three stories and 30 feet to four stories and 55 feet in the area beyond 300 feet. The maximum FAR would also be increased from 0.75 to 1.15 for residential uses and to 1.25 for all special permit residential and non-residential uses. In terms of density, the maximum permitted dwelling units per acre would need to be increased from 30 to 45, and the minimum lot area per dwelling unit requirement would need to be eliminated. Permitted building coverage would need to be increased from 40% to 45%. However, these changes in zoning requirements would be limited to the Project Site, because no other land is currently zoned PWD-5 District.

The FEIS Plan would require the same zoning amendments, except that Section 331-67A(1) and (2) of the Zoning Ordinance would need to be amended to increase maximum building height allowed within 310 feet of East Main Street from 50 feet to 65 feet, and Section 331 Attachment 2:1 would need to be amended to permit maximum building coverage to be increased from 40% to 50%. See FEIS Table No. I-2, *Zoning Compliance Table – FEIS Project and Proposed Zoning Text Changes – FEIS Project* at the end of this chapter. Section 331-67D(1) of the Zoning Ordinance regarding minimum lot size would also need to be amended to accommodate the retention by the City of the waterfront portion of the Site in which the publicly accessible open space would be located.

Since the FEIS Project advances the general design concepts and guidelines for the PWD-5 District, provides significant public amenities along the Echo Bay waterfront, provides visual and physical access to the Bay that currently does not exist, and is generally consistent with the surrounding neighborhood development, the FEIS Project would not have significant adverse impacts on zoning or surrounding land uses.

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LAND, WATER AND ECOLOGICAL RESOURCES

FEMA 100-Year Flood Plain

The only difference between the DEIS Project and FEIS Project with respect to the 100-year flood plain relates to updated Advisory Base Flood Elevation Maps that FEMA issued in January 2013, for use by communities in guiding Hurricane Sandy reconstruction efforts. These updated FEMA maps, though not yet official, are expected to be adopted by local municipalities within the next 18-24 months. The site plan for the FEIS Project has been designed to accommodate the projected 2' to 3' increase in the base flood elevation (BFE). Further, in accordance with the Code of the City of New Rochelle, Chapter 111, Building Construction, Article IV, Flood Damage Prevention, the new residential structure has been designed with the lowest floor elevated a minimum of 2' above the BFE and will utilize materials and utility equipment (if not elevated) resistant to flood damage.

As a result of FEMA's increased BFE, the FEIS Project has been designed with the lowest floor elevated above the BFE, which increases the overall building height. The increase in building height is described and analyzed above in the Land Use, Zoning and Planning Consistency subsection. Although the FEIS Project is located in a coastal area, it includes the redesign of the building elevation, along with the mitigation measures proposed in the DEIS such as restoration and permanent stabilization of the shoreline with vegetative cover, and reconstruction of the existing bulkheads and seawalls. The FEIS Project would not have significant adverse impacts on land, water or ecological resources.

UTILITIES

Water and Sanitary Usage

As noted above, in the FEIS Project the number of studio and one-bedroom units would be reduced and the number of two-bedroom units would be increased. The unit breakdown for the FEIS Project would include 55 studio apartments, 130 one-bedroom apartments and

I. INTRODUCTION

100 two-bedroom apartments. Water and sewer demand for the FEIS Project was calculated and water demands increased by only 3036 GPD (or approximately 2 GPM) with sewer demands increasing even less at 2760 GPD. There is adequate supply in the system to service the water and sewer demands of the FEIS Project. Table No. I-3, *Proposed Water Demand and Sanitary Load*, presented at the end of this section summarizes the anticipated water demands of the mixed-uses of the FEIS Project. Due to changes to the building footprint, utility locations have been updated and shown on FEIS Figure Nos. I-15 through I-18. The FEIS Project would not have significant adverse impacts on utility resources.

VISUAL RESOURCES

Proposed Views to the Site

As noted above, to accommodate the reduction of the length of the south residential wing and additional two-bedroom units, the 63 foot tall FEIS Project building would be approximately three feet higher than the DEIS Project building in the portion of the Site beyond 310 feet of East Main Street. The views to the Site have been updated with the FEIS Project building height of 63 feet. Views to the Project Site from a variety of surrounding roadways, neighborhoods and representative vantage points were updated. The potential visual impacts of the Project are evaluated based upon a series of visual simulations that illustrate the proposed architecture, material, colors, and landscaping for the Project.

The results of the visual analysis demonstrate that the proposed three foot increase in building height would not cause significant adverse visual impacts. The FEIS Project, like the DEIS Project, is designed to be compatible with the surrounding area, by including:

- A significant vegetated buffer around the south perimeter of the Site;
- Building design that is compatible and complementary to existing structures in the area;
- Seasonally visible views of the scale of the residential building from off-site that are compatible with the scale of existing residential buildings in the area; and

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- Low level and cut-off light fixtures that would reduce the amount of lighting visible from off-site locations.

See FES Figure Nos. I-19 through I-24, *Proposed Views to Site*.

TRANSPORTATION

As discussed above for the FEIS Plan, the total population of the Project would increase by 16 people due to reduction in the number of studio and one-bedroom units and increase in the number of two-bedroom units (an increase in 23 two-bedroom units and decrease of 23 studio and one-bedroom units). The addition of 16 residents is not expected to result in any different traffic impacts, or require any different traffic mitigation, than the DEIS Project. As described in DEIS Section IV.E: *Transportation*, shared parking principles account for peak retail parking demand occurring at the times when the residential parking demand is lowest, and retail parking being available for residential use during overnight hours (a detailed Shared Parking Analysis is contained in DEIS Appendix 8). Based upon the Shared Parking Analysis calculations, more than sufficient parking for all Project uses would be provided on site. The parking ratio utilized in the Shared Parking Analysis for the residential units is one and a half parking spaces per residential unit and therefore, the revised bedroom count does not impact the number of parking spaces needed for the residential use. The Shared Parking Analysis accounts for the retail parking being utilized at the times when the residential parking demands are lower, and when the residential parking peaks overnight, there is limited retail parking. To be conservative, based upon discussions with the City's Traffic Consultant, the Shared Parking Analysis rates were adjusted to account for 100% of the residential spaces being occupied overnight, and the proposed onsite parking spaces would not be assigned to individual units, tenants and employees so that the spaces can be effectively shared between the residential units and the retail uses.

The primary change related to parking in the FEIS Project is the redesign of the at-grade parking lot for public use of the waterfront. The parking lot is located behind the Armory

I. INTRODUCTION

Annex building and has been redesigned and the number of spaces reduced from 45 to 30 in order to increase the amount of publically accessible waterfront open space. These public parking spaces were not included in the required number of parking spaces for the commercial and residential uses, so the reduction of the spaces by 15 would not impact the number of spaces provided for the Project.

Table No. I-4: Parking Spaces Provided – FEIS Project

	Number of Spaces
Main Street Level (Upper Garage)	168
Ground Level (Lower Garage)	262
Total Spaces Provided for Project	430
Additional Public Parking/Armory Parking	30

The FEIS Project would not have significant adverse impacts on transportation.

SOCIOECONOMIC AND FISCAL IMPACTS

Like the DEIS, the FEIS Project is consistent with the City’s redevelopment vision for the Echo Bay area, and is consistent with the City’s goal to increase density of development in order to create a critical mass of new development and increase access to the waterfront. With regard to socioeconomic and fiscal conditions, the FEIS Project differs from the DEIS Project primarily in bedroom count, which would result in minor increases in the total number of residents and school children. Additionally, in response to DEIS comments and in coordination with the City and the School District, the proposed PILOT agreement has been restructured so that the Project would cover the annual projected cost impact on the School District of the FEIS Project, and would include a “look back” provision.

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Demographic Conditions

The FEIS Project would include the same 285 total dwellings unit, with a bedroom count slightly different than the DEIS Project. In the FEIS Project the number of studio and one-bedroom units would be reduced and the number of two-bedroom units would be increased. The unit breakdown for the FEIS Project would include 55 studio apartments, 130 one-bedroom apartments and 100 two-bedroom apartments. The FEIS Project would generate a total of 540 residents, approximately 16 more residents than the DEIS Project. The FEIS Project would generate a total of 25 public school children, three more than the DEIS Project.

Proposed FEIS Project – Real Property Tax Revenue

Based upon project sponsor data, it is estimated that the residential component of the proposed FEIS Project will have a market value of \$39,023,000, the retail component will have a market value of \$3,639,800, and the underlying land will have a value of approximately \$5,000,000. Therefore, the total estimated market value of the FEIS Project is \$47,662,800. The current City equalization rate is 0.0296, which would result in an assessed value of \$1,410,819. Applying the current tax rates for each taxing jurisdiction results in estimated annual real property tax revenues of \$1,513,950. The total tax revenue to the City of New Rochelle (City, school district and library combined) would be \$1,264,424.

FEIS Table No.I-5										
Estimated Annual Real Property Tax Revenue										
Project Component	Market Value	Equalization Rate	Assessed Value	City Real Property	County Real Property	School District	Library	County Refuse	County Sewer	TOTAL TAXES
Residential Structure	\$39,023,000	0.0296	\$1,155,081	\$229,284	\$142,498	\$787,564	\$18,375	\$13,888	\$47,909	\$1,239,517
Residential Land	\$4,250,000	0.0296	\$125,800	\$24,971	\$15,519	\$85,774	\$2,001	\$1,512	\$5,218	\$134,996
Retail Structure	\$3,639,800	0.0296	\$107,738	\$21,386	\$13,291	\$73,459	\$1,714	\$1,295	\$4,469	\$115,614
Retail Land	\$750,000	0.0296	\$22,200	\$4,407	\$2,739	\$15,137	\$353	\$267	\$921	\$23,823
TOTAL	\$47,662,800		\$1,410,819	\$280,048	\$174,047	\$961,933	\$22,443	\$16,962	\$58,517	\$1,513,950

Source: Forest City; City of New Rochelle.

I. INTRODUCTION

Municipal and Education Costs

The FEIS Project would have 540 residents, and the general government costs would be \$445,877. Education costs, calculated using the marginal cost figure per new student of \$17,500⁶ per new public school student, would be \$437,500.⁷ In addition, school district staff have calculated that the average annual transportation cost for non-public school students borne by the school district is \$5,197 per non-public school student. The transportation costs for the 8 non-public school students from the FEIS Project is \$41,576. The following table summarizes the projected municipal costs under the FEIS Plan. The total projected costs to the City of New Rochelle would be approximately \$924,953 in the base year for general government and education services.

FEIS Table No. I-6 Total General Government and Education Costs						
Project Component	# of Units	# of Residents	# of PS Students	City Cost	Education Cost	TOTAL COSTS
Studio	55	92	0	\$67,896	\$0	\$67,896
1BR	130	217	9	\$160,146	\$157,500	\$317,646
2BR	100	231	16	\$170,478	\$280,000	\$450,478
Retail	25,000 s.f.	0	0	\$47,357	\$0	\$47,357
Non-PS Transportation	N/A	N/A	N/A	N/A	\$41,576	\$41,576
TOTAL		540	25	\$445,877	\$479,076	\$924,953

FEIS Project Net Fiscal Impact

Utilizing a time-neutral net fiscal impact methodology, it was determined that the FEIS Project would generate approximately \$445,877 in municipal costs and \$479,076 in education costs per year. In contrast, the FEIS Project would also generate approximately \$1.26 million in annual municipal and school district tax revenues, over \$138,500 in municipal refuse and parks and recreation fees, and over \$275,000 in utility and general sales tax revenue for the City. Thus, the proposed FEIS Project is projected to have a net positive fiscal benefit to the City of New Rochelle of \$753,593 per year. In addition, the FEIS

⁶ \$17,500 is the marginal cost provided by the City and School District for the 2012-2013 school year and utilized for the DEIS and FEIS analyses. In future years, the marginal cost per child would increase (or decrease) based upon the school budget and the payments would rise (or fall) with the actual increase (or decrease) in taxes imposed by the School District.

⁷ The Applicant's planning consultant met with the City's Department of Development and the Superintendent and Deputy Superintendent of the City School District of New Rochelle on August 22, 2012. The Superintendent and Deputy Superintendent provided a marginal cost figure per new student equal to \$17,500, though did not provide detailed methodology as to how the number was determined.

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Project will result in approximately \$1.02 million in one-time fees. Additionally, the FEIS Project would include \$2.5 million in funding by the Applicant to help the City defray debt service costs to be incurred in connection with the relocation and reconstruction of the City's DPW facility, payment by the Applicant of approximately \$2.5 million to defray any costs the City might incur in connection with the City's acquisition and reuse of the Nelstad parcel and/or reuse of the Mancuso Marina parcel, and a \$1.5 million Empire State Development Grant that the Applicant helped the City secure that would provide funding for public infrastructure improvements at the Echo Bay waterfront. As the fiscal impact of the proposed FEIS Project is positive in both a time-neutral net calculation and when considered cumulatively over a 30 year time horizon, no mitigation measures are required.

PILOT Scenario and Impacts on Net Fiscal Impact Over Time

The potential fiscal impacts under a proposed PILOT structure have also been examined. The scenario assumes payments-in –lieu–of–taxes in amounts sufficient to cover the projected education costs associated with the FEIS Project. The PILOT for the three taxing jurisdictions (School District, City, Westchester County) is set off of a “base year” so that the revenue to the School District covers the marginal cost (for public school education and private school transportation) of the projected school child generation. The revenue to the City and Westchester County is then allocated in the same proportion as taxes would be allocated. The base year is the 2012-2013 school year. In subsequent years, the PILOT payment for each jurisdiction will then rise (or fall) at the same rate as the increase (or decrease) in the tax rate of the jurisdiction. For example, the table below shows that the PILOT payment for the School District in the first year would be \$18,846, assuming a 2.5% increase in 2014, 2015 and 2016:

Calculation of PILOT Payment to the School District Assuming 2.5% Growth Rate		
Year	Tax Rate Change	Payment
2013	-	\$17,500 (Base Amount)
2014	2.50%	\$17,938
2015	2.50%	\$18,386
2016 (First PILOT year)	2.50%	\$18,846

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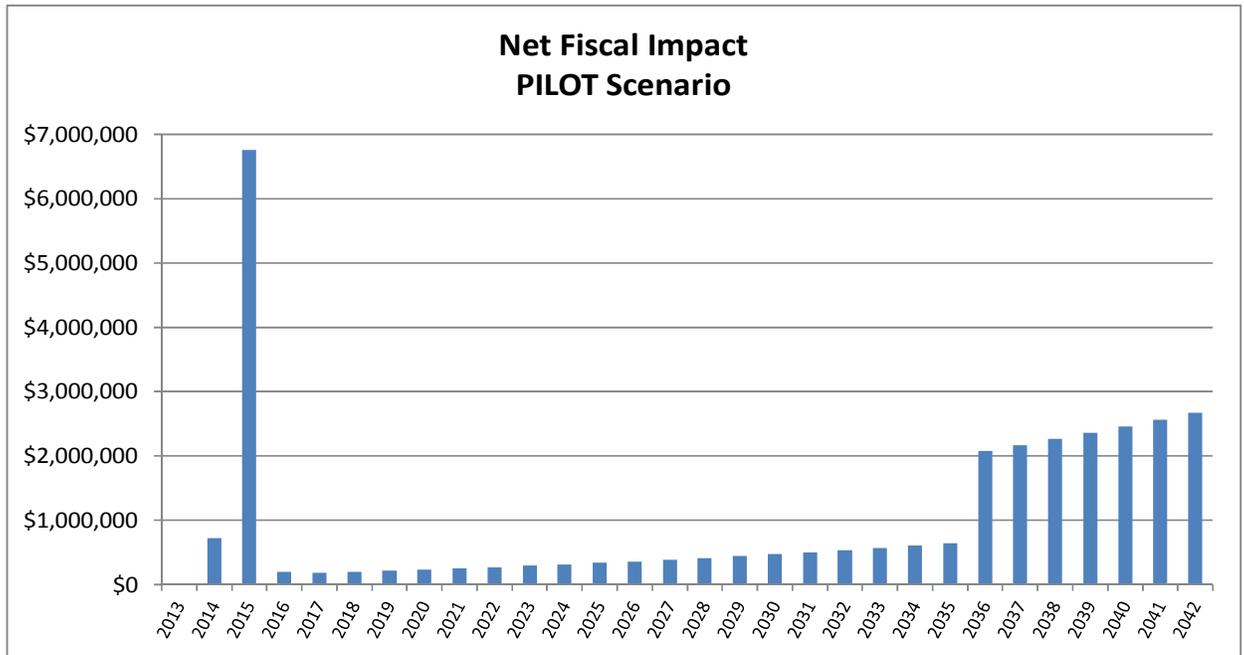
In the 11th year, the payment to the School District will be re-calculated using the *actual* school child generation experienced in years 6-10. Utilizing the 11th year marginal cost (based on the tax increases from the previous 10 years), the new School District payment will be set.

A thirty (30) year time horizon was used for the analysis to project how the fiscal impact of the development would change over a substantial portion of the FEIS Project's effective lifetime. Several factors were utilized to account for inflation. It was assumed that tax revenues would increase by 3.5% on an annual basis.⁸ Likewise, costs were projected to increase by 2.5% annually to reflect uncertainty regarding the future inflationary environment. To adjust for value over time, the net present value of the revenue was calculated using a 7% annual discount rate for each scenario on an annual basis. The Build Year for the FEIS Project would be 2016, and the PILOT period would be for a 20 year period.

In 2015, it is assumed that all of the permit fees for the development would be collected by the City. The PILOT would first be due when the FEIS Project comes on-line in 2016 and general government and education costs begin to be incurred by the City and school district. From and after the termination of the PILOT agreement in 2036, the Project Site would be subject to real property taxes in the same manner as any other non-exempt property in the City. As the chart shows, this scenario results in an annual net fiscal benefit for the City during the PILOT period, followed by much more substantial fiscal benefits in the years that follow 2036.

⁸ This figure was derived from examining the annual tax rate increase for all taxing jurisdictions between 2000 and 2013; the calculated annual average for this time period was 3.5%.

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FEIS TABLE No. I-7
Annual Net Fiscal Impact, PILOT Scenario

Year	Tax Revenue	Fees & Misc.	Debt Service & Public Amenity Fees	Sales Taxes	Refuse/Parks/Utils	General Gov. Costs	Education Costs	Current Taxes	Net Fiscal Impact
2013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014	\$0	\$0	\$721,719	\$0	\$0	\$0	\$0	\$0	\$721,719
2015	\$0	\$1,018,160	\$5,739,879	\$0	\$0	\$0	\$0	\$0	\$6,758,039
2016	\$698,455	\$0	\$38,402	\$270,249	\$194,264	\$480,161	\$515,912	\$0	\$205,297
2017	\$722,901	\$0	\$0	\$279,708	\$201,063	\$492,165	\$528,810	\$0	\$182,697
2018	\$748,202	\$0	\$0	\$289,497	\$208,101	\$504,469	\$542,031	\$0	\$199,301
2019	\$774,389	\$0	\$0	\$299,630	\$215,384	\$517,081	\$555,581	\$0	\$216,741
2020	\$801,493	\$0	\$0	\$310,117	\$222,923	\$530,008	\$569,471	\$0	\$235,054
2021	\$829,545	\$0	\$0	\$320,971	\$230,725	\$543,258	\$583,708	\$0	\$254,276
2022	\$858,579	\$0	\$0	\$332,205	\$238,800	\$556,839	\$598,300	\$0	\$274,445
2023	\$888,629	\$0	\$0	\$343,832	\$247,158	\$570,760	\$613,258	\$0	\$295,602
2024	\$919,731	\$0	\$0	\$355,866	\$255,809	\$585,029	\$628,589	\$0	\$317,788
2025	\$951,922	\$0	\$0	\$368,322	\$264,762	\$599,655	\$644,304	\$0	\$341,047
2026	\$985,239	\$0	\$0	\$381,213	\$274,029	\$614,646	\$660,412	\$0	\$365,423
2027	\$1,019,723	\$0	\$0	\$394,555	\$283,620	\$630,013	\$676,922	\$0	\$390,963
2028	\$1,055,413	\$0	\$0	\$408,365	\$293,546	\$645,763	\$693,845	\$0	\$417,716
2029	\$1,092,352	\$0	\$0	\$422,658	\$303,821	\$661,907	\$711,191	\$0	\$445,733
2030	\$1,130,585	\$0	\$0	\$437,451	\$314,454	\$678,455	\$728,971	\$0	\$475,064
2031	\$1,170,155	\$0	\$0	\$452,761	\$325,460	\$695,416	\$747,195	\$0	\$505,766
2032	\$1,211,111	\$0	\$0	\$468,608	\$336,851	\$712,801	\$765,875	\$0	\$537,894
2033	\$1,253,499	\$0	\$0	\$485,009	\$348,641	\$730,621	\$785,022	\$0	\$571,507
2034	\$1,297,372	\$0	\$0	\$501,985	\$360,844	\$748,887	\$804,647	\$0	\$606,666
2035	\$1,342,780	\$0	\$0	\$519,554	\$373,473	\$767,609	\$824,764	\$0	\$643,435
2036	\$2,789,464	\$0	\$0	\$537,738	\$386,545	\$786,799	\$845,383	\$0	\$2,081,565
2037	\$2,887,095	\$0	\$0	\$556,559	\$400,074	\$806,469	\$866,517	\$0	\$2,170,742
2038	\$2,988,143	\$0	\$0	\$576,039	\$414,076	\$826,631	\$888,180	\$0	\$2,263,447
2039	\$3,092,728	\$0	\$0	\$596,200	\$428,569	\$847,297	\$910,385	\$0	\$2,359,816
2040	\$3,200,974	\$0	\$0	\$617,067	\$443,569	\$868,479	\$933,144	\$0	\$2,459,987
2041	\$3,313,008	\$0	\$0	\$638,665	\$459,094	\$890,191	\$956,473	\$0	\$2,564,102
2042	\$3,428,963	\$0	\$0	\$661,018	\$475,162	\$912,446	\$980,385	\$0	\$2,672,312

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Finally, the table below presents a comparison of the City revenue streams under both the PILOT and non-PILOT (taxation) scenarios. The FEIS Project would not have significant adverse impacts on socioeconomic and fiscal resources under either scenario.

FEIS TABLE No.I-8			
Annual City Revenue, PILOT vs. non-PILOT Scenarios			
Year	Tax Revenue w/PILOT	Tax Revenue w/o PILOT	Difference
2013	\$0	\$0	\$0
2014	\$0	\$0	\$0
2015	\$0	\$0	\$0
2016	\$698,455	\$1,401,889	-\$703,435
2017	\$722,901	\$1,450,955	-\$728,055
2018	\$748,202	\$1,501,739	-\$753,537
2019	\$774,389	\$1,554,300	-\$779,911
2020	\$801,493	\$1,608,700	-\$807,207
2021	\$829,545	\$1,665,005	-\$835,460
2022	\$858,579	\$1,723,280	-\$864,701
2023	\$888,629	\$1,783,595	-\$894,965
2024	\$919,731	\$1,846,021	-\$926,289
2025	\$951,922	\$1,910,631	-\$958,709
2026	\$985,239	\$1,977,503	-\$992,264
2027	\$1,019,723	\$2,046,716	-\$1,026,993
2028	\$1,055,413	\$2,118,351	-\$1,062,938
2029	\$1,092,352	\$2,192,493	-\$1,100,141
2030	\$1,130,585	\$2,269,231	-\$1,138,646
2031	\$1,170,155	\$2,348,654	-\$1,178,498
2032	\$1,211,111	\$2,430,857	-\$1,219,746
2033	\$1,253,499	\$2,515,936	-\$1,262,437
2034	\$1,297,372	\$2,603,994	-\$1,306,622
2035	\$1,342,780	\$2,695,134	-\$1,352,354
2036	\$2,789,464	\$2,789,464	\$0
2037	\$2,887,095	\$2,887,095	\$0
2038	\$2,988,143	\$2,988,143	\$0
2039	\$3,092,728	\$3,092,728	\$0
2040	\$3,200,974	\$3,200,974	\$0
2041	\$3,313,008	\$3,313,008	\$0
2042	\$3,428,963	\$3,428,963	\$0

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COMMUNITY FACILITIES AND SERVICES

Solid Waste

As noted above, the changes to the residential bedroom mix in the FEIS Plan are expected to increase the number of total residents by 16 people, for a total population of 540. The FEIS Project is expected to generate approximately the same amount of solid waste per month as the DEIS Project. In the FEIS Project, the residential solid waste is estimated to be 28.4 tons as compared to 27.5 tons in the DEIS Project (rounded to 28 in the DEIS analysis).

FEIS Table No. I-9: Projected Solid Waste Generation – FEIS Project

<u>Project Component</u>	<u>Generation Rate</u> ⁹	<u>Number</u> ¹⁰	<u>Solid Waste (tons) Per Month</u>
Residential	0.00175 tons/day/ resident	540 residents	28.4
Retail/Restaurant/ Residential Management	0.001 tons/day/ employee	68 employees	2
Total:	--	--	30.4

Schools

The increase in the number of two-bedroom units will also increase the number public school children expected to be generated by the Project by three, for a total of 25 public school children. Education costs for the 25 public school children, calculated using the marginal cost figure per new student equal to \$17,500¹¹ per new public school student, would be \$437,500. In addition, school district staff have calculated that the average annual transportation cost for non-public school students borne by the school district is \$5,197 per non-public school student. The transportation costs for the 8 non-public school students from the FEIS Project is \$41,576, for a total cost of \$479,076 to the school district.

⁹ Source: Development Impact Assessment Handbook, Urban Land Institute, 1994.

¹⁰ See Socioeconomic and Fiscal Impacts Analysis, prepared by Milone & MacBroom, Appendix 9.

¹¹ \$17,500 is the marginal cost provided by the City and School District for the 2012-2013 school year and utilized for the DEIS and FEIS analyses. In future years, the marginal cost per child would increase (or decrease) based upon the school budget and the payments would rise (or fall) with the actual increase (or decrease) in taxes imposed by the School District.

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As discussed in Section II.C of this document, under the FEIS Project, the Project is expected to result in a net fiscal surplus to the City (i.e., the difference between project-generated public service costs and project-contributed public revenues) of approximately \$753,593 annually. In addition, the FEIS Project will result in approximately \$1.02 million in one-time fees and charges. In addition to the estimated fees and miscellaneous revenues generated by the proposed Project, the Applicant has offered to contribute to the City (1) \$2.5 million to help the City defray debt service costs to be incurred in connection with the relocation and reconstruction of the City's DPW facility, and (2) approximately \$2.5 million to defray any costs the City might incur in connection with the City's acquisition and reuse of the Nelstad parcel and/or reuse of the Mancuso Marina parcel. Additional revenue includes a \$1.5 million Empire State Development Grant that the Applicant helped the City secure that would provide funding for public infrastructure improvements at the Echo Bay waterfront. Under either the taxation or PILOT scenarios, the FEIS Project would result in an annual net fiscal surplus to the City, which is expected to be more than sufficient to cover public service costs associated with this Project.

The FEIS Project would also provide new publically accessible waterfront open space and access to the waterfront for the community. See FEIS Figure Nos. I-26 and I-27, *Waterfront Open Space + Public Use Area Diagrams (with and without the Armory Annex)*. The FEIS Project would not have significant adverse impacts on community facilities and services.

HAZARDOUS MATERIALS

In the DEIS, a Phase II Investigation was recommended to further examine the Recognized Environmental Conditions (REC) identified for both the City Yard and Armory parcels. Roux Associates, Inc. , on behalf of the Applicant, completed Phase II Environmental Site Assessments (ESAs) at the City Yard and Armory parcels. These Phase II ESAs were

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conducted in February 2013. A summary of the scope of work and results of the investigation, as well as a discussion of potential environmental remediation measures that may be required is presented below.

Scope of Work

Sixteen soil borings were installed in the City Yard parcel, and one boring was installed in the Armory parcel. Soil samples were collected continuously from land surface to the observed water table, or until refusal at weathered bedrock was reached. Up to two discrete soil samples were collected in each boring, and submitted for laboratory analysis for volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), and metals. Additionally, select soil samples were also submitted for analysis for polychlorinated biphenyls (PCBs) and pesticides

To assess potential groundwater contamination, two monitoring wells were installed and sampled, one groundwater grab sample was collected, and eight existing monitoring wells were sampled. Groundwater samples were collected and submitted for laboratory analysis for VOCs, SVOCs, and metals. Similar to soil samples, select groundwater samples were also submitted for analysis for PCBs and pesticides.

Results

Geology/Hydrogeology

The City Yard and Armory parcels are immediately underlain by a generally continuous layer of historic fill material (consisting of sand, gravel, rock fragments, brick fragments, and other manmade materials) ranging in thickness from 1 to 15 feet. Underlying this fill material in most locations is sand with varying amounts of silt and/or gravel (glacial till) that ranges in thickness from 1 to 10 feet. The glacial till layer is thicker in the southern portion of the Site and generally decreases in thickness in the northern and northwest portions of the Site. Below the glacial till layer, weathered bedrock is encountered. In several borings in the northwest portion of the City Yard parcel and at the Armory parcel, the top of

I. INTRODUCTION

weathered bedrock was encountered at depths as shallow as 1 foot below land surface (bls). Further to the northwest at the City Yard parcel, bedrock extends above land surface, forming a rock outcrop in the corner of the Site. Depth to groundwater at the Site ranges from approximately 5 feet bls to 10 feet bls.

Soil Analytical Results

A total of 21 soil samples from 17 locations (16 at the City Yard parcel and 1 at the Armory parcel) were submitted for laboratory analysis, as described above. Soil analytical results are discussed below.

Volatile Organic compounds

Eight soil samples from seven locations had concentrations of VOCs above the most stringent New York State Department of Environmental Conservation Part 375 Unrestricted Use Soil Cleanup Objectives (Unrestricted SCOs). The following compounds exceeded the Unrestricted SCOs in one or more samples: acetone; benzene, chlorobenzene, ethylbenzene, and xylene. With the exception of acetone, a common laboratory artifact, these compounds are all petroleum related.

The only VOC to exceed the less stringent NYSDEC Part 375 Restricted Residential Soil Cleanup Objectives (Restricted Residential SCOs) was benzene in one location.

Semivolatile Organic Compounds

Five soil samples from five locations had SVOC concentrations above applicable Unrestricted SCOs. The following compounds exceeded the Unrestricted SCOs in one or more samples: benzo[a]anthracene, benzo[a]pyrene, benzo[b]fluoranthene, benzo[k]fluoranthene, chrysene, dibenzo[a,h]anthracene, indeno[1,2,3-cd]pyrene, and naphthalene.

I. INTRODUCTION

With the exception of naphthalene (a constituent of petroleum), all of the SVOCs listed above also exceeded the less stringent Restricted Residential SCOs in one or more samples. These compounds are all polycyclic aromatic hydrocarbons (PAHs), and are indicative of historic fill, and are common in urban environments.

Metals

Nine soil samples from eight locations had concentrations of metals above applicable Unrestricted SCOs. The following metals exceeded the Unrestricted SCOs in one or more samples: chromium, copper, lead, mercury, nickel, and zinc.

The only metal to exceed the less stringent Restricted Residential SCOs was lead at one location. Lead exceeded the Restricted Residential SCO in sample SB-4 (0-2 foot interval) with a concentration of 423 mg/kg (the Restricted Residential SCO for lead is 400 mg/kg).

Polychlorinated biphenyls

Total PCBs were detected in one soil sample (SB-3 [0-2]) at a concentration of 68 µg/kg. This consisted entirely of Aroclor-1260, and is below the NYSDEC Unrestricted SCOs of 100 µg/kg for total PCBs.

Pesticides

Four soil samples from four locations had concentrations of pesticides above applicable Unrestricted SCOs. The following pesticides exceeded the Unrestricted SCOs in one or more samples: 4,4'-DDD, 4,4'-DDE, and 4,4'-DDT.

None of the pesticides exceeded the Restricted Residential SCOs.

Groundwater Analytical Results

A total of 11 groundwater samples were collected and submitted for laboratory analysis for the parameters described above. Groundwater analytical results are discussed below.

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Volatile Organic compounds

Exceedances of the NYSDEC Ambient Water Quality Standards and Guidance Values (AWQSGVs) for VOCs were identified in three of the groundwater samples submitted for laboratory analysis. The following petroleum-related compounds exceeded the AWQSGVs in one or more groundwater samples: benzene, ethylbenzene, isopropylbenzene; toluene, and xylenes.

Semivolatile Organic Compounds

The following exceedances of the AWQSGVs for SVOCs were identified in one of the groundwater samples submitted for laboratory analysis: benzo[a]anthracene, benzo[a]pyrene, benzo[b]fluoranthene; benzo[k]fluoranthene; chrysene; and naphthalene. As noted above, the PAHs are fill related and the detections in groundwater are likely attributable to suspended sediment in the water samples. Naphthalene is petroleum related.

Metals

Exceedances of the AWQSGVs for one or more metals were identified in all groundwater samples collected. The following metals were found to exceed the AWQSGVs in one or more groundwater samples: cadmium, iron, lead, manganese, and sodium. Iron, manganese and sodium are all naturally occurring constituents in groundwater, particularly in close proximity to salt water.

Polychlorinated biphenyls

PCBs were not detected in any of the groundwater samples analyzed.

Pesticides

Only one pesticide (4,4'-DDD) was detected in one of the samples analyzed (RX-1) at a concentration below its applicable AWQSGV.

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Potential Environmental Remediation Measures

As described above, soil (and to a more limited extent), groundwater in portions of the Site are impacted and would require remediation to some extent. Based on the findings of the Phase II ESAs it appears most environmental remediation would be limited to the known petroleum spill areas.

Potential remedial alternatives would be evaluated and a selected remedial approach would be documented for each parcel in an Alternatives Analysis Report/Remedial Action Work Plan (AAR/RAWP). The AAR/RAWP would be completed in accordance with Sections 4 and 5 of the NYSDEC “DER-10 Technical Guidance for Site Investigation and Remediation (DER-10)”, dated May 2010. NYSDEC review periods and all necessary citizens’ participation activities for the AAR/RAWP would comply with DER-10 and Part 375.

Following NYSDEC approval of the RAWP, and depending upon the complexity of the remedy selected for each parcel, remedial design documents (e.g., drawings and specifications) may be prepared. If required, NYSDEC review periods and citizens’ participation activities in connection with these documents would comply with DER-10 and Part 375. Any required permitting would also be completed during the design phase.

To address the environmental conditions at the Site, the remediation will likely contain the following elements:

- Addressing any past open spills that have impacted groundwater with product recovery and/or *in situ* treatment, as applicable
- Removal of any USTs and ASTs and identified sump structures;
- Soil “hot spot” removals primarily limited to the known spill area;
- Soil removal for any piles/foundation and utilities for proposed development, primarily limited to the known spill area;

I. INTRODUCTION

- Removal of impacted sediments, if present, and storm sewer abandonment as necessary for redevelopment;
- Treatment and discharge of contaminated construction dewatering effluent generated during limited deep excavations associated with elevator pits or utility chambers, if required in the known spill area;
- Installation of a sub slab depressurization system (SSDS) consisting of a vapor barrier and passive venting system beneath portions of the new building in the vicinity of the known spill area. and
- Placement of a cap comprised of building slabs, asphalt roads/parking areas and/or soil two feet deep.

Following the remedy completion, a Final Engineering Report, sealed by a licensed New York State Professional Engineer would be completed in accordance with Section 5.8 of DER-10. The FEIS Project would not have significant adverse impacts on hazardous materials.

CONSTRUCTION IMPACTS

In order to accommodate the City's timeframe for relocation of the City Yard, minor adjustments are proposed in the construction timeline under the FEIS Plan. The City is currently working with its consultants to develop design drawings for the new City Yard and construction of the new facility is expected to begin in early 2014 and end in December 2014. The DEIS Project anticipated a start date in 2014. The overall construction sequence and schedule for the FEIS Project would be similar to the DEIS Plan, with all construction completed in December 2016. However, the proposed FEIS Project is expected to begin in January, 2015 with completion expected in December, 2016. Like the DEIS Project, the FEIS Project would extend over a 24 month period, as illustrated in the Construction Schedule and Snapshots for the FEIS Project. See FEIS Appendix 3.

I. INTRODUCTION

Similar to the DEIS Plan, construction of the FEIS Plan will result in a number of temporary environmental impacts. These include construction-related noise and air quality impacts during earthwork operations; construction traffic relating to employee arrival/departure and material delivery routes on the adjoining roadway network; increased soil erosion from on-going earthwork operations; and the remediation of the site's contaminated soils. These impacts can be mitigated through management of the timing and methodologies of the construction process. Construction of the Project has been designed to minimize and mitigate potential short-term construction-related impacts to the extent possible with the mitigation measures described in DEIS Section L: *Construction Impacts*, and as a result, no additional mitigation measures are required.

2. Alternatives

Each of the potential impact issues discussed in the DEIS for the DEIS Plan and alternatives (DEIS Section V) has also been discussed for the FEIS Plan in the Environmental Conditions section above. The "Alternative Program Comparison" table included in DEIS Section IV has been updated to add the FEIS Plan and Alternative E. FEIS Figure No. II.V-13 Alternative E: *Additional Public Parking with Connector Drive + Land Banked Turning Lane* illustrates an additional alternative layout for the Armory parcel with a roadway connecting the Armory public parking lot with the Nelstad property, as well as a land-banked right turn lane on Amory Place near the northwest corner of the proposed Echo Bay Center building. This additional alternative sketch illustrates how the proposed Project would not preclude future redevelopment of the Armory parcel. See FEIS Table No. I-10, *Alternative Program Comparison*.

ECHO BAY CENTER WATERFRONT REDEVELOPMENT
 NEW ROCHELLE, NEW YORK

FEIS TABLE NO. I-2:
 ZONING COMPLIANCE TABLE - FEIS PROJECT

SEC. ⁽¹⁾	ZONING REQUIREMENT	All Districts	PWD-5	DEIS PROJECT Proposed Zoning Amendments	Proposed DEIS Site Plan - Compliance with Zoning Amendments	FEIS PROJECT Proposed Zoning Amendments	Proposed FEIS Site Plan - Compliance with Zoning Amendments
	Proposed Program						
	Multifamily Residential Units				285		285
	Retail / Restaurant Space				25,000		25,000
331-52	PWD-5 Planned Waterfront Development						
	C Uses allowed by Special Permit by City Council						
	2 Maximum FAR for following residential uses c. Multifamily dwellings		0.75 (max 30 DU/acre)	1.15 (max 45 DU/acre)	1.13 (43.8 DU/ac) ⁽²⁾	1.25	1.25 (43.8 DU/ac) ⁽²⁾
331-67	PWD-5 Planned Waterfront Development						
	A Dimensional requirements						
	1 Max. building height						
	- within 300 feet of East Main Street		5 stories / 50 feet	5 stories / 60 Feet to 305 feet of East Main Street	5 stories / 60 Feet to 305 feet of East Main Street ⁽³⁾	5 stories / 65 Feet to 310 feet of East Main Street	5 stories / 63 Feet to 310 feet of East Main Street ⁽³⁾
	- beyond 300 feet of East Main Street		3 stories / 30 feet	4 stories / 55 Feet	4 stories / 55 Feet ⁽³⁾	same as DEIS	4 stories / 52 Feet ⁽³⁾
	2 Max permitted FAR						
	- water dependent uses		1.0				
	- Special Permit residential/non-residential uses		0.75	1.25	FAR = 1.22 ⁽⁴⁾	1.35	1.34
	- total		1.0	1.25	Total = 1.22 ⁽⁴⁾	1.35	1.34
	B Standards for medium density residential use						
	1 Min lot area per DU		3,500 sf	remove	996 sf ⁽⁵⁾	same as DEIS	996 sf ⁽⁵⁾
	2 Req'd off-street parking spaces		1.5 spaces / DU		425 spaces for all uses with Shared Use approval per §331-126A ⁽⁶⁾		425 spaces for all uses with Shared Use approval per §331-126A ⁽⁶⁾
	D Standards for planned waterfront development						
	1 Min lot size		6 acres		6.52 ac	Include adjacent City owned land used for public improvements	6.52 ac
331-126	Schedule of Parking Requirements						
	Restaurant	1 / 3 seats or 1 / 200 GSF, whichever greater			To comply, with Shared Use ⁽⁷⁾		To comply, with Shared Use ⁽⁷⁾
	Retail, national brand	1 / 250 GSF + 1 / 1,000 sf accessory use			To comply, with Shared Use ⁽⁷⁾		To comply, with Shared Use ⁽⁷⁾
	Retail shop, personal service establishment	1 / 250 GSF			To comply, with Shared Use ⁽⁷⁾		To comply, with Shared Use ⁽⁷⁾
Table 331 Attachment 2 - Schedule of Dimensional Regulations, Mixed-Use Districts							
	PWD-5						
	Max FAR						
	Water-dependent special permit uses		1.0		0		0
	All other uses		0.75	1.25	1.22 ⁽⁸⁾	1.35	1.34
	Aggregate		1.0	1.25	1.22 ⁽⁸⁾	1.35	1.34
	Max Height		5 stories/50' w/in 300' of East Main Street; elsewhere 3 stories/30'	5 stories / 60 Feet to 305 feet of East Main Street' elsewhere 4/ 55 Feet	5 stories / 60 Feet to 305 feet of East Main Street' elsewhere 4/ 55 Feet ⁽³⁾	5 stories / 65 Feet to 310 feet of East Main Street' elsewhere 4 / 55 Feet	5 stories / 63 Feet to 310 feet of East Main Street; elsewhere 4 / 52 Feet ⁽³⁾
	Max Coverage						
	- Buildings		40%	45%	45% ⁽⁹⁾	50%	45.4% ⁽⁹⁾
	- Impervious surfaces		80%		58%		57%

NOTES:

⁽¹⁾ Chapter 331: Zoning, Code of the City of New Rochelle (<http://www.ecode360.com>, 8/29/12)

⁽²⁾ Amend 331-52 C.(2): 1.25 maximum FAR (maximum 45 dwelling units per acre).

⁽³⁾ Amend 331-67 A.(1): The maximum building height allowed within 310 feet of East Main Street is five stories or 65 feet. The maximum building height allowed beyond 310 feet of East Main Street is four stories or 55 feet.

⁽⁴⁾ Amend 331-67 A.(2): The maximum permitted floor area ratio is 1.35 for all special permit residential units and nonresidential uses (in the PWD-5 District) as a mixed use. The maximum FAR shall not exceed 1.35.

⁽⁵⁾ Amend 331-67 B.(1): Remove minimum lot area per dwelling unit: 3,500 square feet.

⁽⁶⁾ 425 parking spaces proposed for all uses located on-site within building structure.

⁽⁷⁾ Parking ratios used in Shared Parking Analysis: 1.5 parking spaces/residential unit and 4 parking spaces/1,000 sf of retail and restaurant uses.

⁽⁸⁾ Amend 331 Attachment 2, FAR column - PWD-5: 1.0 for water-dependent special permit uses, with not more than 1.35 for all other uses, but in no case shall the aggregate FAR exceed 1.35.

⁽⁹⁾ Amend 331 Attachment 2, Coverage column - PWD-5: 50%.

ECHO BAY CENTER
New Rochelle, New York

FEIS Table No. I-3
Estimate of Sanitary Flow and Water Demand - FEIS Project

Program Description	Bldg Area ⁽¹⁾ (GSF)	Sanitary Demand Generators		DEC Unit Flowrate ⁽²⁾ (gals.)	Sanitary Demand		Water Demand Avg Daily Flow ⁽⁴⁾
		Residential Units 1 BR	2 BR		Avg Daily Flow	Adj Daily Flow ⁽³⁾	
Residential							
Apartments		185	100	*see below	57,750	46,200	50,820
Amenities	18,100			0.1	1,810	1,448	1,593
Residential Subtotal	18,100	185	100		59,560	47,648	52,413
Commercial							
Retail	23,500			0.1	2,350	1,880	2,068
Community Bldg (Armory)	32,200			0.1	3,220	2,576	2,834
Commercial Subtotal	55,700				5,570	4,456	4,902
TOTAL PROPOSED				Average Daily Flow (gpd)	65,130	52,104	57,314
				Peak Flow Rate⁽⁵⁾ (gpm)	136	109	119
				Existing Estimated Flows ⁽⁶⁾	4,870	4,870	5,357
				ESTIMATED INCREASED DEMAND (gpd)		47,234	51,957

DEC FLOWRATE STANDARDS⁽²⁾:

Residential	Design Flow	
1-Bedroom/Studio	150	gal/day
2-Bedroom	300	gal/day
Commercial	Design Flow	
Retail/Office	0.1	gal/day/sf

Footnotes:

- Proposed program information based on KSQ Building Plans dated May 8, 2013.
- Unit flow values based on NYSDEC Design Standards for Wastewater Treatment Works (1988), pp.10-13
- 20% subtracted from daily flow for use of water savings plumbing per NYSDEC Design Standards for Wastewater Treatment Works (1988) p.10.
- Domestic Water Demand = Sanitary Demand x 110%
- Peaking Factor Assumed to be 3.0 due to mixed use of the development
- Assumes Armory at 0.1 GPD/SF (per DEC Retail/Office standard) and City DPW Yard at 1650 GPD based on actual water usage obtained from United Water (Years 2010 & 2011).

ECHO BAY CENTER - NEW ROCHELLE, NEW YORK

ALTERNATIVE DESCRIPTION	DEIS Proposed Project	FEIS Proposed Project	Alternative A No Action	Alternative B Alternative Design: Proposed DEIS Project + Vacant Armory + Remove Armory Annex	Alternative B-1 Alternative Design: Proposed FEIS Project + Vacant Armory + Remove Armory Annex	Alternative C-1 Zoning Compliant - Project Site as Single Parcel	Alternative C-2 Zoning Compliant - Project Site as Individual Parcels	Alternative D-1 (6) Proposed Project+ Modified Good Profit Armory and Annex Site Plan+Nelstad Parcel +Mancuso Parcel	Alternative D-2 (6) Proposed Action + Good Profit Armory and Annex Site Plan + Nelstad Parcel + Mancuso Marina Parcel	Alternative E FEIS Project + Landbanked Right-Turn Lane(Armory Pl) + Public Parking Connector Drive to Nelstad Parcel Future Parking
PROGRAM DESCRIPTION	<ul style="list-style-type: none"> Project Site includes DPW parcel + portion of Armory parcel Requested zoning amendments Residential above commercial Main building = 5 stories South wing building = 4 stories Armory & Annex remain vacant Create Armory Place public access drive Public access to Echo Bay Public parking + amenities at waterfront 	<ul style="list-style-type: none"> Project Site includes DPW parcel + portion of Armory parcel Requested zoning amendments Residential above commercial Main building = 5 stories South wing building = 4 stories Armory & Annex remain vacant Create Armory Place public access drive Public access to Echo Bay Public parking + amenities at waterfront 	<ul style="list-style-type: none"> Project Site remains in existing condition Zoning remains same DPW yard + vacant Armory Single story DPW buildings Surface parking and salt/sand storage Armory buildings remains unimproved No creation of Armory Place access No public access to Echo Bay No public parking/amenities at waterfront 	<ul style="list-style-type: none"> Project Site includes DPW parcel + portion of Armory parcel Requested zoning amendments Residential above commercial Main building = 5 stories South wing building = 4 stories Armory remains vacant + Annex Removed Create Armory Place public access drive Public access to Echo Bay Public parking + amenities at waterfront 	<ul style="list-style-type: none"> Project Site includes DPW parcel + portion of Armory parcel Requested zoning amendments Residential above commercial Main building = 5 stories South wing building = 4 stories, shorter length than DEIS south building Armory remains vacant + Annex Removed Create Armory Place public access drive Public access to Echo Bay; more open space than DEIS plan with shorter south building length. Public parking + amenities at waterfront 	<ul style="list-style-type: none"> Not a feasible alternative due to Armory redevelopment plan by City DPW yard + Armory parcel 	<ul style="list-style-type: none"> DPW yard redeveloped with mixed use building (residential above retail) Armory parcel remains in existing condition for redevelopment by others Compliant with PWD-5 zoning 3 stories residential above 1 story retail Parking below retail + 215 surface spaces Armory buildings remains unimproved No creation of Armory Place access Single access drive across from Stephenson Blvd. Pedestrian access to waterfront at east entry drive; fewer public amenities 	<ul style="list-style-type: none"> DPW yard redeveloped with Proposed Action residential above retail Armory parcel: Good Profit program + modified Armory Place Requested zoning amendments Parking for EBC contained within building: 430 spaces Main building = 5 stories; south wing building = 4 stories Armory and Annex redeveloped with Good Profit plan Armory Place drive modified to eliminate angled parking Additional EBC access drive across from Stephenson Blvd. Public parking on Nelstad and Mancuso lots + amenities at waterfront 	<ul style="list-style-type: none"> DPW yard redeveloped with Proposed Action residential above retail Armory parcel: Good Profit program + Good Profit design of Armory Place Requested zoning amendments Parking for EBC contained within building: 430 spaces Main building = 5 stories; south wing building = 4 stories Armory and Annex redeveloped with Good Profit plan Armory Place drive retains angled parking Additional EBC access drive across from Stephenson Blvd. Public parking on Nelstad and Mancuso lots + amenities at waterfront 	<ul style="list-style-type: none"> Project Site includes DPW parcel + portion of Armory parcel Requested zoning amendments Residential above commercial Main building = 5 stories/South wing building = 4 stories Armory & Annex remain vacant Public access to Echo Bay Create Armory Place public access drive + land banked right turn lane if future Armory use requires. Public parking + amenities at waterfront Includes future parking for Armory on Nelstad parcel with connector driveway
City DPW Yard (PWD-5 District):	6.5	6.5	6.5	6.5	6.5	---	6.5	6.5	6.5	6.5
Armory Parcel (PWD-5 District):	2.9	2.9	2.9	2.9	2.9	---	---	2.9	2.9	2.9
Former Nelstad Concrete Plant (PWD-3 District)	---	---	---	---	---	---	---	0.97	0.97	0.97
Former Mancuso Marina (PWD-3 District)	---	---	---	---	---	---	---	1.2	1.2	---
Total Project Site Area (Acres)	9.4	9.4	9.4	9.4	9.4	---	6.5	11.57	11.57	10.37
Proposed Project Land Uses (SF and Dwelling Units)										
Commercial Retail/Restaurant	25,000	25,000	0	25,000	25,000	---	22,360	25,000	25,000	25,000
Residential Multi-family - Market rate	256	256	0	256	256	---	73	256	256	256
Residential Multi-family - Below market rate	29	29	0	29	29	---	8	29	29	29
Good Profit Armory Proposal Land Uses (SF)										
Commercial/Restaurant/Office/Exhibition	25,000	25,000	---	---	---	---	---	51,661	51,661	25,000
Total Commercial Square Feet	25,000	25,000	0	25,000	25,000	---	22,360	76,661	76,661	25,000
Total Residential Units	285	285	0	285	285	---	81	285	285	285
Proposed Project Building Height (Feet)										
Main building	59.6	63.1	---	59.6	63.1	---	47.5	59.6	59.6	63.1
South wing building	53.3	52.1	---	53.3	52.1	---	---	53.3	53.3	52.1
ENVIRONMENTAL CONDITIONS										
Armory Annex Building	Retain Annex	Retain Annex	Retain Annex	Remove Annex	Remove Annex	N/A	Retain Annex	Retain Annex	Retain Annex	Retain Annex
Requires Zoning Amendments	Yes	Yes	No	Yes	Yes	N/A	No	Yes	Yes	Yes
Consistency with Planning Documents	Yes	Yes	No	Yes	Yes	N/A	No	Yes	Yes	Yes
Land Disturbance: Proposed Project (Acres)	8.9	9.1	0.0	8.9	9.1	N/A	7.3	8.9	8.9	9.6 ⁽⁷⁾
Public Waterfront Open Space (Acres)	3.0	3.4	0.0	3.0	3.1	N/A	1.8	1.6 + Good Profit ⁽⁴⁾	1.6 + Good Profit ⁽⁴⁾	3.4
Stormwater Management Measures	Yes	Yes	No	Yes	Yes	N/A	Yes	Yes	Yes	Yes
Viewshed from Main Street at Armory Place	70' wide	70' wide	0	120' wide	120' wide	N/A	70' wide	70' wide	70' wide	70' wide
Residential Population (in Build Year 2016)	524	540	0	524	540	N/A	149	524	524	540
Affordable Housing Units	29	29	0	29	29	N/A	8	29	29	29
Public School Children	22	25	0	22	25	N/A	7	22	22	25
Municipal Services										
Calculated Sanitary Demand (gpd)	49,344	52,104	4,870	49,344	52,104	N/A	18,264	59,768	59,768	52,104
Calculated Water Demand (gpd)	54,278	54,278	5,357	54,278	54,278	N/A	20,090	65,745	65,745	54,278

FEIS TABLE NO. I-10

ALTERNATIVE PROGRAM COMPARISON TABLE - WITH FEIS PROPOSED PROJECT AND ALTERNATIVE B-1 (FEIS PROJECT + REMOVE ARMORY ANNEX) AND ALTERNATIVE E (FEIS PROJECT + CONNECTOR DRIVE + LAND-BANKED TURNING LANE)

ECHO BAY CENTER - NEW ROCHELLE, NEW YORK

ALTERNATIVE DESCRIPTION	DEIS Proposed Project	FEIS Proposed Project	Alternative A No Action	Alternative B Alternative Design: Proposed DEIS Project + Vacant Armory + Remove Armory Annex	Alternative B-1 Alternative Design: Proposed FEIS Project + Vacant Armory + Remove Armory Annex	Alternative C-1 Zoning Compliant - Project Site as Single Parcel	Alternative C-2 Zoning Compliant - Project Site as Individual Parcels	Alternative D-1 ⁽⁶⁾ Proposed Project+ Modified Good Profit Armory and Annex Site Plan+Nelstad Parcel +Mancuso Parcel	Alternative D-2 ⁽⁶⁾ Proposed Action + Good Profit Armory and Annex Site Plan + Nelstad Parcel + Mancuso Marina Parcel	Alternative E FEIS Project + Landbanked Right-Turn Lane(Armory Pl) + Public Parking Connector Drive to Nelstad Parcel Future Parking
Traffic Generation (vph)⁽²⁾										
Peak AM Hour Inbound	44	similar to DEIS project	12	44	similar to DEIS project	N/A	24	65 ⁽³⁾	65 ⁽³⁾	similar to DEIS project
Peak AM Hour Outbound	124	similar to DEIS project	17	124	similar to DEIS project	N/A	45	127 ⁽³⁾	127 ⁽³⁾	similar to DEIS project
Peak PM Hour Inbound	149	similar to DEIS project	0	149	similar to DEIS project	N/A	106	223 ⁽³⁾	223 ⁽³⁾	similar to DEIS project
Peak PM Hour Outbound	98	similar to DEIS project	0	98	similar to DEIS project	N/A	89	141 ⁽³⁾	141 ⁽³⁾	similar to DEIS project
Traffic Level of Service (Peak AM Hour)										
Main St. & Echo Ave.	C (29.4)	similar to DEIS project	D (36.1)	C (29.4)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	C (29.8)	C (29.8)	similar to DEIS project
Main St. & Stephenson Blvd.	B (11.3)	similar to DEIS project	B (14.4)	B (11.3)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (11.3)	B (11.3)	similar to DEIS project
Main St. & LeFevres Ln.	B (12.3)	similar to DEIS project	B (12.2)	B (12.3)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (12.3)	B (12.3)	similar to DEIS project
Huguenot St. & Echo Ave/River St.	C (20.0)	similar to DEIS project	B (18.8)	C (20.0)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	C (20.0)	C (20.0)	similar to DEIS project
River St. & Radisson Plaza	B (14.8)	similar to DEIS project	B (14.5)	B (14.8)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (14.8)	B (14.8)	similar to DEIS project
Main St. & Armory Place	B (10.2)	similar to DEIS project	N/A	B (10.2)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (10.2)	B (10.2)	similar to DEIS project
Traffic Level of Service (Peak PM Hour)										
Main St. & Echo Ave.	C (29.6)	similar to DEIS project	C (31.8)	C (29.6)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	C (30.36)	C (30.36)	similar to DEIS project
Main St. & Stephenson Blvd.	B (16.6)	similar to DEIS project	B (16.7)	B (16.6)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (16.1)	B (16.1)	similar to DEIS project
Main St. & LeFevres Ln.	B (12.5)	similar to DEIS project	B (12.4)	B (12.5)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (12.5)	B (12.5)	similar to DEIS project
Huguenot St. & Echo Ave/River St.	B (18.8)	similar to DEIS project	B (18.3)	B (18.8)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (19.3)	B (19.3)	similar to DEIS project
River St. & Radisson Plaza	D (37.3)	similar to DEIS project	D (37.9)	D (37.3)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	D (37.1)	D (37.1)	similar to DEIS project
Main St. & Armory Place	A (9.8)	similar to DEIS project	N/A	A (9.8)	similar to DEIS project	N/A	Less than P.P. ⁽¹⁾	B (11.7)	B (11.7)	similar to DEIS project
Shared Parking Spaces - For Proposed Project Only										
Commercial ratio - for Proposed Project	4/1,000 SF	4/1,000 SF	N/A	4/1,000 SF	4/1,000 SF	N/A	4/1,000 SF	4/1,000 SF	4/1,000 SF	4/1,000 SF
Residential ratio - for Proposed Project	1.5/dwelling unit	1.5/dwelling unit	N/A	1.5/dwelling unit	1.5/dwelling unit	N/A	1.5/dwelling unit	1.5/dwelling unit	1.5/dwelling unit	1.5/dwelling unit
Total shared parking spaces - for Proposed Project Only	430	430	N/A	430	430	N/A	212	430	430	430
Public - Waterfront access - On Armory Parcel	45 spaces	30 spaces	N/A	45 spaces	30 spaces	N/A	0	+/-12 ⁽⁵⁾	+/-30 ⁽⁵⁾	30 spaces ⁽⁵⁾
Public - Waterfront access - On Nelstad Parcel										+/-50 spaces ⁽⁷⁾

NOTES:

- (1) Actual Levels of Service for Alternative C-2 were not calculated since the only difference is a reduction in residential units from 285 in Project to 81 in this Alternative. The actual Levels of Service for this Alternative would be less than shown as the Project size and trip generation for this Alternative would be less.
- (2) Traffic generation includes pass-by trips.
- (3) Includes traffic estimated using the limited information in the July 20, 2012 Good Profit proposal and site plan.
- (4) Public open space for the waterfront esplanade in Alternative D includes only acreage for the DPW parcel; open space acreage for the Good Profit proposal is unknown at this time.
- (5) Public parking estimated using the limited information in the July 20, 2012 Good Profit proposal and site plan.
- (6) Good Profit failed to sign the "letter of agreement" between the City and Good Profit in order to explore the redevelopment of the Armory buildings and provide the required escrow deposit by a February, 2013 deadline, and as a result, the City terminated its consideration of their proposal. Alternatives D-1 and D-2 remain in the above table for reference and comparison as required by the Scoping document.
- (7) Land disturbance within the Project Site increases by 0.5 acres due to the connector driveway to Nelstad parcel future parking. Number of parking spaces is estimated.

PROPOSED ZONING TEXT CHANGES – FEIS PROJECT:

§ 331-52

§ 331-67

§ 331-ATTACHMENT 2

ECHO BAY PROPOSED ZONING TEXT CHANGES

§ 331-52. PWD-5 Planned Waterfront Development - 5-Story District.

See § 331-28B(6).

A. Permitted principal uses; 1.0 maximum FAR for the following principal uses:

- (1) Pier, dock, marina, boat launching and wet boat storage.
- (2) Boat building and boat/sail repair.
- (3) Boat service facilities, including the sale and storage of fuel, lubricants, parts, accessories, ice and bait as an incidental marina use.
- (4) Dry boat storage for boats 16 feet or longer.
- (5) Tanks and pumps for dispensing gasoline and fuel for motors.
- (6) Establishments for the sale of boats, motors, and accessories.
- (7) Yacht, boat, rowing, beach and other water-dependent membership clubs.
- (8) Ferry, water taxi, excursion, fishing and charter boat services.
- (9) Beach, park, promenade, boardwalk at or near the water's edge.
- (10) Navigation aids, marine police and fire station.
- (11) Houses of worship.

B. Permitted accessory uses.

- (1) Uses and structures which are clearly incidental and customarily accessory to the permitted principal use on the lot on which they are located.
- (2) Swimming pools as regulated by § 331-17.
- (3) Satellite earth station or dish antennas as regulated by § 331-24, but only when accessory to a permitted principal use on the lot on which it is located.
- (4) Outdoor dining as per § 331-95 of the Zoning Chapter.
- (5) Facilities for the pumping out of marine holding tanks.
- (6) Shore protection structures.

C. Uses allowed by special permit by the City Council.* (See Article XII for body having jurisdiction to issue special permit.)

[Amended 7-16-2002 by Ord. No. 139-2002; 5-21-2003 by Ord. No. 106-2003]

(1) 0.75 maximum FAR for the following nonresidential uses:

- (a)** Aquarium, maritime museum, marine sciences institute.
- (b)** Inn, bed-and-breakfast, hotel.
- (c)** Conference center, exhibition halls, theater.
- (d)** Enclosed sports/amusement/recreation complex.
- (e)** Dry boat storage for vessels under 16 feet in length.
- (f)** Retail sales and service establishments.
- (g)** Business, professional or government offices.
- (h)** Studios, theater, auditorium (up to a capacity of 200 people).
- (i)** Enclosed restaurant with outdoor dining.
- (j)** Greenhouse, nursery, arboretum.
- (k)** Municipal uses.
- (l)** Yacht, boat, rowing, beach, and other water-dependent membership clubs as regulated by § 331-115.
- (m)** Public utility uses as regulated by § 331-106.

(2) ~~0.75~~1.25 maximum FAR (maximum ~~3045~~ dwelling units per acre) for the following residential uses:

- (a)** One-family attached and detached dwelling.
- (b)** Two-family dwellings.
- (c)** Multifamily dwellings.

*NOTE: All special permit non-water-dependent buildings and uses shall be subject to waterfront design guidelines, which shall encourage nautical building design decoration, water-orientation and views, salt-water-tolerant vegetation, lighting, and screening.

ECHO BAY– FEIS PROJECT

PROPOSED ZONING TEXT CHANGES

§ 331-67. PWD-5 Planned Waterfront Development - 5-Story District.

See §§ 331-28B(6) and 331-46 through 331-54. The following standards are hereby established as the minimum/maximum requirements, as the case may be, but may be made more restrictive where such is determined appropriate based upon consideration of the particular circumstances of the individual application to satisfy the purposes as set forth in § 331-28B(6) hereof.

A. Dimensional requirements.

- (1) The maximum building height allowed within ~~300-310~~ feet of East Main Street is five stories or ~~5065~~ feet. The maximum building height allowed beyond ~~300-310~~ feet of East Main Street is ~~threefour~~ stories or ~~3055~~ feet.
- (2) The maximum permitted floor area ratio (FAR) is 1.0 for all water-dependent permitted uses. The maximum permitted floor area ratio is ~~.751.35~~ for all special permit residential units and nonresidential uses (in the PWD-5 District) as a mixed use. The maximum FAR shall not exceed ~~1.01.35~~.

B. Standards for medium-density residential use.

~~(1) Minimum lot area per dwelling unit: 3,500 square feet.~~

~~(2)~~ Required off-street parking shall be 1.5 spaces per dwelling unit.

C. Standards for nonresidential use.

(1) Minimum lot size: six acres for office (business, professional and governmental).

D. Standards for planned waterfront development.

(1) Minimum lot size: six acres.

E. Design concepts and guidelines.

- (1) That pedestrian access and public uses be encouraged at the water's edge, and obstructions to waterfront access be removed and that view corridors from East Main Street be created and maintained. On properties owned by the City of New Rochelle, preference will be given to development proposals which create unobstructed views from East Main Street to Echo Bay and beyond.
- (2) That a minimum thirty-foot public waterfront walkway be provided at City Yard and the Armory, as well as on any other City owned properties, when redevelopment, relocation, etc., is undertaken.
- (3) That development be visually and acoustically buffered from nearby residential areas.
- (4) That all structures, facilities, and public areas reflect a high-quality level of architectural expression and abundant landscaping be provided in order to achieve attractiveness, quality, and permanence.

ZONING

331 Attachment 2

City of New Rochelle

Schedule of Dimensional Regulations Mixed-Use Districts

[Amended 2-15-2005 by Ord. No. 42-2005; 6-19-2007 by Ord. No. 165-2007; 12-11-2007 by Ord. No. 294-2007]

District/Use	Maximum Dimensional Requirements					Minimum Dimensional Requirements		
	Floor Area Ratio	Building Height		Coverage		Yards ¹		
		(stories)	(feet)	Buildings	Impervious Surfaces	Front (feet)	Side (feet)	Rear (feet)
DMU Downtown Mixed Use	4 ¹³	20 ¹³	240 ¹⁰	100%	100%	—	—	—
DMUR Downtown Mixed Use Urban Renewal	5.5 ¹³	24 ^{9, 13}	280 ^{9, 13}	100%	100%	²	—	—
ROS Recreation Open Space	0.05 ¹¹	2	35	5%	10% ¹²	35	⁴	⁴
WR Water Related	1.0 for water-dependent uses and non-water-dependent special permit uses, with no more than 0.25 for all other uses, but in no case shall the aggregate FAR exceed 1.0	⁵	—	40%	80%	—	—	—
PWD-3 Planned Waterfront District 3-Story	1.0 for water-dependent special permit uses, with no more than 0.40 for all other uses, but in no case shall the aggregate FAR exceed 1.0	⁶	—	40%	80%	—	—	—
PWD-5 Planned Waterfront District 5-Story	1.0 for water-dependent special permit uses, with not more than 0.75 for all other uses, but in no case shall the aggregate FAR exceed 1.0	⁶	—	40% 50	80%	—	—	—
PWD-8 Planned Waterfront District 8-Story	1.0 1.35 ⁷ 1.35	8	70	40%	40%	⁸	—	—

NOTES:

¹ Where any parcel is contiguous to a residence district, an abutting rear yard shall be minimum of 30 feet and abutting side yards shall be a minimum of 20 feet

² See § 331-48.

³ See § 331-49.

⁴ Twenty where abutting a residence district or use.

⁵ Three stories or 35 feet for all water dependent and special permit uses.

⁶ Five stories or 50 feet within 300 feet of East Main Street; elsewhere, three stories, 35 feet.

⁷ 1.0 for all water dependent permitted uses, 0.75 for residential uses, 0.4 for water dependent special permit nonresidential uses, 0.25 for water dependent special permit uses which restrict public access.

⁸ All buildings must be set back at least 35 feet from the mean high tide line.

⁹ The maximum height shall not exceed 39 stories or 390 feet for a primarily residential development on Block 416 on the Official Tax Map of the City of New Rochelle.

¹⁰ A height of 390 feet shall be allowed in the DMU only under the following conditions: 1) the parcel size is in excess of 75,000 SF and 2) the parcel has been subject to a land disposition agreement (LDA) approved by City Council subsequent to the adoption of Ord. No. 248 of 2001.

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NEW ROCHELLE CODE

- ¹¹ In the event less than 10% of a Building Lot is zoned ROS, and no structures containing Floor Area are constructed on such portion of Building Lot, the Floor Area Ratio of such portion shall be deemed the same as the Floor Ratio Ratio for the balance of the Lot, which Floor Area Ratio shall be multiplied by the square footage of such portion, with the product thereof transferred to and added to the maximum permitted Floor Area of the balance of the Lot.
- ¹² Maximum of 10% Impervious Surfaces Coverage if Passive Recreational Use only. Maximum of 25% Impervious Surfaces Coverage, if uses include other Permitted Principal Uses.
- ¹³ In the DMU and DMUR Districts, increased FAR and Height may be granted by the City Council, in its sole and absolute discretion, pursuant to the Downtown Density Bonus (DDB) standards in § 331-85.3. [Editor's Note: Section 331-85.3 was repealed 12-9-2008 by Ord. No. 237-2008. See now Art. XX, Floating Overlay Zone.]