

II. RESPONSES TO DEIS COMMENTS
DEIS Sec. III · Description of Proposed Action

COMMENT NUMBER	COMMENT/RESPONSE
<u>PERMITS AND APPROVALS</u>	
101	Soil and ground water contamination clean-up and removal of petroleum bulk storage (PBS) tanks require approval from this department pursuant to Article XXV of the Westchester County Sanitary Code.
102	<p>Any proposed water and/or sewer improvements to serve this development will require approvals from this Department in accordance with Article XXII, Section 873.2202 and Article VII Section 873.707 of the Westchester County Sanitary Code.</p> <p>Comment noted.</p>
509	<p>According to the City Manager all questions must be answered before this DEIS is accepted. I place this responsibility on all council members and Mayor to make sure this happens and will hold you accountable if it is approved before all the questions are answered.</p> <p>The public hearing on the DEIS was held on March 12, 2013 and the public comment period extended through March 22, 2013. All substantive comments on the DEIS are responded to in this final EIS (FEIS)</p>
PH1101	<p>The City Council, having voted to accept the document at the February 12th meeting, the DEIS was not available until the afternoon of February 22nd, again, a Friday afternoon. If you're asking for a public hearing, where is the detail? Why is it always to follow or will be posted on the City website? Why is it that the content is produced several days later, shorting the time for the public to review the details? If a public hearing is asked for, then the information should already be in hand to distribute.</p> <p>Comment noted. The City Council determined the DEIS was adequate for public review on February 12, 2013. A combined Notice of Completion of Draft EIS and Notice of Hearing (the "Notice of Completion of DEIS") was filed, published and distributed, all in accordance with the requirements of SEQRA. Copies of the DEIS were also filed and distributed in accordance with the requirements of SEQRA. Printed copies of the DEIS were delivered to the City on February 19, 2013, along with a digital version for posting on the City's website. Printed copies of the DEIS were provided for review at the New Rochelle City Hall and New Rochelle Public Library, and the DEIS was posted on a publically available web site. On February 21, 2013, the Notice of Completion of DEIS was published in the Environmental Notice Bulletin.</p>

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On March 12, 2013, the City Council held a duly noticed hearing on the DEIS in accordance with the requirements of SEQRA. The DEIS public comment period was held open until March 22, 2013.

1801

It has been determined that the Armory property, State lands formerly underwater and structures proposed for placement in the Bay's waters are elements of the proposal in which OGS is involved. An application should be submitted to the Bureau of Land Management (BLM) for a full determination of the State's interest.

Comment noted. The City and State OGS will need to ascertain whether and to what extent any portion of the Project Site was formerly underwater, and the City will need to obtain a grant of that land, if any, from the State, before the Site can be transferred to the Applicant.

1802

BLM should be contacted at 518-474-2195 for assistance in determining what approvals are involved, as well as for a determination regarding use of the Armory site. A copy of an aerial photo depicting areas of filled State lands formerly underwater is enclosed. The exact location of these areas will be determined by survey.

Comment noted. The aerial photo is under review, as are historical maps depicting the Project Site during the period from the late nineteenth century to the present. Once that review is concluded, the State Bureau of Land Management will be contacted.

PAYMENT IN LIEU OF TAXES (PILOT) AGREEMENT

704

Hey, nobody says the money deal cant be adjusted, just keep thinking on it. The immediate task here is to move it forward.

Comment noted.

1306

There was not much discussion around the necessity for the PILOT or why it was extended beyond the customary 15 year period. I was surprised that there was not an Alternative presented which articulated the impact that the provision of the PILOT has on the development – in other words, would the developer have a modified plan or no plan at all if there was no PILOT component? This could just be me being naïve, but thought I would ask the question.

PH2007

Discussion must be broader, to include the true costs, including infrastructure of the buildings.

PH3104

The pilot, we can't afford 20 years anymore. The 30 years of Avalon are killing us.

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. The Project financial model has not been reviewed by the City

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and the approval of the PILOT is subject to a separate public review process by the IDA. See FEIS Section I: Introduction, *Review by New Rochelle Industrial Development Agency* for a description of the IDA process for review of a “PILOT Agreement”.

The PILOT Agreement would be made with the New Rochelle Industrial Development Agency (“NRIDA”). The Uniform Tax Exemption Policy of the NRIDA provides that the term of a PILOT Agreement shall be 15 years, but gives the agency the flexibility to extend the term to the 20 years proposed by the Applicant.

The Applicant would make a significant financial investment in public infrastructure including debt assistance payments for the new City Yard, restoration of shoreline and development of a waterfront esplanade and public improvements on the existing City Yard and Armory sites. The Applicant would also fund a pedestrian bridge to Five Islands Park, pay for the environmental remediation of the Site, and contribute to the costs of City acquisition of additional properties in the Echo Bay area for future public development. The requested PILOT would provide the Applicant with the level of financial certainty it needs to be able to make the public investment.

PH2501

I'm not going to speak that long, because I do agree with people who have objected to the tax abatements that you're giving to Forest City Ratner for this. What happens at the end of the 20 years when the tax abatement is over? Do we generally jump to 100 percent taxes at that time?

PH2502

Why isn't it incremental increases so that we can afford this project?

The Project is intended to be assisted by the New Rochelle Industrial Development Agency, and approval of the PILOT is subject to a separate public review process by the IDA. See FEIS Section I: Introduction, *Review by New Rochelle Industrial Development Agency* for a description of the IDA process for review of a “PILOT Agreement”. When the Project comes on-line at the end of 2016, the PILOT revenues would begin accruing for the 20-year PILOT period, through 2035.

When the PILOT ends in 2035, the Project would be assessed for its then current market value, without abatements. This scenario results in an annual net fiscal positive for the City during the PILOT period, followed by much more substantial fiscal positives in the years that follow 2035.

CITY DEPARTMENT OF PUBLIC WORKS YARD PARCEL

702

The City Yard is proposed to be moved simply because it has to, in order make this

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project go forward. I have heard/read all the arguments for and against the move. I live near the City Yard see it every day, and yes, it is old and dilapidated. Most of it should be reconstructed anyway, why not reconstruct it where it is of ultimate benefit to the City of New Rochelle. Costs can be cut in this area and still create the yard needed. The impacts of the movement of trucks, take this from one who does experience it every day, is minimal. The trucks and other vehicles necessary come and go each day, and whether they are doing their job one's own street or somewhere else in New Rochelle ending their workday with no great nuisance or impact on my neighborhood, the crews do a fantastic job. Take one more design look at the yard estimates and fine tune it further. Then move the 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.

503
PH2703

What are the upper limits of borrowing by the City that would be tolerated by the City Council to allow it to go forward?

PH2704

And how much money is the City willing to spend for this developer?

1616

It is our longstanding belief that that the most successful developments are the ones that are planned for comprehensively. While the Echo Bay project represents a City-owned site with redevelopment potential, it is not presented within the context of planning for other development projects that are related to Echo Bay. Two uncertainties are at the forefront of this concern:

RELOCATION OF CITY YARD While the draft EIS identifies a site on Beechwood Avenue where the City yard would be relocated to, the draft EIS does not specify a timeline for the move, the acreage of the proposed site and a cost. While the draft EIS notes the November 2012 approval for \$25 million of City general obligation bonds, as well as a \$2.5 million contribution from the applicant, to be applied to a new yard, the full cost is not disclosed and it appears to be uncertain when this could happen.

The relocation of the City's Department of Public Works Yard from the Echo Bay waterfront has been contemplated for many years, and is desirable even if the Project does not go forward. The Main/Echo Urban Renewal Plan (URP) recommends permanent relocation of the City Yard. The URP, along with the planning initiatives that followed in the City's Comprehensive Plan (1996), Harbor Management Plan (1999), and draft Local Waterfront Revitalization Program (1998), laid the framework for the City of New Rochelle's vision for redevelopment of the City Yard and the Armory parcels as a catalyst to waterfront revitalization. The City's goals, as established through a series of public participation processes, are to enhance the waterfront and public access to Echo Bay; promote mixed-use to revitalize downtown and encourage sustainable development; and to leverage City-owned property to induce redevelopment.

The timing of the City Yard relocation is relevant to the proposed Project, but the relocation of the City Yard is not part of the SEQRA review for

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the proposed Project. In 2004, the City began the SEQRA process related to the relocation of the City Yard in order to facilitate the City's plans for sound redevelopment of the Echo Bay area. The DEIS was completed in 2007 with Environmental Findings adopted in 2008. Under the Environmental Findings, the City Yard would be either relocated to a new site with consolidation of operations (to the currently planned site on Beechwood Avenue that is zoned for light industry and is surrounded by other commercial/industrial buildings), renovated and modernized in the current location, or the City could continue to defer improvements. In November 2012, the City Council approved the issuance of up to \$25 million of general obligation bonds to finance a new facility on Beechwood Avenue.

The City is currently developing design drawings for the new City Yard and construction of the new facility is expected to begin in early 2014.

PH3202

Where's the appraisal on this property? How much did they actually pay for this? Or is this another Marinaro [ph.] deal, a million-dollar piece of property that was given away for a dollar, because he's friends with a former City Council person?

An appraisal for the City Yard parcel has not yet been prepared. Pursuant to the Restated Memorandum of Understanding between the City and the Applicant, the Land Disposition Agreement to be made between the City and the Applicant will provide that the purchase price for the parcel is the appraised fair market value, minus certain eligible public infrastructure costs. The Land Disposition Agreement will also describe any appraisal assumptions, and set the time period within which the appraisal must be completed.

ARMORY PARCEL

602

The Armory should be restored to its original splendor and used as a civic center where people can enjoy concerts, dances and other civic functions. Again these should be done when economic conditions are greatly improved.

705

The Armory and its relationship to the plan. Many folks have thought up great ideas for this property, and there are still many more ideas not fielded and completely "implementable" out there. Whether or not it is parties already with an idea, or a new idea, it just has to be looked at positively.

1617

ARMORY PARCEL Because the draft EIS was unable to articulate an exact proposal for the Armory, the draft EIS contained numerous alternative proposals of how the mixed-use building could relate to the Armory, regardless of what is developed. As a result, the draft EIS ultimately describes the proposed mixed-use building as a stand-alone project. This may not be the best strategy to create a comprehensive vision for Echo Bay, particularly since the draft EIS notes that any Armory proposal could also include the Nelstad and Mancuso parcels, located

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immediately behind the Armory parcel. The recent withdrawal of the Good Profit plans for the Armory adds more uncertainty to the City's overall vision for Echo Bay.

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 currently under-utilized 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 Project would be the critical first step in redevelopment of the Echo Bay area. The redevelopment of the Armory is uncertain, and the Nelstad parcel is in private ownership and not under City control. The proposed Project would serve as a catalyst for future development of these properties and provide public benefits, including increased access to the waterfront, and waterfront amenities including the creation of a pedestrian esplanade for public use and activity.

PH2008

And again, preservation of the metes and bounds of the armory property are critical to assure a proper reuse of a historic icon of this city.

The Armory parcel is owned by the City of New Rochelle and would continue to be owned by the City. The proposed mixed use commercial and residential building 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.

PH2101

-- the armory, back here, all this green, is all belong to the armory. This parking lot, all belongs to the armory. The annex in the front of the armory, belongs to the

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armory. If you take all this away from the projected armory, there's nothing left to do with the armory. So, obviously, the armory will just have to go to waste, as you have been doing for the last 15 years of doing business here.

The Armory parcel would provide public access to the waterfront esplanade. The proposed Project does not include the removal of the Annex building and does not preclude any future redevelopment of the property. The DEIS generally describes all open space (public and private) within the City Yard and Armory parcels as approximately 4.5 acres. The 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 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

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Additionally, the extension of the publically accessible waterfront esplanade over the Nelstad parcel to the Mancuso Marina parcel would be the next step in creating continuous open space along Echo Bay (see FEIS Figure Nos. I-4A and 4B: *Overall Vision for Echo Bay Redevelopment Area (with and without Armory annex)*). Acquisition of the Nelstad parcel and extension of the waterfront esplanade over that parcel to the Mancuso Marina parcel would add approximately 0.8 acres of additional “publically accessible waterfront open space” for a total of 5.1 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.

PH3301

Number one, I look at this proposal and I see the armory site decimated with parking, and a green area that they propose to post the housing development. First of all, that was a deed with covenant restrictions. It's a parcel, and I don't see how you're going to break that without going to Albany and asking for a special piece of legislation, and by a legislative fiat in both houses, you may get it done.

The property was deeded by the State of New York to the City for “park, recreation, street and highway purposes, including incidental, necessary municipal business in conjunction therewith”. The proposed improvements to the Armory parcel which would be made as part of the Project are: (1) a new public street, providing access to the waterfront and to the Project; (2) a new public parking area, for public access to the waterfront; and (3) new publically accessible waterfront open space. These uses of the Armory parcel are permitted under applicable provisions of the New York Public Lands Law and the restrictions in the deed to the City.

Both the DEIS and FEIS Projects have been designed to 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, and outbuilding along the water's edge. These structures could be re-used as part of the redevelopment plan for the Armory eventually approved by the City. FEIS Figure No. II.V-13 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 Project building. This additional alternative sketch illustrates how the proposed Project would not preclude future redevelopment of the Armory parcel.

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STATE BROWNFIELD CLEAN-UP PROGRAM

505
PH2706

Further, any comments about Brownfield funding should be documented in writing since there is a well known shortage of funding available for the hundreds of sites that need remediation. (see section III A) What guarantees does the City Council have on the availability of this funding?

In the DEIS, it was anticipated that the Project Site would be remediated under the NYSDEC Brownfields Cleanup Program, through a new joint application by the City of New Rochelle and the Applicant. The Applicant is still evaluating the extent of the necessary clean-up and whether the application will be re-submitted. However, in all events, the Applicant would pay for and complete remediation of the Project Site in accordance with all applicable laws.

COMMERCIAL RETAIL COMPONENT

802

After 8 years, this much sought after commercial/retail space has been reduced to less than 10% of the total square footage to be built. The project calls for 302,500 sq.ft. of residential space and 25,000 sq.ft. of retail space. This is an extremely poor ratio for a mixed use project, given the revenue generation of retail space. The City Council can and must do better with this ratio.

The current Project is smaller than the originally-proposed 26-acre Master Redevelopment Plan for Echo Bay, but would be the critical first step in redevelopment of the Echo Bay area. As originally conceived in the City's Main/Echo Urban Renewal Plan (URP), the Project Site would be redeveloped for residential and office uses. Under the URP, high-density residential use is proposed for the eastern portion of the area, including the City Yard and Armory parcels. The URP currently does not contemplate retail uses on the Project Site, and would need to be amended to include retail uses on the ground floor along East Main Street.

In 2002 the City hired Smith Group JJR and Thomas Balsley Associates to help refine the planning for the redevelopment of the Echo Bay area within the limits of market demand and cost efficiency. They concluded that low-rise, high-end residences should be constructed with niche retail and office space, in a building with mixed-use residential and commercial at ground level on East Main Street. The proposed Project is consistent with this vision and reflects the current market conditions for commercial and residential uses.

1215
1504

Main Street should be considered a strong retail corridor. I'm worried they have to little retail, and very shallow retail depth, in their current plan.

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The proposed Project includes retail storefronts, with a depth of 60 feet, along the full frontage of the City Yard parcel along East Main Street, consistent with the City's vision for the Project Site. The design of the proposed retail is consistent with the general character of the existing neighborhood-scaled retail spaces in the surrounding area, which average approximately 50 – 60 feet deep. The retail space wraps around the corner from East Main Street onto new Armory Place. This corner is intended to be the dynamic, pedestrian-centric, invitation to the Site and waterfront beyond.

See above response to comment 802 for information about the amount of retail proposed.

1304

Perhaps consideration for the inclusion of additional retail space in the rear of the development might help to create more of a waterfront or boardwalk type of experience and reinforce the public access to this space. It is noted in the documents that the ground floor retail would "wrap around" to the Armory Place side of the development but that does not do much to draw the public back to the waterfront and public spaces. I guess, I question why people would come here given that it is a small park with only three park benches in terms of public amenities? No barbecue pits or reservable spaces? If there were limited waterfront appropriate retail opportunities (on the south side of the development), it might help to make this more of a destination.

The proposed Project has been designed to be consistent with the City's vision for mixed-use commercial and residential uses along Main Street in order to improve the functioning of downtown and create a critical mass of new development. Given the size of the City Yard parcel and the proposed Armory Place driveway and sidewalk for pedestrian and vehicular access to the waterfront, only a limited amount of the retail can wrap around the corner from Main Street onto Armory Place. This corner is intended to be the dynamic, pedestrian-centric, invitation to the Site and waterfront beyond. With existing utilities, current program requirements and setback regulations from Echo Bay, retail use along the waterfront esplanade is not feasible. The proposed location of the retail uses along Main Street strengthens the Main Street corridor and also anticipates the requirements of tenants for visibility and access.

The proposed waterfront esplanade and publically accessible waterfront open space on the Project Site has been designed to provide both physical and visual access to the waterfront from the surrounding neighborhood, and would be the first step to creating a pedestrian esplanade connecting the Municipal Marina to Five Islands Park along the shoreline, as recommended in the City's Comprehensive Plan and other planning documents. The updated design presented in the FEIS incorporates feedback from the public comment period and shortens the south wing of

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the residential building nearest the waterfront in order to provide more expansive park space for the community.

RESIDENTIAL COMPONENT

1604

We do not advocate putting any residential use adjacent to a County wastewater treatment plant.

Comment noted. The County's Wastewater Treatment Plant (WWTP) is located across an inlet to the southeast of the Project Site between the City Yard parcel and Five Islands Park. The WWTP parcel is 13.8 acres and the facility is currently undergoing improvements consistent with a 2008 Consent Order with the New York State Department of Environmental Conservation (NYSDEC) in relation to enforcement of the Federal Clean Water Act. The WWTP has long been part of the neighborhood, and single-family residential neighborhoods, Salesian High School and Five Islands Park all currently exist in this area. The Project would be in close proximity to the WWTP, with views of the facility to the southeast. Currently, a line of mature trees buffer the southwest edge of the WWTP parcel to limit seasonal views of the facility. DEIS Section VI.D describes the visual conditions related to the Project in more detail. Given the other residential developments in the vicinity of the WWTP, the Project would not be incompatible with the facility.

PH401

Echo Bay represents a true mixtures development of this piece in the New Rochelle waterfront, providing easy access to the public. With the majority of the apartments being one-bedroom or studios, we believe this development would appeal to the young professional community, being that the retail and restaurants would be there.

Comment noted.

PH1003

However, if the configuration of those rental spaces change between now and the time that this opens, I would really like to have the option of the City to go back and renegotiate that price.

The proposed Project described and analyzed in the DEIS includes 71 studio apartments, 137 one-bedroom apartments, and 77 two-bedroom apartments. Using industry standard demographic multipliers for public school children from the Rutgers University model (private school children are not included in the calculation), approximately 22 public school students in total would be generated by the Project.

The modified FEIS Project would include the same 285 total dwellings unit, with a bedroom count slightly revised from the DEIS Project. In the FEIS Project the number of studio and one-bedroom units would be

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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, for a total of 25 public school children. The FEIS Project would generate one additional public school child.

The proposed PILOT agreement has been structured so that the Project would cover the annual projected cost impact on the School District. The Project would cover the marginal cost of educating 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 per pupil costs have been agreed to by the School District. In order to provide further assurance that the PILOT covers costs, the Applicant has agreed to a “look back” provision under which an audit would be undertaken in the tenth year of the actual school child generation for the preceding five years, and the PILOT payment for the ten years would be subject to adjustment based on the findings.

PH3001

And I didn't hear anything about a percentage of apartments for veterans.

The proposed Project includes the construction of 285 residential units to be located in three floors above the retail stores, and the four story residential wings to the south. The residential units would be studio, one-bedroom and two-bedroom rental apartments, with 29 of the rental units designated as “Moderate-Income Housing Units”¹. All apartments would be open to any financially qualified resident, with no anticipated special designations other than those provided for by applicable housing laws.

SCALE AND SIZE OF PROJECT

803

The Council should question Forest City's reason, the slow economy, for scaling down the project. This is the same company that developed Ridge Hill, when the economy was in much worse shape than it is today. Forest City developed an upscale mall, in Yonkers, while its vision for New Rochelle is a truncated development with almost no commercial space. At a time, when most economic indicators show the economy is improving, why is the commercial space being reduced?

PH1102

How can a project go from 26 acres to 6?

In 2006, the Applicant was chosen as the developer through the Request for Proposal review process, and in 2007, the Applicant began the due

¹ Section 331-52 of the New Rochelle Zoning Code defines moderate income as “annual household income which does not exceed 80% of the Westchester County median annual income for its household size (based on U.S. Census and updated by HUD)”.

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diligence and conceptual planning process. In 2008, the Applicant began preparing a draft environmental impact statement for the larger project when the global financial crisis and national economic recession occurred. In 2010, the Applicant re-evaluated the project in light of the economic climate and reasonably anticipated future marketplace conditions and continued to work with the City to develop a project that would be responsive to those conditions, but also serve as the first step in successful redevelopment of the Echo Bay area.

PH3102 I think this property, this whole building, is too big. There are too many apartment houses.

PH3105 We need more retail, we need less apartments, and we need a smaller scale.

Comments noted.

PUBLIC IMPROVEMENTS – WATERFRONT

807 New Rochelle will give Forest City over 20 million dollars in tax abatements. It will receive a boat ramp, an esplanade, a pedestrian bridge and some infrastructure improvements. The question is does it cost more or less than 20 million dollars to build these project?

The City is not giving the Applicant \$20 Million dollars in tax abatements. The developer would invest approximately \$12 Million in new public assets. This includes the environmental remediation of the existing City Yard, acquisition and site work funds for the City's pursuit of the Nelstad and Mancuso parcels, publically accessible waterfront open space creation, and additional infrastructure on the Echo Bay site.

As noted above, the Project is intended to be assisted by the New Rochelle Industrial Development Agency, and the approval of the PILOT is subject to a separate public review process by the IDA. See FEIS Section I: Introduction, *Review by New Rochelle Industrial Development Agency* for a description of the IDA process for review of a "PILOT Agreement". The City would enter into an agreement with the Applicant for payments in lieu of taxes (a PILOT agreement) based on the cost of educating the school children to be generated by the Project, under which the PILOT payment would increase yearly by the same rate that real property taxes are increased. In the 11th year of the PILOT agreement, the payment to the School District would 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.

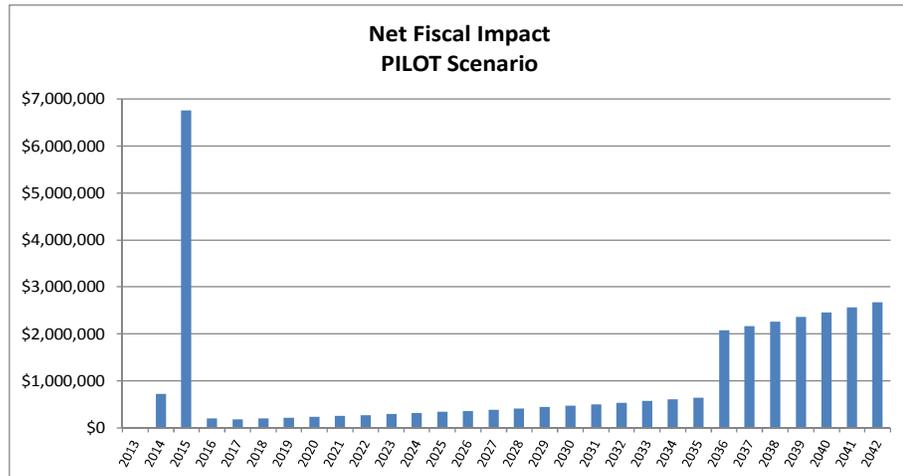
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In addition, the Applicant will make up-front capital contributions to assist the City with the debt service for the new City Yard, will provide funds for the acquisition by the City of the Nelstad parcel, will be responsible for the environmental clean-up and physical stabilization of the Project Site (but not the Armory building or portions of the Armory parcel not being utilized as part of the Project), and will build new outdoor public space for resident use. Due to these up-front capital costs, the Project would not be financially viable without a PILOT agreement.

The 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. If it was subject to real property taxation, the FEIS Project would 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, having a net positive fiscal impact on the City of New Rochelle.

The PILOT scenario assumes payments-in-lieu-taxes sufficient to cover the projected education costs associated with the new housing units as shown below in the chart and detailed in FEIS Appendix 1: *Socioeconomic and Fiscal Impacts Analysis – FEIS Project*.



In addition, the FEIS Project would result in approximately \$1.02 million in one-time fees and charges. 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 Yard, approximately \$2.5 million to defray any costs the City might incur in connection with the City’s potential future

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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.

1101

Use of the site for public access is a great idea, but unless the details of the site plan are in place, it will not work well for that purpose. I am concerned about several items. The first is the pedestrian/bicycle access to the site. Although the DEIS cited that there is not much foot traffic in the area of the site now, with the new project and potential armory site, I expect there will be a substantial increase in foot traffic both the residential building and to access the public waterfront. As a nearby resident, I could see our family riding bikes to 5 Islands Park through this site over the bridge as it would mean less time on busy Post Road. The current site plan does not even provide a sidewalk on the west side of the entrance drive next to the armory. Visitors on foot or pedaling would be forced to enter the site from downtown by first crossing the driveway, moving along a sidewalk that is next to the building, crossing the busy entrance/exit of the garage, and then again having to cross the driveway at some point(undesignated) to get to the public waterfront. A sidewalk (of substantial width 6-10 feet) should be provided to allow for safe and clear access into the site.

For public visitors to the waterfront arriving by mass transit, by foot or by bicycle, pedestrian connections to East Main Street would be provided via Armory Place and the pedestrian pathway located along the eastern edge of the Project Site across from Stephenson Blvd. Public access to the waterfront esplanade walkway and the kayak dock would be provided for those arriving by vehicle via the public parking lot at the center of the Project Site accessed from Armory Place. Both pedestrian and bicycle connections at the Stephenson Boulevard and Armory Place entrances would be six feet wide. Due to the location of the existing Armory Annex building, topography and the alignment necessary for Armory Place, an additional sidewalk along the Annex building is not feasible.

However, the DEIS analyzes the removal of the Armory Annex building in Section V. *Alternatives* (Alternative B: Proposed Project with Armory Building and Removal of the Annex Building). The removal of the Annex portion of the Amory would provide a wider boulevard driveway and a greater viewshed from Main Street across the Site to Echo Bay and the Echo Bay waterfront esplanade. In this alternative design, the separation between the proposed mixed-use building and the Armory would be widened to approximately 120 feet. This widened separation between buildings would allow for the entrance drive to include a landscaped median, additional plantings that flank both sides of the drive, and grading adjustments that would not require the use of retaining walls along the drive, although due to the topography a sidewalk along the Armory building is not proposed.

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Removal of the Annex would provide less obstruction of the views to the waterfront area and more driveway space for cars and bicyclists to access the waterfront.

Additionally, future bicycle and pedestrian access to the publically accessible waterfront open space also would be available via the proposed pedestrian bridge connecting to northern edge of the County WWTP property and ultimately to Five Islands Park. Future pedestrian and bicycle connections to Huntington Place would connect to the esplanade at the western edge of the Project Site.

1102

Another issue with site access is that it needs to be developed in much more detail. The amount and type of seating, lighting, gathering space, design of views and points of interest need to be incorporated. Having a green open space with a walkway is not enough to create an inviting, cohesive, and memorable experience.

Comment noted. The Applicant is working with a landscape architect to develop a detailed plan for publically accessible waterfront open space. The detailed plan would be reviewed during the site plan review process.

The Planning Board's site plan review would occur following the City Council's issuance of its written SEQRA Findings Statement on the proposed Project. Review and approval of the site plan is likely by the end of 2013. The City Zoning Code prescribes detailed procedures and a timeframe for the Planning Board's review process. The Planning Board application process includes the following:

- Pre-application meeting with Commissioner of Development.
- Submit the application and supporting materials to the Department of Development.
- Review by Department of Development for conformity with Zoning Code.
- Administrative review by City departments.
- Where required, Planning Board will hold public meetings on the site plan and/or SEQRA.
- Review by the Planning Board and determination of findings in accordance with SEQRA.
- Planning Board approves with or without modification or disapproves site plan within 62 days after the close of the hearing or after the day the application is accepted as complete if no hearing has been held.

1103

Other issues to be developed include maintenance of the public access area. If the responsibilities are not well defined, there may be issues with the upkeep of the area.

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The publically accessible waterfront open space and esplanade, along with associated lighting, parking and other amenities, would be built by the Applicant as part of the Project. The Applicant would be responsible at its expense for the routine maintenance of the publically accessible space including general care and upkeep of the grounds, landscaping, and related amenities.

1104

Are there other opportunities to tell the history of the site here, to make it into an educational experience regarding the ecosystem that is reestablished here?

Comment noted. As noted above, a detailed landscape architectural plan for the publically accessible waterfront open space is being developed and would be reviewed during the site plan review process. Opportunities for ecosystem education or access to the shoreline are being considered as part of the design process.

1106

Bridge access - I think the bridge has to happen. Is it guaranteed?

If permitted by Westchester County, a pedestrian bridge connection to a walkway along the northern edge of the Westchester County Wastewater Treatment Plant site with future connection to connecting to LeFevre Avenue and Five Islands Park is proposed as part of the Project. The pedestrian bridge would be built by the Applicant as part of the Project.

The pedestrian bridge requires approvals from governmental authorities other than the City of New Rochelle and therefore the construction of the bridge cannot be guaranteed. However, the Applicant had initial conversations about the pedestrian bridge with Westchester County representatives in 2007 and 2009 and would make an application for County approval during the City Planning Board's site plan review process, when detailed design of the waterfront area is finalized. If approved by the County, the cost of the pedestrian bridge would be credited against the purchase price for the City Yard parcel.

1224
1507

The public "Echo Bay Walk" shows up in phase 3. That seems like a really bad idea. The public right of way should be manifested in phase 1 with a bond from the developer.

As described in DEIS Section IV.L *Construction Impacts*, the Project has been divided into three construction phases, which would extend over a 24 month period, to enable construction logistics and to reduce any potential impacts to the extent practicable.

The public amenities include the waterfront esplanade and bridge, landscaped publically accessible waterfront open space, non-motorized

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boat launch, public parking area and connecting pathways, and shoreline restoration.

The public parking area and shoreline restoration sea-wall work and non-motorized boat launch would begin in Phase 2.

Construction for the pedestrian bridge would begin and be completed in Phase 2. Grading, landscaping and final construction of walkways and seating areas would be completed in Phase 3. The proposed Project is one continuous construction project (“phases” are identified for scheduling purposes) and the public areas would not be opened for public use until the project is completed and no longer an active construction site. It is typical for a bond to be provided to the City for public infrastructure work.

1404 The waterfront could be developed as a play area. We need a soccer field and a baseball field. Stephenson Park is over used, witness the dust storm when people play on it.

PH2506 Right now, we have Stephenson Park in our neighborhood that’s overused, especially on the weekends. And we should think that we need more fields – playing fields in the Echo Bay side, so that our young people have someplace to go.

Due to the setback regulations from Echo Bay, existing infrastructure, proposed development program and existing topography, the location of playing fields along the waterfront esplanade is not feasible. 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.

1605 We are not in favor of any proposed waterfront esplanade around the perimeter of the wastewater treatment plant. A discussion must be undertaken with WCDEF concerning the proposed pedestrian bridge between the development and the plant.

1623 The draft EIS describes a proposed pedestrian bridge, across one of the bay’s inlets, to connect the waterfront esplanade on the project site to the NRWTP. Such a connection would facilitate a stated goal for the project of providing “a physical connection of the project site with Five Islands Park through the WWTP parcel.” The County Department of Environmental Facilities has stated that a waterfront esplanade around the water-side perimeter of the plant, as had been shown in the prior 2008 plan, is not feasible based on plant operations. Locating a pathway parallel to the north boundary of the plant parcel so as to connect the bridge and LeFevres lane is theoretically possible, however a discussion must be undertaken with DEF concerning such a connection.

The proposed pedestrian bridge has been designed to land at the northern property line of the WWTP parcel. The Project does not include a walkway around the perimeter of the WWTP property. At one time, the

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City indicated an interest in a walkway around the perimeter, but after a coordination meeting in April 2007 with the City and WCDEF, the pedestrian bridge connection to the WWTP parcel was located at the northern edge of the property in order to create a path to LeFevre Lane and Five Islands Park.

The Applicant would build the pedestrian bridge to provide the connection to a future walkway, if permitted by Westchester County. The Applicant also met with Westchester County in October 2009 where the County indicated its willingness to pave the walkway on the north side of the parcel, and provide screening and appropriate design treatment. Plans for the plant (SP-1 Site Plan, prepared by Malcolm Pirnie and dated March 2010) provided to the Applicant by the County, illustrate a walkway along the northern edge of the parcel with a fence and landscaping. The future path connecting Echo Bay Center with Five Islands Park may be possible and would require coordination between the City and Westchester County.

The pedestrian bridge requires approvals from governmental authorities other than the City of New Rochelle and therefore the construction of the bridge cannot be guaranteed. However, the Applicant had initial conversations about the pedestrian bridge with Westchester County representatives in 2007 and 2009 and would make an application for County approval during the City Planning Board's site plan review process, when detailed design of the waterfront area is finalized. If approved by the County, the cost of the pedestrian bridge would be credited against the purchase price for the City Yard parcel.

PH1002

Also being the co-chair of the Open Space Committee, in the drafting of the New Rochelle Comprehensive Plan, clearly, the 5 acres of open space, the public promenade, the launching pad for kayaks and other non-motorized boats are really appealing to New Rochelle.

Comment noted.

PH2505

Also, we talked – we read so much about the idea of, what is the open space going to be used for?

The public amenities include the waterfront esplanade and pedestrian bridge, landscaped publically accessible waterfront open space, non-motorized boat launch, public parking area and connecting pathways, and shoreline restoration. The programming of the publically accessible waterfront open space would be further developed through a collaborative process between the City and the development/landscape architecture team. The Applicant is working with a landscape architect to develop a

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detailed plan for the publically accessible waterfront open space. The detailed plan would be reviewed during the site plan review process.

PH3304

But this particular plan really is a slap in face to the veterans. The waterfront belongs to all the people in New Rochelle, and it doesn't belong to people who just have the money to buy and live on top of it.

The Echo Bay waterfront will be a public amenity for the residents of New Rochelle. The City Yard parcel and the vacant Armory building are currently in a deteriorated condition and provide no public access to the Echo Bay waterfront. Without the Project, the waterfront would continue to be inaccessible to the public with no public amenities. The proposed Project would include the Echo Bay Walk esplanade, publically accessible waterfront open space and seating areas, public parking and boat access.

The proposed improvements to the Armory parcel include providing public access to the waterfront that currently does not exist. The proposed Project does not include the removal of the Annex building and does not preclude any future redevelopment of the property, or future use by Veteran groups. Due to the uncertainty of the Armory redevelopment, the Project has been designed as a stand-alone project that would act as a catalyst for future development in the Echo Bay area.

PUBLIC IMPROVEMENTS – ACCESS TO WATERFRONT

1209

The proposal “walls off” the development to the public. There is no integration of the retail environment and the public right of way.

1505

While the developer should be commended for the addition of a public waterfront promenade, the entry to that walkway is not adequately designed to invite the public into the space and proposal “walls off” the development to the public. This is a key public portal to the water and should be designed accordingly.

PH3101

They're talking about public access to the waterfront. Where? Honestly, where? This building is going from border to border. You cannot depend on the armory driveway. Let's say your plan goes through, and you widen that driveway. Suppose there's an event going on in that building. The cars are going to be coming and going. People are not going to walk down that driveway to get to the waterfront. On the other side of the building, I don't know about you, but when I walk by a private property – a building, a house – I don't just walk down a driveway alongside that building. People aren't going to want to walk next to the building. There's got to be something in the middle; some open area that invites people to come into the whole property.

The Project Site includes various setbacks and infrastructure constraints that influence the location of the building, driveways and pedestrian access entry to the waterfront esplanade. As noted in the DEIS, the Project is consistent with the City's long standing redevelopment vision for the Echo

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Bay area, including development of a pedestrian esplanade from the Municipal Marina to Five Islands Park. It is expected that future additional access portals to the waterfront esplanade would occur to the west of the Project Site as the development of the esplanade continues.

In Section V. *Alternatives* in the DEIS, Alternative B – *Proposed project with Armory Building and Removal of the Annex Building* is analyzed with the removal of the Annex portion of the Amory, in order to provide a more open viewshed to the waterfront. In this Alternative, the Amory Annex would be removed which would allow a wider boulevard driveway and a greater viewshed from Main Street across the Site to Echo Bay and the Echo Bay waterfront esplanade. With the Annex removed, Armory Place would be enlarged from approximately 70 feet wide in the proposed Project to 120 feet wide in this Alternative.

This widened separation between buildings would allow for the entrance drive to include a landscaped median, additional plantings that flank both sides of the drive, and grading adjustments that would not require the use of retaining walls along the drive.

PROPOSED BUILDING HEIGHT

1108

I feel that the building is too tall for the neighborhood; I think a 3 story building would fit the context of the buildings around it. I like that the front (north) facade maintains the street line, but I am not sure a building that long is the correct solution; I wish it had a more substantial break along the length and was not a symmetrical facade (needs more variety in the elevation).

The Project is consistent with the City's overall vision for the Echo Bay area as well as with the overall design guidelines of the PWD-5 District. However, in order to implement the Project as proposed, certain zoning requirements would need to be amended, including the maximum building height. The building heights for the proposed Project would not be dramatically different than some buildings in the general area of the Project Site. According to Pictometry, the more recent Huguenot Hills development just northeast of the Project Site is 4 stories with a variable height along Main Street of approximately 45 feet. The Armory drill hall, adjacent to the proposed Project, is approximately 40 feet tall. Salesian High School, approximately 1 block northeast of the site, is 4 stories and approximately 50 feet tall. The County WWTP, across the inlet and to the southeast of the Site, is under renovation and will be between 50 and 80 feet tall.

In the FEIS Project, the building height along East Main Street would be modified from the DEIS Project due to adjustments related to FEMA

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guidelines and unit layout. Zoning amendments would be required to allow the permitted height of the building to be increased from 50 feet to 65 feet within 310 feet of East Main Street.

The architectural delineation of the building façade is described and analyzed in the DEIS in DEIS Section III: *Description of Proposed Action*.

The FEIS Project, similar to the DEIS Project, would include an East Main Street frontage containing ground level retail stores with four levels of residential units above. The monumental brick framing elements serve to organize the facades of the building and modulate the lengths of exterior wall. The architectural language of the retail facade is created through the offering of intermittent brick-clad columns with transparent glass infill between. The location and relationship of the glass walls may vary with the edge of the sidewalk in order to support different retail program needs.

Unique to the Main Street façade of the building are the two-story monumental brick arches that rise from the retail / sidewalk level. These two-story (flat) “arches” are anchored by the horizontal character of the retail canopy, which creates a strong relief and scaling element at the sidewalk level of the development. The configuration of expansive glass elements at the building’s corners serve to mark the gateway elements of both the mixed-use building itself and the larger Echo Bay area. The exterior architectural character of the mixed-use building has been designed to reflect its combination of commercial, residential and waterfront influences.

1109 More importantly to me, the wing that reaches out south to the bay is too long. It creates a separation along the public areas and detracts from the idea of a large open green space.

1302 I noted throughout the document the references to the importance of creating physical public access to the waterfront and enhanced view corridors to the waterfront. There were several features of the proposal that I thought did not support these objectives and should be revisited, namely: The current layout of the proposed structure and design for Armory Place do not provide significant view corridors or an inviting entry or indication to the public of the public waterfront space behind the development. The Armory Place entrance as proposed seems narrow and dominated by the private development -- the parking and main lobby entrance for the residences are located off of this roadway and I think most people would assume that this is a private drive for residents or, perhaps, patrons of the retail establishments. In addition, the southern extension of the development juts out into the public waterfront park space which creates the impression that the green space is there to support the residences. I understand the development desire for this structure -- to maximize the number of apartments with water views and terraces, but this feature combined with the narrowness of the Armory Place entrance don't create an inviting space for the public. The Echo Bay view of the park and

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development show that this extension literally cuts the park almost in half visually. Not sure what could be done here – perhaps an angling of this extension so that it does not extend in quite such a linear geometric fashion cutting into the public space? Or, creating more of a second courtyard wrapping the development around the resident pool which would leave a clearer delineation between the private development and the space that is open for the public?

Comment noted. The Project has been designed to balance the City's needs for publically accessible waterfront open space with an economically feasible development to help fund the waterfront amenities.

The FEIS Project has been revised in response to comments by the public and the City. The revised site plan reduces the length of the south residential wing of the building approximately 70 feet, while maintaining the overall unit count of 285. By reducing the length of the south wing, the amount and expansive feel of the publically accessible waterfront open space and waterfront esplanade adjacent to the bay is increased. In order to reduce the south wing, a fourth story of apartments has been added to the south side of the main building. Additionally, the mezzanine level (proposed in the DEIS Project) at the south end of the south residential wing has been removed from the FEIS Project, which further reduces the appearance of the scale of the building along the waterfront.

1214
1503

The current massing doesn't step down to the water. The scale of the project on the water side is taller than on Main Street. I don't believe this is a good idea considering that FCRG is asking for additional height.

The FEIS Project uses the site topography to modestly step down to the waterfront, from a proposed 65 feet at East Main Street to 60 feet near the waterfront. The existing zoning regulations for the PWD-5 District permits five stories and 50 feet within 300 feet of East Main Street, and 3 stories and 30 feet beyond 300 feet of East Main Street. The FEIS Project would require zoning amendments to allow the permitted height of the building to be increased from 50 feet to 65 feet within 310 feet of East Main Street, and increased from 3 to 4 stories, and from 30 to 60 feet beyond 310 feet of East Main Street.

BUILDING AND SITE DESIGN

1110

The main building layout is a large donut. I am concerned that the inside corner apartments (SW and SE) are going to get little natural light. Not only are they on the north side of the building, they are recessed from the main elevation surface.

The interior two bedroom apartment-homes have been configured so that each the living room and bedroom has unobstructed views to the main courtyard. Like all of the units within the Project, these apartment-homes

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will have varying levels of sun exposure depending on their orientation and floor level.

1206
1511

The development is on the right track with the parking, burying it within the development. It is unclear from the ground floor plan where the parking is above grade.

The two parking garage levels of the Project would be entirely concealed on both the north (Main Street) and west (Armory Blvd.) elevations of the building. The garage has been designed to be completely enclosed and would be provided with mechanical ventilation throughout. The east elevation of the garage level would be exposed, as this area would provide direct access for loading, refuse removal and service access to the building. The south (water facing) elevation of the development would have its face of the building at the garage level concealed by the terraces and abutting pool platform.

1208
1501

In general the design is inadequate in its architectural finish and its planning. The massing is too simplistic and doesn't represent a positive solution to its scale. It's a big box with not enough formal articulation to break down its scale. The proposal should start to detail the ins and outs of an articulated massing.

1213
1502

The design treats all the facades as the same. Main Street is very different than the water and the design should reflect that difference.

The monumental brick framing elements serve to organize the facades of the building and modulate the lengths of exterior wall. The architectural language of the retail facade is created through the offering of intermittent brick-clad columns with transparent glass infill between. The location and relationship of the glass walls may vary with the edge of the sidewalk in order to support different retail program needs. Unique to the Main Street façade of the building are the two-story monumental brick arches that spring from the retail / sidewalk level. These two-story (flat) "arches" are anchored by the horizontal character of the retail canopy, which creates a strong relief and scaling element at the Main Street / retail face of the development. Also unique to the Main Street elevation is the introduction of the fourth residential story over the retail use. This level rises entirely over / above the termination of the brick framing elements. It offers an undulating rhythm to the top of the architecture. Voids between the undulating elements offer balcony's with trellis / canopy elements that serve to further soften and enliven how the building meets the skyline.

The configuration of expansive glass elements at the building's corners and center of the retail space would be reinforced by one-story mezzanines that raise the roofline ten feet, and serve to mark the gateway elements of both the mixed-use building itself and the larger Echo Bay area. The exterior

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architectural character of the mixed-use building has been designed to reflect its combination of commercial, residential and waterfront influences.

ADJOINING AND NEARBY PROPERTIES

1216

What is the current thinking about the Nelstad site, and how does it fit into the larger plan?

The Nelstad property is currently in private ownership and the City owns the Mancuso Marina property. Redevelopment of these parcels is not currently proposed by the Applicant. However, the Echo Bay area would benefit from access between the Armory parcel and the Mancuso Marina parcel over the Nelstad parcel.

The Applicant has been unable to acquire the Nelstad parcel. The Restated MOU between the City and the Applicant provides that “In the event that Forest City is unable, after a good faith effort, to consensually acquire the former Nelstad property, then, at the request of Forest City, and only as a last resort and subject to all applicable State and local laws, the City shall commence the use of eminent domain to acquire such private property...”. At this time, the Applicant is not requesting condemnation of the Nelstad parcel or any other private property. If the eminent domain process does go forward, a fair market value would need to be established for the property, but no condemnation would take place prior to the completion of the SEQRA process for the proposed Project and the completion of all required procedures under New York Eminent Domain Procedure Law.

Although the proposed Project does not include the former Nelstad property, the Applicant has offered to contribute to the City 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. This contribution would be paid over the three years of 2014-2016.

1307

Are there any future plans for alternative uses for this parcel? What is the impact, if any, on the proposed success of this development given that it borders a county Waste Water Treatment plant facility? I noted that the pedestrian walkway was proposed to connect to the treatment plant parcel and, hopefully, ultimately to Five Islands Park. Would be good to understand the current state of that property and how the public uses (boating, etc.) contemplated by the proposal would interact with the activities of the plant.

There are no alternative plans for the City Yard parcel currently under consideration. The Westchester County WWTP is located to the southeast of the Site, and would be across an inlet from the proposed Project. The

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area surrounding the Project Site is a true mix of urban uses. The existing land uses within ¼ mile of the Project Site are quite varied with commercial, mixed-use, institutional, and industrial uses located along the East Main Street and Huguenot Street corridor and single- and multi-family residential uses located in the neighborhoods north and southwest of the Project Site. Like the Sutton Manor residential neighborhood southwest of the Site and Salesian High School adjacent to the WWTP, the Project would have views of the WWTP from some vantage points.

The WWTP, just east of the Project Site, is currently being renovated in response to a 2008 Consent Order with the NYSDEC. Work is currently slated for completion in May 2015. A dense, mostly deciduous, mature vegetated buffer exists along the north, south, and western sides of the County property which provides dense screening of the facility during the late Spring, Summer, and early Fall months. During the winter months the western-most buildings (Thickener Building and Control Building) are visible from the Project Site. The future walkway (if permitted by Westchester County) would be separated from the plant's infrastructure and buildings. Future boating activities in the bay would not be affected any differently than they are today. Kayak activity from the proposed non-motorized boat launch would occur when tide levels permit.

COMMUNITY EMPLOYMENT

PH2601

My main concern is, that they have some kind of contract agreement. That way, they use the community and employ the community for the jobs that they're going to be bringing here, and not just bring their own people in. That way, we can benefit from it. That way, our kids and programs can benefit from the construction projects and jobs.

PH2602

Just like there's a lot of unemployment within the community with itself, from people that do the same trades and associations, so they can pick from our community workforce first before they go outside. Sort of like the unions, sort of liked the PAL, it's what everybody else does. We need to protect our job forces here. What else is there? There should be some kind of compliance officer that's put into place to oversee this, to make sure that that happens. And it's just not - before any shovel goes into the ground, we need to have an understanding with the developers and with the contractors that some kind of compliance officer will work with the developer, that's going to be in place. Otherwise, we shouldn't support the project.

Comments noted. The Applicant intends to implement a community employment program during construction of the Project. The details of the program would be determined in the Land Disposition Agreement(LDA) between the Applicant and the City. The LDA is expected to be finalized following the SEQRA process, and would be signed by the City and the Applicant after the the City Council issues its written SEQRA Findings Statement on the Project.

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PROJECT PURPOSE, NEED AND BENEFITS

1601

We are concerned about the need for this project. While there are a number of project aspects that we are supportive of, this must be balanced against other factors, to determine if this project is a good investment. Given the uncertainty of other development projects in the surrounding area, the timing may not be right to start developing this vision of Echo Bay.

Although the current Project is smaller than the originally-proposed 26-acre Master Redevelopment Plan for Echo Bay, the redevelopment of the City Yard parcel would be the critical first step in redevelopment of the Echo Bay area. The redevelopment of the Armory is uncertain, and the Nelstad parcel is in private ownership and not under City control. The proposed Project would serve as a catalyst for future development of these properties and provide public benefits, including increased access to the waterfront, and waterfront amenities including the creation of a pedestrian esplanade for public use and activity.

1614

While the above are laudable goals, they should be balanced with potential public costs and area impacts. We note that the Echo Bay redevelopment represents a significant expense to the public. The draft EIS mentions \$25 million in city-backed general obligation bonds that will be sold to finance the relocation of the City Yard. The payment of taxes would be replaced with a payment-in-lieu-of-taxes (PILOT) set up by the New Rochelle IDA.

The relocation of the City's Department of Public Works Yard from the Echo Bay waterfront has been contemplated since 1983 when the Main/Echo Urban Renewal Plan was adopted, and again when it was revised in 1994, as well as in the City's 1996 Comprehensive Plan and the City's 1999 Harbor Management Plan. The City has planned for the relocation of the City Yard for many years irrespective of the proposed Project. The timing of the City Yard relocation affects the Project construction schedule, but the relocation of the City Yard is an independent action which has already been the subject of a separate SEQRA review.

The City Yard would be relocated to a site on Beechwood Avenue that is zoned for light industry and is surrounded by other commercial/industrial buildings. In 2004, the City began the SEQRA process related to the relocation of the City Yard. The draft environmental impact statement was completed in 2007 and accepted by the City Council on December 4, 2007. The final environmental impact statement was filed on March 25, 2008 and the Environmental Findings Statement adopted on June 17, 2008. In accordance with the Findings Statement, the City Yard would either be relocated to a new site with consolidation of operations or

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renovated and modernized in the current location, or the City could continue to defer improvements. In November 2012, the City Council approved the issuance of up to \$25 million of general obligation bonds to finance a new public works facility on Beechwood Avenue.

PROJECT LOCATION

1615

The draft EIS appears to describe the Echo Bay redevelopment as a part of downtown New Rochelle, in terms of project purpose and need. We disagree with this assessment, noted on page III-5: “The Project provides downtown New Rochelle with a ‘toe in the water’ via a mixed-use building and public open space amenities with its front door on Main Street and its backyard in Echo Bay.” However, the site is separated from the downtown core of New Rochelle by several car dealerships, strip fast food restaurants and a windowless mall. It is a lengthy walk across this area to the transit center. Given this distance and separation, the Echo Bay project is not a downtown project. In light of this, perhaps the open space goals of the project already exist at the nearby Five Islands Park.

The New Rochelle Comprehensive Plan describes the East Main Street/Echo Avenue area as “a major entryway into downtown from the east and forms the beginning of the one-way paired street system with Huguenot Street.”² The beginning of the Huguenot/East Main Street intersection is across the street from the proposed Armory Place entrance drive to the Project. The Project is located just east of the Downtown Business Improvement District (which includes the car dealerships, restaurants and mall identified in the comment). The Project is an approximately 15 minute walk from the Transit Center. The Project is also served by the BeeLine Bus with a stop located in front of the property.

The Project would offer increased public access to the Echo Bay waterfront. The goals of providing an improved waterfront edge and continuous waterfront pedestrian link from Five Islands Park to the Project Site are also consistent with the City’s Comprehensive Plan, which provides that “an improved edge should be created and the City should work with the County and private sector where necessary to create a continuous waterfront pedestrian link from Five Islands Park to the [Project]”.

GREEN BUILDING TECHNOLOGY

1219
1517

I’m glad that in appendix IX-1 they finally mentioned a sustainable benchmark goal of LEED Silver. This is a good thing but depending on which version of LEED it doesn’t mean a whole lot. A higher level or using the current version of LEED would

² *City of New Rochelle Comprehensive Plan*. 1996. Comprehensive Plan Advisory Committee, New Rochelle Department of Development, and Saccardi & Schiff, Inc. p. III-48.

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yield a much greater benefit to NR and to this project. The impact of this project should be measured in both population and in infrastructure. A higher LEED goal would have a positive benefit on both.

The Applicant is targeting LEED certification however the precise level has not yet been determined. The Applicant has engaged a dedicated third party consultant to assist with the goal of sustainably developing the Project. The sustainability program will be further refined as the design process progresses as part of site plan review of the proposed Project.

- 1613 We commend the applicant for pursuing a LEED Silver certification for this project.
- 1631 We commend this application for proposing green building technology as part of the proposed building. The draft EIS indicates that LEED Silver certification will be sought. We support this effort.

Comments noted.

- 1701 The U.S. Environmental Protection Agency (EPA), in the national effort to achieve healthier families, cleaner communities, and a stronger America, is encouraging the use of alternative/green building materials and energy- and water-efficient products.

- 1702 We commend efforts to use green building/ energy-efficient/water-efficient products and would appreciate being made aware of their usage.

- PH1901 A big concern of any development project is whether cost factors can limit the implementation of the progressive environmental initiatives throughout the planning and construction process. Safeguards need to be in place to ensure that what is promised is, in fact, what is delivered. We hope that New Rochelle will refer to the Green NR Sustainability Plan often as this process continues, and that the residential and retail aspects of the plan will include leave compliance, alternative energy ideas, and sustainability measures.

Section IX *Effects of the Use and Conservation of Energy Resources* of the DEIS describes the consistency of the Project's energy conservation measures, green building practices and sustainability measures with the recently adopted (2011) *GreenNR: The New Rochelle Sustainability Plan 2010-2030*. GreenNR proposes improvements to regulations and development practices in order to improve energy efficiency and encourages the enhancement of the natural environment, including provision of open space for passive recreation uses.

The Project would advance many goals outlined in GreenNR. The Project would reclaim the contaminated City Yard property and a portion of the Armory property for public use of the waterfront. The proposed landscape plan would enhance the protection of tidal wetlands and provide for increased trees along the waterfront. The stormwater management plan, in tandem with the change in land use, would greatly increase

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permeable surface area of the Project Site through use of green infrastructure including new lawn and planting areas and low gradient slopes to reduce runoff. The Project includes restoration of a portion of the shoreline along the southern portion of the Project Site. The building has been designed to reduce energy use and will have energy efficient features that comply with the New York State Building Code.