

Downtown Transit Oriented Arts District (DTOAD) Zoning Code and Map Amendments

City of Mount Vernon
Westchester County, NY

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December 13, 2024

FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

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**AVAILABILITY OF
DOCUMENT:**

This document, together with the Draft Generic Environmental Impact Statement (DGEIS), is the Final Generic Environmental Impact Statement (FGEIS), which has been prepared on behalf of the Lead Agency. Copies are available for public review and comment at the offices of the Lead Agency. The FGEIS is also available electronically at the following address:
<https://cmvny.com/461/Zoning-Projects-and-Public-Hearing-Corre>

DATE OF FILING:

January 17, 2025

This document is a Final Generic Environmental Impact Statement (FGEIS) for the proposed rezoning of two city blocks in the City of Mount Vernon, New York. This FGEIS incorporates, by reference, the Draft Generic Environmental Impact Statement (DGEIS) for this Proposed Action, dated June 29, 2023, which was accepted as complete and adequate for public review by the Lead Agency on June 29, 2023. The DGEIS was the subject of two City of Mount Vernon public hearings on August 9, 2023 and December 13, 2023, and written comments on the DGEIS were accepted until December 27, 2023.

Written Correspondence, including Letters and Electronic Mail Correspondence and the Public Hearing Transcripts and are provided in Appendices A and B this FGEIS, respectively.

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Introduction

This document is a Final Generic Environmental Impact Statement (FGEIS) prepared in response to comments received by the Lead Agency, the City of Mount Vernon City Council (hereinafter the "City Council"), on the Draft Generic Environmental Impact Statement (DGEIS), dated June 29, 2023, for the Proposed Action, which consists of an application for a Zoning Text Amendment and Zoning Map Amendment to apply a new Downtown Transit Oriented Arts District (DTOAD) zoning within the two square block area between East 1st and East 2nd Streets and between South 1st and South 3rd Avenues in the City of Mount Vernon, New York (the "Rezoning Area"). The DGEIS also examined the potential environmental impacts associated with the first development project proposed under the DTOAD zone, involving a proposed mixed-use development at 20 South 2nd Avenue, containing multiple components including residential, community facility space, parking, and green spaces (the "Development Project"). The proposed "Development Project Site" comprises four contiguous tax lots, which are identified on the City of Mount Vernon tax map as Section 165.70, Block 3112, Lots 11, 13, 37, and 39.

The DGEIS was accepted by the City Council on June 29, 2023, and the City Council held two public hearings on the DGEIS on August 9, 2023 and December 13, 2023. In accordance with 6 NYCRR Part 617, the implementing regulations of the New York State Environmental Quality Review Act (SEQRA), the public comment period on the DGEIS was closed on December 27, 2023, in excess of the minimum 10 days required after the close of the SEQRA hearing.

Substantive comments provided during the public hearing and in writing during the public comment period are addressed in this FGEIS. In accordance with 6 NYCRR §617.9(b)(8):¹

A final EIS must consist of the draft EIS, including any revisions or supplements to it; copies or a summary of the substantive comments received and their source (whether or not the comments were received in the context of a hearing); and the lead agency's responses to all substantive comments. The draft EIS may be directly incorporated into the final EIS or may be incorporated by reference. The lead agency is responsible for the adequacy and accuracy of the final EIS, regardless of who prepares it. All revisions and supplements to the draft EIS must be specifically indicated and identified as such in the final EIS.

¹ According to *The SEQR Handbook, 4th Edition*, March 2020, "In determining whether comments received are substantive, the Lead Agency should assess the relevance of the comments to identified impacts, alternatives, and mitigation, or whether the comments raise important, new environmental issues not previously addressed." (Page 136 of electronic copy)

During the public comment period, comments of support and opposition, substantive comments, and comments regarding general procedure were received. The correspondence, including letters and emails containing comments, are included in **Appendix A** of this FGEIS. The Public Hearing Transcripts are included as **Appendix B**. This section contains a listing of the commenters of the written correspondence (including electronic mail), as well as those from the public hearing.

Written Correspondence

All of the correspondence were provided to the Applicant by the City of Mount Vernon. Each author of correspondence was assigned a code beginning with the letter "C" (e.g., C1) and each comment by that author was assigned a number (e.g., C1-1 for comment 1 by author 1). The following list contains the name of each author, the date of the correspondence and their assigned code number.

Commentator (Date)	Code
Cleary Consulting (1/18/24)	C1
Ferrandino & Associates Inc. (12/26/23)	C2
Vincent Ferrandino and Stephan Ferrandino & A. Maffia Associates (12/15/23)	C3
Metropolitan Transportation Authority MTA Construction & Development (9/29/23)	C4
Blanca Lopez, Westchester County Planning Board (8/22/23)	C5
James Rausse, FAICP, Commissioner, Planning & Community Development City of Mount Vernon (8/7/23)	C6

Public Hearings

All comments made at the public hearings that occurred on August 9, 2023 and December 13, 2023 were assigned a code that begins with "H." Each commenter at the public hearing was assigned a number (e.g., H1). Then, each comment from each commenter was assigned a number (e.g., H1-1 for comment 1 by commenter 1). Comments by City Council members or those of the City Council consultants, if any, that were made during the public hearing and answered at that time are not included in this list. The following list identifies each commenter, the organization they represent (if applicable), and their assigned number code.

Commentator (Organization)	Code
Michael Justino, Comprehensive Plan Advisory Board	H1
Delores Mack	H2
Wendy Attipoe, Comprehensive Plan Citizen's Advisor Committee	H3
George Brown	H4

Jean Bacquie	H5
Dr. Jeff Wheeler, Senior Pastor Mount Calvary Christian Methodist Episcopal Church	H6
Jane Curtis, Comprehensive Plan Citizen's Advisor Committee	H7
Marlene Wertheim, Comprehensive Plan Citizen's Advisory Committee	H8
Axel Eberman, Comprehensive Plan Citizen's Advisory Committee	H9
Arthur Davis	H10
Lavern Johnson	H11
Kadeem Howell	H12
Kathy Bell, Resident	H13
Marlene Wertheim	H14
Thomas Keller	H15
Constance Ford	H16
John Gallagher	H17

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Amended Proposed Action

The DGEIS examined the potential environmental impacts from the adoption of the proposed DTOAD zoning amendments as well as the Development Project. In response to comments and feedback on the DGEIS Proposed Action, as well as the significant community input that helped to inform the “Downtown Vision Report” published and adopted by legislative action by the Mount Vernon City Council on January 24, 2024, the Applicant has amended the Proposed Action as follows (the “Amended Proposed Action”):

- › The Development Project has been amended to include fewer residential units and a modified building footprint and massing.
- › In order to bring the Proposed Action Rezoning into alignment with the recommendations published in the Downtown Vision Report (adopted January 24, 2024), the proposed DTOAD zoning text has been amended as follows:

Building Type and Bulk Regulations

- Section 2, Allowable Building Types, and Section 3, Building Type Regulations, have been modified to permit a Community Purpose/Office Building and to remove Townhouses from the list of allowable building types.
- Section 3, Building Type Regulations, has been modified to permit a High-Density Mixed-Use Building on the four parcels closest to the Mount Vernon East train station (Tax Lots 1, 2, 5, and 26 on Block 3123, Section 165.70), with a maximum building height of 12 stories with a height bonus of 3 additional stories, up to 15 stories total.
- Section 3, Building Type Regulations, has been modified to permit a Medium-High Density Mixed-Use Building on the remaining parcels within the DTOAD Rezoning Area, with a maximum building height of 9 stories with a height bonus of 3 additional stories, up to 12 stories total.
- Section 3, Building Type Regulations, has been modified to adjust height and bulk regulations for all allowable building types, including new floor area ratios, floor setbacks, and ground floor activation.

Height Bonus Regulations

- Section 5, Incentives, has been modified to change the previously proposed density bonus to a height bonus and to adjust the eligible improvements list to include Streetscape Improvements, Sustainability and Resiliency Commitments, Provision of Publicly Accessible Space for Display or Creation of Art, Provision of Housing for Persons with Disabilities, and Provision of Affordable or Workforce Housing. The

updated regulations also provide a list of criteria that must be considered in granting the height bonus.

Parking Regulations

- Section 5, Incentives, has been modified to streamline the On-Site Parking Reduction Options.
- Section 6, Parking Regulations, has been modified to require a parking ratio of 0.4 spaces/unit for studios, one-bedroom units, and two-bedroom units, and 0.7 spaces/unit for three-bedroom units.
- Section 6, Parking Regulations, has been modified to include new bicycle parking facilities regulations, along with design criteria for those facilities.

General Provisions

- Section 1, General Provisions, has been modified to better align the overview, purpose and intent, and relationship to Comprehensive Plan sections of the zoning with the Downtown Vision Report.

In the following section of this FGEIS, the Amended Proposed Action is described in further detail and compared to the DGEIS Proposed Action regarding anticipated impacts and mitigation for the relevant environmental impact categories addressed in the DGEIS. It is noted that in comparison to the DGEIS Proposed Action, the Amended Proposed Action represents a significant reduction in permitted density within the Rezoning Area. In addition, for conservative analysis purposes, the Theoretical Full Build-Out Scenario on which the Proposed Action Rezoning analyses are based was determined based on an assumption that a maximum of 15 stories would be permitted throughout the DTOAD Rezoning Area, rather than the proposed 15-story or 12-story maximum depending on the site location. Consequently, both the analyses contained within this FGEIS and the analyses completed as part of the DGEIS provide a highly conservative estimate of potential impacts. Many of the potential environmental concerns raised during the public comment period on the DGEIS (see Section 3 of this FGEIS) have been minimized or eliminated by the Amended Proposed Action, as discussed below.

2.1 Development Project: Amended Unit Mix

As proposed in the DGEIS, the Development Project would include 317 mixed-income apartments including 99 studios, 141 one-bedroom units, and 77 two-bedroom units. The Amended Proposed Action for the Development Project shows a reduced number and would include 272 units, which is 45 fewer units than previously proposed. The Amended Proposed Action for the Development Project would include 57 studios, 139 one-bedroom units, and 76 two-bedroom units (the "Amended Development Project"). In addition, the Development Project would no longer incorporate live/work artist units. The following table illustrates the amendments to the unit mix.

Table 1 Unit Mix: DGEIS vs Amended Development Project

Unit Mix by Bedroom	DGEIS	FGEIS	Change
Studio	99	57	-42
One Bedroom	141	139	-2
Two Bedrooms	77	76	-1
Total	317	272	-45

2.2 Proposed Action Rezoning: Amended Height and Theoretical Full Build-Out Scenario

As detailed above, the Proposed Action Rezoning and DTOAD zoning text has been amended to permit development up to a maximum of 15 stories for the four parcels closest to the train station (Tax Lots 1, 2, 5, and 26 on Block 3123, Section 165.70) or 12 stories for the remainder of the DTOAD area, which is a four or seven-story reduction from the maximum of 19 stories that was permitted under the DTOAD zoning text analyzed within the DGEIS. The amended DTOAD zoning text is provided in **Appendix C**.

Based on the amended DTOAD zoning text, the five Study Sites that were analyzed as part of the theoretical full build-out analysis in the DGEIS were reevaluated with a lower permitted maximum building height. The full amended build-out analysis is provided in **Appendix D. Table 2** below provides a summary of the development scenario, including the square footage of development, number of units, parking spaces, and building massing, under the DGEIS and Amended Proposed Action scenarios. As shown, the full build-out scenario under the Amended Proposed Action would include a total of 1,353,436 total square feet of development, of which 1,152,326 SF would be residential floor area, 48,992 SF would be retail or community facility space, and 152,118 SF would be parking space. This full build-out program would include 1,224 residential units and 490 total parking spaces across the Study Sites.

Table 2 Full Build-Out Summary: DGEIS vs Amended Proposed Action

	Residential Floor Area (SF)	Retail/Community Facility Floor Area (SF)	Parking Floor Area (SF)	Total Floor Area (SF)	Residential Units ¹	Parking Spaces ²	Maximum Building Height (Feet/Floors)
DGEIS TOTAL	1,419,767	49,910	168,525	1,638,202	1,397	469	210/19
AMENDED PROPOSED ACTION TOTAL	1,152,326	48,992	152,118	1,353,436	1,224	490	160/15 ³
Change	- 267,441	- 918	- 16,407	- 284,766	- 173	+21	- 50/7 ⁴

Source: Perkins Eastman

1 Based on an assumption of approximately 900 SF per unit

2 Based on the average parking requirements set forth in the DTOAD

3 A maximum building height of 15 stories is allowed in the four parcels closest to the Mount Vernon East train station. All other DTOAD parcels have a maximum of 12 stories.

4 The decrease in maximum building height is 7 stories for the majority of the DTOAD zone and 4 stories for the four parcels closest to the Mount Vernon East train station.

2.3 Amended Proposed Action Population

Consistent with a reduction in the number of apartments proposed for the Development Project Site, there would be a proportionate reduction in the projected site population. As shown in the following table, the Amended Proposed Action would result in a projected Development Project Site population of 479.

The table below provides a comparison of the projected new resident population analyzed in the DGEIS compared with the Amended Proposed Action.

Table 3 Projected New Resident Population: DGEIS vs Amended Proposed Action

Number of Bedrooms	Multiplier	DGEIS Proposed Action		Amended Proposed Action	
		Number of Units	Population	Number of Units	Population
Studio	1.0	99	99	57	57
One Bedroom	1.66	141	234	139	231
Two Bedrooms	2.51	77	193	76	191
TOTAL DEVELOPMENT PROJECT		317	526	272	479
Total Study Sites 2 through 5		1,080	1,792	952	1,554
TOTAL PROPOSED ACTION		1,397	2,318	1,224	2,033

Source: It is assumed that studio apartments would have 1 person per unit. Multipliers for other unit sizes are based on Rutgers University Center for Urban Policy Research, Residential Demographic Multipliers – Estimates of the Occupants of New Housing, June 2006 (for 5+ units, rent, all values).

Consistent with a reduction in the number of total units under the Amended Proposed Action from 1,397 to 1,224 and a reduction in the projected population from 2,318 to 2,033, there would be a proportionate reduction in the projected demand for community facilities and services such as police, fire protection, and emergency services. The following table illustrates the projected impact on police, fire protection, and emergency services for the potential full build-out within the DTOAD Rezoning Area.

Table 4 Impact on Police, Fire, and Emergency Services: DGEIS vs Amended Proposed Action

Public Safety Service	Demand Projection Rate	Projected Increased Demand for 2,318 Persons (DGEIS)	Projected Increased Demand for 2,033 Persons (FGEIS)
Police Services			
Personnel	2 per 1,000 population	4.63± personnel	4.07± personnel
Vehicles	0.6 per 1,000 population	1.4± vehicles	1.2± vehicles
Facilities	200 SF per 1,000 population	463± SF	407± SF
Fire Protection Services			
Personnel	1.65 per 1,000 population	3.82± personnel	3.35± personnel
Vehicles	0.2 per 1,000 population	0.46± vehicles	0.41± vehicles
Facilities	250 SF per 1,000 population	580± SF	508± SF
Ambulance Services			
Calls per year	36.5 per 1,000 population	84.6± calls/year	74.2± calls/year
Vehicles	1 per 30,000 population	0.08± vehicles	0.07± vehicles
Personnel	4.1 per 30,000 population	0.31± full-time personnel	0.28± full-time personnel

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

2.4 School Children

As shown in the following table, the Amended Development Project would result in one fewer school-age child compared to the DGEIS Development Project. The Amended Proposed Action theoretical full build-out would result in 23 fewer school-aged children compared with the DGEIS Proposed Action.

Table 5 Projected School Children: DGEIS vs Amended Development Project

Unit Type	Generation Rate	DGEIS Proposed Action		Amended Proposed Action	
		Number of Units	Number of School Children	Number of Units	Number of School Children
Studio	0	99	0	57	0
One Bedroom	0	141	0	139	0
Two Bedrooms	0.61	77	47	76	46
TOTAL DEVELOPMENT PROJECT		317	47	272	46
Total Study Sites 2 through 5		1,080	158	952	136
TOTAL PROPOSED ACTION		1,397	205	1,224	182

Source: Development Project School Children Generation Projections based on actual resident data provided by MacQuesten Development for 22 South West.

2.5 Estimated Marginal Cost and Real Property Taxes

For purposes of the SEQR analysis, an estimate of \$3.18/GSF has been used to calculate the annual property taxes without a PILOT for the Amended Development Project. This is a preliminary estimate provided by the City Tax Assessor. Based on the Amended Development Project with 307,932 GSF, the estimated annual property taxes without a PILOT would be \$979,224.

Projected stabilized real estate tax to be generated by Study Sites 2 through 5, assuming no PILOTs or other real estate tax agreements for those sites, is \$3,954,404 (See Response ED7). Therefore, total property taxes to be generated for the Proposed Action is estimated at \$4,933,628.

The following table illustrates the projected tax allocation to the taxing jurisdictions without a PILOT.

Table 6 Projected Tax Allocation to Taxing Jurisdictions Without PILOT

Tax	Tax Rate Per 1,000 AV	% of Total Tax Rate	Development Project Taxes: \$979,224	Study Sites 2-5 Taxes: \$3,954,404	Full Buildout Under DTOAD Taxes: \$4,933,628
City Tax	501.26	30.4%	\$297,684	\$1,202,139	\$1,499,823
Sewer	27.75	1.7%	\$16,647	\$67,225	\$83,872
Refuse	17.43	1%	\$9,792	\$39,544	\$49,336
County	146.85	9%	\$88,130	\$355,896	\$444,026
MVCSD	923.00	56%	\$548,365	\$2,214,466	\$2,762,831
Library	32.45	1.9%	\$18,605	\$75,134	\$93,739
TOTAL	1,648.74	100%	\$979,224	\$3,954,404	\$4,933,628

The following table illustrates the net impact of the Proposed Action on the MVCSD.

Table 7 Net Impacts to MVCSD

	School Children	Per Pupil Cost to Educate	Total Cost to Educate	Total Property Taxes to All Taxing Jurisdictions	Projected Annual Taxes to MVCSD (56%)	Net Impact
Total PSAC	182	\$12,302	\$2,238,964	\$4,933,628	\$2,762,832	\$523,868

As detailed above, the Applicant estimates that real property taxes for the Amended Development Project without a PILOT would be approximately \$979,224. The Applicant will apply for a PILOT agreement to the Mount Vernon IDA and will work with the City of Mount Vernon to finalize the terms of a PILOT agreement, as permitted under the Uniform Tax Exemption Policy (UTEP). This PILOT agreement would run coterminous with the larger project's financing thus ensuring that: a) the Development Project continues to provide the agreed upon public benefits, b) the Development Project continues to be able to provide high quality mixed-income housing,

and c) the City of Mount Vernon automatically benefits from any and all increases to revenue generated by the project.

2.6 Development Project: Modified Building Footprint

In addition to the reduction in the number of units proposed, as detailed above, and in response to public comments received, the Applicant has modified the building footprint to best accommodate the reduced density. The Amended Development Project would include a new mixed-use, transit-oriented development (TOD) project with 272 mixed-income apartments, community facility space, and green space. The buildings would be 12 stories tall (no change from the DGEIS, see note in **Table 8** below). The Amended Development Project would qualify for the three-story height bonus as permitted by the Proposed Action Rezoning based on the provision of Affordable or Workforce Housing, per Section 5, Provision I of the amended DTOAD zoning text.

In total, the building would encompass approximately 307,932 square feet (SF), including approximately 11,630 SF of community facility space and 99 parking spaces, inclusive of 59 on-site parking spaces and 40 spaces to be provided in an off-site location (see details in the following section). The building programming, as proposed in the DGEIS and as amended for the FGEIS, is detailed in the following tables. Amended Development Project design plans are included in **Appendix E**.

Table 8 Building Program: DGEIS vs Amended Development Project

Building Program	DGEIS	FGEIS	Change
Residential Floor Area (SF)	310,425	285,950	-24,475
Community Facility Floor Area (SF)	12,548	11,630	-918
Parking Floor Area (SF)	26,759	10,352	-16,407
Total Floor Area (SF)	349,732	307,932	-41,800
Residential Units	317	272	-45
Parking Spaces	62	109*	+47
Building Height (Feet)	145	165	+20
Building Height (Floors)	12	12	none

* The parking spaces provided for the Amended Development Project consists of 59 on-site parking spots, 40 off-site parking spots in a City-owned lot, and 10 parking spaces that are satisfied through the PILOP program.

The DGEIS Development Project consisted of a C-shaped residential building with frontage along South 3rd Avenue and South 2nd Avenue and a section of the building connecting along the northern portion of the site. This C-shaped building surrounded a courtyard on three sides. See **Figure 1** for an illustration of the DGEIS Development Project building configuration.

Figure 1 DGEIS Development Project Rendering



The building footprint has been modified to best accommodate the reduced density and to incorporate design elements desired by the community, as indicated in the public comments received on the DGEIS. The modified building footprint includes two separate buildings, Building A fronting on South 2nd Avenue and Building B fronting on South 3rd Avenue, connected by the parking level. The portion of the building previously proposed along the northern property line has been eliminated under the Amended Proposed Action. The buildings are approximately 165' tall, measured from the average level of the ground surrounding and 10 feet distant from the exterior walls of the building, but within the property. The area between the two buildings would include an outdoor arts courtyard space and on-grade parking. In addition, setbacks have been incorporated at the upper floors of the Amended Development Project to increase the visual appeal of the building. Renderings of the Amended Development Project are shown in the figures below, and additional renderings are provided in **Appendix E**.

The Applicant has committed to the following measures as it continues to advance the programming of the community facility and outdoor space for the Amended Development Project in order to strengthen ties to the existing Mount Vernon community:

- › Provide more than 15,000 square feet of space dedicated to programming for youth, community and the arts, including:
 - Approximately 4,250 SF of indoor community facility space within Building B dedicated to arts programming. The Applicant will identify service providers that

provide arts programming, which may include various forms of arts mediums (visual arts, performance arts, etc.)

- Approximately 4,000 SF of outdoor arts courtyard space, which will be open to the Mount Vernon community through participation in programming by the operator of the arts space detailed above
- Approximately 7,380 SF of indoor community facility space within Building A dedicated to youth- and community-oriented programming. The Applicant will partner with Environmental Leaders of Color (ELOC) to solidify the programming for this space
- Coordinate with the local artists community to identify opportunities for the showcasing of local works of art within the project's public, private, and semi-private areas, including the potential for a significant public art installation in the form of a prominent mural(s) on a portion of one or more of the building's facades highlighting the project's connection to the arts

Figure 2 Amended Development Project Aerial Renderings



Figure 3 Amended Development Project Second Avenue (Top) and Third Avenue (Bottom) Renderings



Figure 4 Amended Development Project Elevation Renderings



Figure 5 Amended Development Interior Courtyard Renderings



2.7 Amended Development Project and Amended Proposed Action Rezoning Parking Regulations

The Amended Proposed Action Rezoning incorporates edits to the proposed parking regulations, as shown in the amended DTOAD zoning text provided in **Appendix C**. As shown, in order to bring the Proposed Action Rezoning more into alignment with the parking regulation recommendations associated with the Downtown Vision Report, the proposed DTOAD zoning text parking regulations have been amended to require a parking ratio of 0.4 spaces/unit for studios, one-bedroom units, and two-bedroom units, and 0.7 spaces/unit for three-bedroom units.² In addition, the off-street parking reduction options have also been streamlined to permit four methods for achieving a reduction in parking requirements, including the following: utilization of alternative off-site parking facilities; provision of shared vehicle parking such as Zipcar or similar shared vehicle program; utilization of a Payment in Lieu of Parking; and provision of live/work space.

The revised parking provision associated with the Amended Development Project is shown in the table below. As detailed, the Amended Development Project would provide 59 parking spaces on-site, 40 parking spaces off-site within the City-owned parking lot located at the corner of Prospect Avenue and North 3rd Avenue, and 10 parking spaces through the Payment in Lieu of Parking (PILOP) provisions within the amended DTOAD zoning text. The funds generated through the PILOP set forth in Table 9 would be used to fund capital improvements at the City-owned parking lot located at the corner of Prospect Avenue and North 3rd Avenue.

² The Amended Proposed Action Rezoning parking ratios were determined in coordination with the City of Mount Vernon and based on the proximity of the Rezoning Area to the Mount Vernon East Metro North station.

Table 9 Parking: DGEIS vs Amended Development Project

DGEIS		
Total Residential Units	317	
On-site Parking Spaces	62	
FGEIS		
Total Residential Units	272	
Parking Spaces Required	109	@0.4 parking spaces per studio, 1 bedroom, and 2 bedroom units
On-site Parking Spaces	59	
Off-site Parking Spaces in Prospect Avenue City-Owned Lot	40	
Parking Spaces for Payment in Lieu of Parking (to be used for capital repairs to Prospect Avenue Lot)	10	
Total Parking Spaces	109	
Annual Lease Payment to City for Prospect Avenue Parking Lot	\$40,000	Per year (\$1,000/space/year)
PILOP (to be used for capital repairs to Prospect Avenue Lot)	\$200,000	PILOP @ \$20,000/space

Note: The Applicant is exploring options to potentially provide one car share space; which is acknowledged that a provider of shared-parking service such as "Zipcar" must conduct its own research and make an independent determination to provide this service. If a shared vehicle parking space is provided, the parking provisions associated with the Amended Development Plan would be adjusted in compliance with the off-street parking reduction options set forth in the DTOAD Zoning.

2.8 DGEIS vs Amended Proposed Action Impact/Mitigation Comparison

The following table provides a summary of the anticipated impacts and proposed mitigation measures for the DGEIS Proposed Action and the FGEIS Amended Proposed Action.

Table 10 Impact and Mitigation Summary – DGEIS – FGEIS Amended Proposed Action

	DGEIS PROPOSED ACTION		Amended PROPOSED ACTION	
	Anticipated Impacts	Mitigation Measures	Anticipated Impacts	Mitigation Measures
Land Use, Zoning and Public Policy	Change in use from vacant former community facility to a mixed-use residential building with 317 mixed-income units, new community facility space, parking and open space.	No adverse land use impacts. Would comply with DTOAD Zoning.	Change in use from vacant former community facility to a mixed-use residential building with 272 mixed-income units, new community facility space, parking and open space.	No adverse land use impacts. Would comply with DTOAD Zoning.
Urban Design and Visual Character	Changes to the visual character of the Development Project Site and Rezoning Area through increased height and bulk and the introduction of new uses. The composition of the new Development Project building and its relationship to surrounding built context and site design will create an active and engaging urban fabric that would provide significant improvements to the overall urban design character of the Rezoning Area.	Site and building have been designed to mitigate potential adverse impacts. No further mitigation is required.	Compared with the DGEIS design, the building footprint has been modified to eliminate the central portion of the building, thereby allowing reduced density and a more open central space with additional light and reduced shadows. No further mitigation is required. The composition of the new building and its relationship to surrounding built context and site design will create an active and engaging urban fabric that would provide significant improvements to the overall urban design character of the Rezoning Area.	The overall density has been reduced compared to the DGEIS Development Project and DTOAD zoning. The Development Project building has been set back at the 9th and 11th stories to provide reduced overall massing and increase visual interest. The overall permitted height within the Rezoning Area is reduced to a maximum of 15 stories for parcels closest to the train station or 12 stories for the remainder of the DTOAD area, and is anticipated to facilitate development that is cohesive with the surrounding area.
Historic and Archaeological Resources	Correspondence from the NYS Historic Preservation Office (SHPO) from August 22, 2022 stated that “the proposed demolition of 20 South 2nd Avenue and development of the new mixed-use residential building complex, as described,	There are no adverse impacts to historic or archaeological resources and no further mitigation is required.	Consistent with the determination from the NYS Historic Preservation Office, the Amended Development Project would have no adverse effect on historic or archeological resources.	There are no adverse impacts to historic or archaeological resources and no further mitigation is required.

	will have No Adverse Effect on historic or archeological resources."			
Natural Resources	The Development Project would include a large central courtyard with landscaped green space. The community garden would be relocated along with the plants and seeds from the garden.	Relocation of the community garden and the addition of a central courtyard with landscaped green space will offset any impacts to natural resources.	The Amended Development Project includes a new outdoor courtyard space for the arts on the interior of the Development Project Site.	The provision of an outdoor arts courtyard space on the interior of the Development Project Site will offset any impacts to natural resources.
Hazardous Materials	For the Development Project Site, further evaluation of contaminated urban soil fill will be undertaken prior to demolition of the building.	Appropriate transportation and disposal/recycling procedures for hazardous materials would be followed. Abatement of asbestos-containing materials (ACM) will be required prior to demolition of the existing building. Regulatory requirements relating to hazardous building materials, such as asbestos and lead would be followed as part of standard redevelopment practices. Standard demolition practices such as the removal or abatement of any existing chemicals on site will be employed prior to construction of the proposed building.	Consistent with the DGEIS proposal, further evaluation of contaminated urban soil fill will be done before demolition of the building.	Appropriate transportation and disposal/recycling procedures for hazardous materials would be followed. Abatement of ACM will be required prior to demolition of the existing building. Regulatory requirements relating to hazardous building materials, such as asbestos and lead would be followed as part of standard redevelopment practices. Standard demolition practices such as the removal or abatement of any existing chemicals on site will be employed prior to construction of the proposed building.
Infrastructure	<u>Development Project</u> Estimated daily water demand = 44,595 gpd. Water flow to the fire pump is estimated to be 1,000 gpm. Total estimated sewer demand of 44,595 gpd. Solid waste generation of 4.68 tons per week.	Wastewater generation would be minimized with the use of low flow fixtures and toilet facilities. Sanitary discharge would be mitigated by providing system improvements to mitigate inflow and infiltration (I&I) with a target ratio of 1:1.	<u>Development Project</u> Estimated daily water demand = 38,280 gpd. Water flow to the fire pump is estimated to be 750 gpm per building. Total estimated sewer demand of 38,280 gpd. Solid waste generation of 4.68 tons per week.	Wastewater generation would be minimized with the use of low flow fixtures and toilet facilities. Sanitary discharge would be mitigated by providing system improvements to mitigate inflow and infiltration (I&I) with a target ratio of 1:1.

	<p><u>Full Build-Out</u> Estimated daily water demand = 196,061 gpd. Water flow to the fire pump is estimated to be 1,000 gpm per building. Total estimated sewer demand of 196,061 gpd. Solid waste generation of 22.59 tons per week.</p>	Two new 400A, 120/208 Volts, three phase four wire services to the Development Project Site will be needed.	<p><u>Full Build-Out</u> Estimated daily water demand = 167,344 gpd. Water flow to the fire pump is estimated to be 750 gpm per building. Total estimated sewer demand of 167,344 gpd. Solid waste generation of 20.17 tons per week.</p>	Two new 400A, 120/208 Volts, three phase four wire services to the Development Project Site will be needed.
Transportation, Traffic and Parking	<p>The Development Project is expected to generate 77 new vehicle trips during the weekday AM peak hour (31 entering and 46 exiting) and 92 new vehicle trips during the weekday PM peak hour (49 entering and 43 exiting). The Development Project will meet the DTOAD parking requirements with 62 on-site spaces provided.</p>	The loss of the existing 62 parking spaces on the Development Project Site would be offset by the additional parking available at other, off-site locations.	<p>The Amended Development Project is expected to generate 67 new vehicle trips during the weekday AM peak hour (24 entering and 43 exiting) and 82 new vehicle trips during the weekday PM peak hour (48 entering and 34 exiting). The Amended Development Project will provide 59 on-site parking spaces and 40 off-site parking spaces in Prospect Avenue City-Owned Lot. In addition, the final 10 required spaces would be satisfied through Payment In Lieu of Parking.</p>	The proposed parking of the Amended Development Project would comply with the proposed DTOAD Zoning.
Air Quality	The Development Project would not have significant adverse air quality impacts from the stationary or mobile sources.	No additional mitigation is proposed.	The Amended Development Project reduces the proposed density and trip generation. No significant adverse impacts from stationary or mobile sources are anticipated.	No additional mitigation is proposed.
Noise	Based on an analysis of anticipated sound levels	No further mitigation is required.	The Amended Development Project reduces the proposed	No further mitigation is required.

	without the project (the No Action condition) and projected traffic noise levels (With Action condition), traffic noise would increase by up to 0.7 dBA in the With-Action condition compared to the No-Action condition at four study locations. Since traffic noise levels would not increase by more than 10 dBA at any of the study locations in the With-Action condition compared to the No-Action condition, there would not be a significant adverse traffic noise impact at existing receptors.		density and trip generation. No significant adverse noise impacts are anticipated.	
Economic Development	The Development Project Applicant will acquire Site 1, a City-owned property, for \$1.5 million paid to the City of Mount Vernon. Since this is now a City-owned property, it is not generating any property taxes. The project will generate 32 new permanent on-site jobs and 300± temporary construction jobs.	\$1.5 million in revenues to the City of Mount Vernon with the sale of the property. The final property tax structure will be negotiated with the City of Mount Vernon. New rental housing priced for households at 60% and 90% AMI. New community facility space with options for community and youth programming.	The Amended Development Project Applicant will acquire Site 1, a City-owned property, for \$1.5 million paid to the City of Mount Vernon. Since this is now a City-owned property, it is not generating any property taxes. The Amended Project would generate 18 to 23 new permanent on-site jobs and 300± temporary construction jobs.	\$1.5 million in revenues to the City of Mount Vernon with the sale of the property. The final property tax structure will be negotiated with the City of Mount Vernon Industrial Development Agency. New rental housing priced for households up to 50%, 60% and 80% AMI. New community facility space with options for community and youth programming.
Municipal Services	Published factors indicate that the Proposed Action would generate an estimated demand for 4.63 full-time equivalent (FTE) personnel for police services and 1.4 vehicles. There would also be a minimal impact	\$1.5 million in revenues to the City of Mount Vernon with the sale of the property. The final property tax structure will be negotiated with the City of Mount Vernon.	The Amended Development Project reduces the estimated Development Site population from 317 (under the DGEIS Plan) to 272 residents. Within the Rezoning Area, the projected population is reduced from 2,318 to 2,033.	\$1.5 million in revenues to the City of Mount Vernon with the sale of the property. The final property tax structure will be negotiated with the City of Mount Vernon Industrial Development Agency.

	<p>on resultant facilities needs for police protection (i.e., 463± SF). The Proposed Action would generate an estimated demand for 3.82 FTE personnel for fire protection services and less than one FTE personnel for ambulance services. An additional 85 ambulance calls per year are also projected. The potential increased demand for vehicles includes less than one for both fire protection and ambulance services. All proposed buildings within the Rezoning Area would be constructed to the latest New York State Building and Fire Code, and would be equipped with fire alarms.</p> <p>The Development Project would result in an estimated 47 new school students.</p>		<p>There would be a corresponding reduction in the projected demand for municipal services as shown in Table 4.</p>	
Green Building and Sustainability	<p>The Development Project plans to comply with several NY State programs to reduce GHG emissions. It would pursue Passive House certification and comply with Enterprise Green Communities and NYSEDRA New Construction – Housing requirements. These and other existing NYS programs allow significant reduction of the project's carbon footprint.</p>	<p>The Development Project would use the following measures:</p> <ul style="list-style-type: none"> High standard insulation and air tightness to reduce the need for HVAC; Aim to incorporate photovoltaic arrays on the roof; Possibly pursue a geothermal heat pump system; Attempt to use wastewater heat recovery; Install electric vehicle charging stations in the parking garage; Collect recyclables; 	<p>The Development Project plans to comply with several NY State programs to reduce GHG emissions. It would pursue Passive House certification and comply with Enterprise Green Communities and NYSEDRA New Construction – Housing requirements. These and other existing NYS programs allow significant reduction of the project's carbon footprint.</p>	<p>Mitigation measures, as previously proposed, would be implemented to reduce GHG emissions and reduce the Development Project's carbon footprint.</p>

		<p>Implement waste management during demolition;</p> <p>Use low emitting materials in the interior finishes</p> <p>Enhanced indoor air quality measures will be incorporated through energy or heat recovery ventilation that supplies mechanically filtered fresh air to all habitable and amenity spaces;</p> <p>Hi albedo roofing will be used for reducing heat island effect;</p> <p>Vegetated green roof; and</p> <p>Stormwater collection</p>		
Construction	<p>Short-term construction related impacts to air-quality, noise and construction.</p> <p>Best Management Practices will minimize adverse impacts.</p> <p>There will be alternating traffic lane closures affecting South 2nd Avenue and South 3rd Avenue when a mobile crane is in use.</p>	<p>All construction would be conducted in a manner consistent with the City's Noise Ordinance.</p> <p>Construction noise BMPs are recommended to further minimize the potential for impact.</p> <p>During the phases of construction when on-site parking for workers is not possible, an evaluation will be made as to the need to secure off-site parking for construction workers and provide shuttle transport to the site.</p> <p>Construction will follow NY State Standards and Specifications for Erosion and Sediment Control for construction areas.</p>	<p>Short-term construction related impacts to air-quality, noise and construction.</p> <p>Best Management Practices will minimize adverse impacts.</p> <p>There will be alternating traffic lane closures affecting South 2nd Avenue and South 3rd Avenue when a mobile crane is in use.</p>	<p>Mitigation measures, as previously proposed, would be implemented to minimize short-term construction related impacts.</p>

3

Responses to Comments

This section includes the comments made either at the public hearings or during the public comment period and the responses thereto. The comments are arranged by topic, similar to the arrangement within the DGEIS. When similar comments were made by more than one person, they have been combined and responded to together.

Comments have been presented verbatim or summarized and grouped together, as appropriate, to cover a range of repeated, similar, or related comments.

Comments are arranged by the following topics:

Procedure (PR)

Project Description (PD)

Zoning, Land Use and Community Character (ZL)

Urban Design and Visual Character (UD)

Historic and Archaeological Resources (HA)

Natural Resources (NR)

Hazardous Materials (HM)

Infrastructure (IN)

Traffic and Transportation (TR)

Air Quality and Noise (AN)

Economic Development (ED)

Municipal Services (MS)

Green Building and Sustainability (GB)

Construction (CS)

Analysis of Alternatives (AA)

Adverse Impacts that Cannot be Avoided (AI)

3.1 Procedure (PR)

Comment PR1: Scheduling this hearing on December 13, in the middle of the holiday season, prematurely closing it, and then allowing 14 days for written comments on or before December 27, also in the holiday season, does a great disservice to the community. The reason very few people attended and commented at the hearing is that they likely were unaware of it, or were otherwise distracted with the holiday, be it Christmas, Hanukkah or Kwanzaa. Continuing the hearing in January, which was the original plan, as expressed by Councilmember Cleason, would have been the prudent thing to do. Please explain why, in the public interest, this hearing was closed and further verbal comments shut off. (C2-1)

Response PR1: The DGEIS for the Proposed Action was the subject of two public hearings. The first was held on August 9, 2023 and second, as the commenter noted, was held on December 13, 2023. Both hearings were properly noticed in the Journal News and the New York State Department of Environmental Conservation (NYSDEC) Environmental Notice Bulletin (ENB) prior to the hearings. The notices described the Proposed Action, provided dates regarding the Notice of Completion of the Draft Generic Environmental Impact Statement (DGEIS), and disclosed the date, time and place of the public hearings. The close of the comment period as well as the physical address and web address of where to send comments regarding the DGEIS was also included in the notice. The notice indicated that the DGEIS was available for review on-line at the City's website and in hard copy at the office of the City Clerk and the Mount Vernon Public Library. At both meetings, the Proposed Action was presented by the Applicant team and members of the City Council and public were then permitted to make comments on the DGEIS. The period for providing comments on the DGEIS was extended to December 27, 2023, well beyond the statutory minimum timeframe of 30 days after the acceptance of the DGEIS for completeness by the Lead Agency, which occurred on June 29, 2023.

Comment PR2: That is, the technical data and studies in the DGEIS are intended to inform, and be the foundation for, the rezoning. Land use counsel should have advised Council members of this at the outset of the hearing, as it is not an "in favor of" or "opposed to" scenario; those opinions would typically be voiced at the rezoning stage, and the Council was incorrect in framing it as such at the December 13, 2023 DGEIS hearing. Please correct/amend the record to reflect this. (C2-2)

Response PR2: The Council members were so informed as to the correct way to receive and characterize information.

Comment PR3: Comments by Councilmembers Copeland and Thompson expressing support for the project were also inappropriate, as their role as decision makers at this stage is to review the DGEIS, listen to public comments and reserve judgment until all the information has been submitted and responded to by the applicant in the FGEIS. Showing any bias "for or against" was premature and misplaced. Typically, questions/comments are heard from the public with no response -- although questions can be asked about DGEIS details, as was the case with Councilmembers Gleason and Poteat. Therefore, any expressed bias by City Councilmembers should be stricken from the meeting minutes record. Please do so. (C2-3)

Response PR3: Comments made by members of the Lead Agency are not considered inappropriate.

Comment PR4: Further, with the closing of the DGEIS hearing on December 13, and the December 27, 2023 deadline for receipt of written comments, I understand the applicant will prepare a FGEIS responding to those comments, for further review and comment by the public at a subsequent FGEIS hearing to be scheduled. This would include any additional studies -- traffic, parking, visual and fiscal for example -- suggested in the DGEIS. Please re-confirm that this is the case. (C2-4)

Response PR4: It is confirmed that this FGEIS has been prepared in response to comments received on the DGEIS prepared for the Proposed Action, which has been published for consideration by the involved agencies and any interested parties. It is noted that the SEQRA statute does not require a hearing on an FGEIS, and while concerned parties or other agencies, may comment in writing to the Lead Agency on the final EIS, the Lead Agency has no obligation to respond to comments on an FGEIS. The Lead Agency will determine if a subsequent FGEIS hearing is to be scheduled.

Comment PR5: With the ongoing preparation of the Comprehensive Plan, including the Phase I Downtown Vision Report, it is assumed that no decision on this proposed DTOAD rezoning will be made before that Plan, including SEQRA analysis, is adopted. To do otherwise would be putting the "cart before the horse" and constitute a "fragmented approach" to planning, as noted by the Westchester County Planning Board in their August 22, 2023 comment letter on the DGEIS. Please confirm that this project will not be approved before the Comprehensive Plan is adopted. (C2-5)

Response PR5: The Downtown Vision Report was adopted by the Mount Vernon City Council on January 24, 2024. The Proposed Action has been reviewed for its consistency with the Phase I Downtown Vision Report findings and recommendations (see Response ZL15). The City Council determined that pausing all development in the City through a moratorium while the multi-year Comprehensive Plan process was completed, was unnecessary and that individual projects that are consistent with the Phase I Downtown Vision Report, could be advanced. The City Council remains empowered to adopt interim or final approvals related to the Project.

Comment PR6: 17 of the 317 units, approximately 5%, will be live-work loft units. This is a very small percentage for a project that touts its "arts identity". Please explain why this number is not higher and how the applicant defines "artist" in order to qualify for these units. (C2-8)

Response PR6: The Development Project has been amended and no longer incorporates live/work artist units. However, the building design integrates co-working areas, creative common space, and distinct amenity spaces dedicated to collaborative art creation and display, both internally and within the community.

Comment PR7: And I would ask that this Council continue to have further public hearings because there is so much detail to both the specific project and the rezone that it's important that people have time to review it. (H1-2)

Response PR7: See Response PR1.

3.2 Project Description (PD)

Comment PD1: Purpose and Intent – Is there a specific distance that limits the benefits of the DTOAD “around the Mount Vernon East train station”? Is the entire DTOAD included or just that portion closest to the train station? (C1-1)

Response PD1: For purposes of transit oriented development (TOD), a typical walking distance is considered 5 to 10 minutes, or approximately ¼- to ½-mile. The entire DTOAD Rezoning Area is within this walkable distance of the Mount Vernon East Metro North station and would benefit from the proposed DTOAD zoning. Within the DTOAD, the four parcels in closest proximity to the Mount Vernon East train station have an allowable building height of 15 stories. This is greater than the allowable 12 story building height of the remaining portion of the DTOAD.

Comment PD2: Verify the date of the adoption of the Mount Vernon West Form Based Code. It is believed that it was adopted prior to the 2020 date referenced in the DEIS. (C1-2)

Response PD2: The Mount Vernon West (MVW) Transit Oriented Development Form Based Code was adopted on September 11, 2017.

Comment PD3: Density Bonus – The density bonus of up to two stories is provided in exchange for “off-site improvements, amenities or development actions.” What is meant by off-site development actions? Are any criteria proposed to provide guidance to the City Council when considering the density bonus? (C1-3)

Response PD3: The specific off-site civic improvements, amenities or development actions required in exchange for the height bonus of up to three stories are listed in the Draft DTOAD Zoning (**Appendix C**) under Section 5. Incentives. This section also includes a list of criteria that the City Council shall consider in granting the height bonus. See **Appendix C** for a full list.

Section 8 of the Draft DTOAD Zoning outlines the administrative procedures for project review and approval. Section 7 of the Draft DTOAD Zoning describes the design guidelines, which would apply to all sites within the DTOAD including off-site civic improvements, amenities or development actions above and beyond those that are directly or indirectly necessitated by the proposed project itself.

Comment PD4: Youth Programing – The DGEIS indicates that “additional partners will be sought in order to expand the educational offerings...” Would the addition of currently unidentified partners have the potential to alter or modify the space allocation, layout or configuration of the Development Project? (C1-4)

Response PD4: The community facility space has been designed by the project architect for flexibility and to accommodate the typical needs of arts facilities and youth-based educational service and community facilities. While the interior finishes and design may vary based on the final partners, the space allocation and site plan details would not change.

Comment PD5: Arts Programing – Is there a need to further clarify/regulate the type of artist work that may occur in the live/work units? Various types of “industrial” arts may be incompatible with residential uses (for example, artists forging metals works, welding, various chemical processes, or activities that produce various nuisances inconsistent with residential activities). (C1-5)

Response PD5: The Amended Development Project no longer incorporates live/work artist units as a result of certain funding and fair housing requirements. However, the building design integrates co-working areas, creative common space, and distinct amenity spaces dedicated to collaborative art creation and display, both internally and within the community. Only those materials and processes that are compatible with residential use will be allowed. All uses will be required to comply with local and state building codes prohibiting the use of hazardous materials as defined in the Mount Vernon Code Article IV - Hazardous Materials.

The Applicant has committed to the following measures as it continues to advance and finalize the program and financing structure for the Amended Development Project in order to strengthen ties to the existing Mount Vernon community:

- Over 8,000 square feet of indoor and outdoor space will be dedicated to arts programming including the 4,000-square-foot outdoor courtyard space for the arts and a 4,250-square-foot indoor space for community arts programming.
- Coordinate with the local artists community to identify opportunities for the showcasing of local works of art within the project’s public, private, and semi-private areas, including the potential for a significant public art installation in the form of a prominent mural(s) on a portion of the building’s facades highlighting the project’s connection to the arts

See examples below of other Applicant projects that contribute to and support the arts even without designated artists units.



Van Dyke Commissioned Lobby Art



425 Grand Concourse Commissioned Lobby Art



425 Grand Concourse Commissioned Lobby Art



Van Dyke Commissioned Mural Art



Randolph Houses Lobby Art

Comment PD6: Green & Resilient Design – The DGEIS notes that the building will emit zero greenhouse gas emissions. Is the Applicant willing to have this commitment established as an enforceable condition of site plan approval? (C1-6)

Response PD6: The Development Project will be at the forefront of the green building objectives of the New York State Climate Leadership and Community Protection Act (2121). Designed to passive house standards and without the use of fossil fuels, the proposed Development Project will contribute zero in greenhouse gas emissions. The Applicant is willing to have this commitment established as an enforceable condition of the site plan approval.

Comment PD7: The Applicant is requested to clarify how the proposed “local preference” for Mount Vernon residents will be created, that fully complies with all Fair Housing laws. (C1-7)

Response PD7: The Development Project will establish a Fair Housing Marketing Plan that will be approved by the City, which will ensure compliance with all NYS and Federal Fair Housing laws. As stated in the DGEIS, some percentage of the units may benefit existing Mount Vernon residents. Fair Housing laws prohibit the restriction of housing to existing residents.

Comment PD8: It is noted that the 1st floor courtyard is accessed from within the building, but will be used occasionally for public events. Is public access to the courtyard available without entering the building? If access is only available from within the building, what security measures are proposed? (C1-8)

Response PD8: The Applicant is committed to making the outdoor arts courtyard space accessible to the Mount Vernon community at specified times and will work with the operator of the arts community facility space to make this feasible. Public access to the outdoor courtyard space for the arts would be provided through participation in programming by the managing community operator.

Comment PD9: Are specific units designated for the artist workshop space? Could any unit in the building be used as an artist live/work space? (C1-9)

Response PD9: The Development Project has been amended and no longer incorporates live/work artist units. However, the building design integrates co-working areas, creative common space, and distinct amenity spaces dedicated to collaborative art creation and display, both internally and within the community.

Comment PD10: Should the artist live/work spaces be included in the tally of permanent jobs? (C1-10)

Response PD10: The artist live/work residents were not included in the DGEIS estimate of permanent jobs so as to provide the most conservative estimate of permanent jobs from the Development Project. It is noted that the Amended Development Project no longer incorporates live/work artist units.

Comment PD11: Proposed Action Purpose, Needs and Benefits – It is recommended that an additional policy be added addressing sustainability and resiliency. (C1-11)

Response PD11: Comment noted. An additional policy has been added to the Draft DTOAD Zoning (**Appendix C**). It is also noted that the Design Guidelines incorporated in Section 7 of the draft zoning includes recommendations for Sustainability and Green Building Design. The Development Project has been designed to incorporate various measures to address sustainability and resiliency as detailed in DGEIS Section 2K Green Building and Sustainability. These measures include compliance with NY State programs to reduce GHG emissions. It would pursue Passive House certification and comply with Enterprise Green Communities and either NYSEDRA Multifamily New Construction or NYS HCR Clean Energy Initiative (CEI) requirements (which are exclusive of each other).

Comment PD12: Please explain why the unit split cannot be more geared toward 90% AMI and above, making this a true mixed income project. Also, please provide the unit sizes by square footage and any amenities provided in the unit (washer dryer, etc.). (C2-10)

Response PD12: The proposed income mix for 20 South 2nd Avenue will allow for a range of income earners to benefit from this new, high-quality housing in downtown Mount Vernon. Based on current market conditions, 80 percent AMI approximately equates to the market-rate level in the area. Additionally, the AMI spread is limited by the available project funding. The unit mix that the Applicant has proposed allows the 20 South 2nd Ave project to be eligible for Federal and State LIHTCs, as well as a variety of other State and Westchester County funding sources, without which the project would not be feasible. It is also worth noting that the range of rents for the proposed income mix at 20 South 2nd Avenue is similar to what is being achieved at comparable properties in the market. Finally, a key goal of the Applicant is to provide units priced to serve and benefit the existing community. All of these factors contributed to the proposed AMI spread of the Development Project. The Westchester County rent and income limits for 2024 are provided in the table below.

Table 11 Westchester County Rent & Income Limits for 2024

LIHTC Rent Limits for 2024			
	50% AMI	60% AMI	80% AMI
Studio	\$1,367	\$1,641	\$2,188
1BR	\$1,465	\$1,758	\$2,344
2BR	\$1,757	\$2,109	\$2,812
LIHTC Income Limits for 2024			
	50% AMI	60% AMI	80% AMI
1 Person	\$54,700	\$65,640	\$87,520
2 People	\$62,500	\$75,000	\$100,000
3 People	\$70,300	\$84,360	\$112,480
4 People	\$78,100	\$93,720	\$124,960
5 People	\$84,350	\$101,220	\$134,960

Source: Novogradac Rent & Income Limit Calculator

Note: These Rent & Income Limits are published annually by HUD

For the Amended Development Project, the average studio is approximately 512 SF, the average one-bedroom unit is approximately 628 SF, and the average two-bedroom unit is approximately 903 SF. All units would contain individual heating and cooling controls, filtered mechanical fresh air supply, electric stoves, microwaves with recirculation hoods, dishwashers, refrigerator/freezer combinations, as well as coat, clothes, linen, and bulk storage spaces. Laundry rooms are provided on each residential floor of each building and are accessed by the residents only. Laundry equipment is provided by a third party laundry provider that will maintain the equipment and charge for its usage.

Comment PD13: Should any proposed development be located adjacent to Metro-North's active rail operations, the proposer will need to consult with Metro-North regarding clearances and setbacks to Metro-North's active rail operation. (C4-1)

Response PD13: Comment noted. No development is proposed adjacent to Metro-North's active rail operations.

Comment PD14: Should any proposed development be located adjacent to Metro-North's active rail operations, the proposer will need to consult with Metro-North to determine whether or not entry permits from Metro-North are required for investigative site work and/or for construction. Additionally, the construction means and methods as well as storm water, drainage, site preparation and other plans must be reviewed and approved by Metro-North. (C4-2)

Response PD14: Comment noted. No development is proposed adjacent to Metro-North's active rail operations.

Comment PD15: Should any proposed development be located adjacent to Metro-North's active rail operations, the proposer will need to identify Metro-North as an "Involved Agency" and list Metro-North as a "State Agency" in the Government Approvals section of SEQRA. (C4-3)

Response PD15: Comment noted.

Comment PD16: Should any proposed development be located adjacent to Metro-North's active rail operations, the proposer will need to install and maintain an eight-foot non-scalable security fence separating the development parcel from the active rail operation. (C4-4)

Response PD16: Comment noted. No development is proposed adjacent to Metro-North's active rail operations.

Comment PD17: Page 22 of the DGEIS indicates that this development will incorporate the City's Detailed Design Guidelines. As properties in future phases of the DTOAD may eventually include properties adjacent to Metro-North's active rail operation on its New Haven Line, Metro-North is interested in those guidelines as they have the potential to include measures to reduce

impacts to Metro-North and its operation (specifically related to potential shadow impacts, etc.). (C4-12)

Response PD17: Comment noted. Design Guidelines are included with the Draft DTOAD Zoning (**Appendix C**) under Section 7. Design Guidelines.

Comment PD18: We also recommend that the location of the replacement community garden be notated on the site plans, as the DGEIS only states its replacement in the narrative. Indication should also be made as to how the public would access the new replaced garden area, as the proposed courtyard would be fenced-in with access only through the building. If public access to this garden is not provided, a new garden should be established within the neighborhood that is publicly accessible. (C5-4)

Response PD18: A portion of the interior open space on the Development Project Site would be dedicated to an outdoor courtyard space for the arts and would be programmed through a community provider to allow for a continued community amenity on the site. The outdoor courtyard space for the arts is an approximately 4,000-SF outdoor space within the buildings' courtyard area. The outdoor courtyard arts space is anticipated to be managed by the operator of the arts space and the property management team. Public access to the courtyard will be available through participation in educational sessions, community events, partnerships with local community groups, and other opportunities coordinated by the operator. Specific details for the operation of the outdoor courtyard arts space will be determined in concert with the operator and further refined as the project moves forward. The Applicant will work with the operator of the arts space to identify opportunities for the public to participate in activities that occur at the outdoor courtyard arts space.

Comment PD19: We note that while the proposed building would have windows and pedestrian access points along both street fronts, the structure of the building is visually massive and would form a continuous sheer facing of 11 and 12 stories for 200 feet, longer than most buildings in the City and especially longer than the other buildings in the neighborhood. We recommend that upper story step-backs be included along the street frontages in order to avoid an excessively massive, visually imposing building. We note that the other taller buildings in the neighborhood orient their courtyards towards the streets. As the proposed courtyard would be located on the rooftop of the garage, orienting it to the street would provide a visual break from the building mass (at least on one street frontage) while still maintaining privacy for those using the amenity. (C5-5, C6-16)

Response PD19: In response to community comments, the Applicant has modified the Development Project bulk. Upper story setbacks have been incorporated at the 9th and 11th floor of each street frontage. More than half of the street façade facing South 2nd Avenue sets back 10 feet at the 9th floor and the rest of the street façade sets back the same distance at the 11th floor, with the top two floors being setback this distance along the entire South 2nd Avenue frontage. Similarly, more than half of the street façade facing South 3rd Avenue sets back 10 feet at the 9th floor and the rest of the street façade sets back the same distance at the 11th floor, with the top two floors being setback this distance along the entire South 3rd Avenue frontage.

The Amended Development Project will revitalize an underutilized lot and encourage foot traffic with residents, employees, and visitors coming to the Development Site. With improved

sidewalks, lighting, and community facility spaces on the ground floor, the Amended Development Project will increase pedestrian activity on the street and improve the vibrancy of the streetscape.

Comment PD20: We encourage the City to review sections of the Code related to building mass to ensure that the design of any new buildings are formulated in a manner harmonious with the existing streetscape, and provide aesthetic consideration for the whole downtown. Specifically, incorporating step-back requirements at the fourth or fifth story may help "break up" the mass of the building, and provide more access to the sky for pedestrians on the street and neighboring shorter buildings. (C5-6)

Response PD20: The FGEIS Amended Development Project reflects a reduced overall density compared to the DGEIS Development Project. The number of units proposed has been reduced from 317 to 272. In addition to the reduction in the number of units proposed, the Applicant has modified the building footprint to best accommodate the reduced density and improve the overall architectural design of the site. The modified building footprint includes the building fronting on South 3rd Avenue and the building fronting on South 2nd Avenue, but the portion of the building along the northern property line has been eliminated. Rather than a C-shaped building with a center courtyard, there are now two buildings oriented along the two street frontages. This increases the daylight availability to the northern neighbors' rear yards which was blocked by the prior building configuration. In addition, the building has been stepped back at the 9th and 11th stories to provide reduced overall massing and increase visual interest. Finally, in response to community comments, the Amended Proposed Action reduces the overall permitted height within the Rezoning Area from 19 to 15 stories for the four parcels closest to the Mount Vernon East train station and 12 stories for the remainder of the DTOAD area.

Comment PD21: The document discusses the proposed project as a starting point for the Arts and Transit-Oriented Development Zoning District but provides minimal insights into how said proposed development is an impetus for the DTOAD zone, which is described only conceptually. (C6-1)

Response PD21: The purpose and intent of the proposed DTOAD zone is detailed in the Draft DTOAD Zoning (**Appendix C**). The Development Project's consistency with the purpose and intent of the DTOAD is detailed throughout the DGEIS. As the first site proposed for development under the DTOAD zone, the Development Project will facilitate future projects by demonstrating significant private investment in this two-square block area and establishing the initial critical mass needed to spur further private investment into this area.

While the Amended Development Project no longer incorporates live/work artist units, the draft DTOAD zone is consistent with the larger policy initiatives expressed by the City of Mount Vernon as part of the City's current efforts to update the Comprehensive Plan. As detailed in the Downtown Vision Report, it is recommended that the Comprehensive Plan consider policy initiatives including:

- *Define "artist studio," and allow live/work for artists and their studios; allow onsite sales of artist products subject to appropriate controls. Art-related uses would benefit the Downtown, both in terms of their suitability for existing buildings in the Downtown*

area, in addition to their ability to attract locals and visitors to the Downtown. Such uses also amplify the city's rich, artistic history.

- *Allow certain, low impact uses that may be categorized as "light manufacturing" and/or "artisanal manufacturing" in the Downtown area and in appropriate mixed-use and commercial areas.*

The Draft DTOAD is consistent with the Mount Vernon Arts, Culture & Heritage Master Plan (2018) and the 2009/2011 draft Comprehensive Plan, which assess the needs of the city and develop design strategies to drive the city's economy and lead its development. The draft Comprehensive Plan also provides contextual framework for the Arts, Culture and Heritage Master Plan by outlining:

- *Rezoning through mixed-use residential and commercial development in highly dense areas, integrating creative industry and culture.*
- *Arts jobs creation, contributing to economic development.*

The Amended Development Project is estimated to generate new jobs within the Rezoning Area, including property management and maintenance jobs and community facility jobs. The Amended Development Project will facilitate future projects by demonstrating significant private investment in this two-square block area and establishing the initial critical mass needed to spur further private investment into this area. The DTOAD zoning text promotes artist and cultural uses within the Rezoning Area, and therefore future job creation in the arts field is anticipated.

Comment PD22: Could the project be reworked and re-conceptualized to scale back the actual residential portion of the project in favor of something more mixed-use, wide ranging and befitting the actual supposed promise of the proposed DTOAD zone? (C6-2)

Response PD22: The Amended Development Project provides 11,630 square feet of community facility space. Based on the current design, the ground floor is fully allocated to non-residential uses, and second floor commercial is not viable on this site as this space would not be ideal for retail businesses that rely on ground floor foot traffic and the market would not support office space. Non-residential components of the Development Project are focused on community facility space and youth-oriented services based on feedback from the local community. The 11,630 square feet will be dedicated to youth and community-oriented programming and arts programming to create a robust community facility space.

In addition, the public will be able to access the outdoor arts courtyard space for scheduled public events in coordination with a community provider.

Comment PD23: Project offers a residential development to attract young artists and professionals but doesn't provide any overt commercial or arts-related plans for the future of the proposed district. They discuss the future potential for a public open space amenity, community recreation facility or community cultural facility such as a theater, museum, gallery, or performance center; however, the substance towards those ideas within the document is minimal, and they are more alluded to than presented as a true element of the development that is being proposed by the DGEIS. (C6-3)

Response PD23: The Development Project building design integrates co-working areas, creative common space, and distinct amenity spaces dedicated to collaborative art creation and display, both internally and within the community. The Applicant has committed to coordinating with the local artists community to identify opportunities for the showcasing of local works of art within the project's public, private, and semi-private areas, including the potential for a significant public art installation in the form of a prominent mural(s) on a portion of the building's facade(s) highlighting the project's connection to the arts. In addition, over 8,000 square feet of indoor and outdoor space will be dedicated to arts programming including the 4,000-square-foot outdoor courtyard space for the arts and a 4,250-square-foot indoor space for community arts programming.

The synergy between local artists and the adjacent youth and community educational facility fosters creative programming, with resident artists offering instruction and mentorship to local youth, nurturing the next generation of artists.

As the district develops further, additional uses are expected to complement and enhance the artistic and cultural objectives of the DTOAD.

Comment PD24: The language surrounding uses for artists and artist studio development is confusing, often blurring the line between residential and commercial properties ("artist-in-residence" is noted as a commercial space in the uses, but the 17 proposed live/work units for the artists in the proposed development seem to contradict this?). There is also no marketing plan presented that is geared towards artists. (C6-4)

Response PD24: The Amended Development Project no longer incorporates live/work artist units. The building design integrates co-working areas, creative common space, and distinct amenity spaces dedicated to collaborative art creation and display. This space is designated as residential amenity space, not commercial space. Marketing plans have not been developed at this early stage in the approval process. However, the Applicant has committed to coordinating with the local artists community to identify opportunities for the showcasing of local works of art within the project's public, private, and semi-private areas, including the potential for a significant public art installation in the form of a prominent mural(s) on a portion of one or more of the building's facades highlighting the project's connection to the arts. In addition, over 8,000 square feet of indoor and outdoor space will be dedicated to arts programming including the 4,000-square-foot outdoor courtyard space for the arts and a 4,250-square-foot indoor space for community arts programming.

Comment PD25: Unit mix is seemingly aimed at young single professionals, but the document does not consider the actual demographics in the City of Mount Vernon in terms of the kinds of units within the proposed development (with the vast majority being studio to 2-bedroom units). Only 24.3% (77) of the 317 units are two-bedrooms, without any three-bedrooms. Could they provide more 2- or 3-bedroom units for young families, or existing families within the city in need of housing? (C6-6)

Response PD25: The Amended Development Project will include 57 studios, 139 one-bedroom and 76 two-bedroom apartments. This unit mix has been developed in response to community feedback in order to minimize potential impacts to the school district.

Comment PD26: It should be reconsidered who the intended residents of the proposed development will be and how they will benefit from the walkable proximity to the Mount Vernon East train station. Do artists and young professionals in the city require this housing? Is it intended to attract young professionals not from Mount Vernon? Where will they be traveling to and from? (C6-7)

Response PD26: The Development Project will provide new housing options, including workforce housing options. The transit-oriented development (TOD) model promotes walkability, sustainability, and affordability for the community. Based on the TOD location of the Development Project, it is expected that some future residents of the site may be young professionals. As stated in the DGEIS, some percentage of the units may benefit existing Mount Vernon residents. However, Fair Housing laws prohibit the restriction of housing to existing residents.

Comment PD27: Open communal space is not considered within the scope of work of the proposed development, beyond the vague promise that the courtyard proposed at the center of the development will provide relief to other parks in the surrounding area. (C6-8)

Response PD27: The Development Project provides 11,630 square feet of indoor community facility space. Non-residential components of the Project are focused on community facility space and youth- and arts-oriented services based on feedback from the local community. The community facility space will have limited public access and will be operated with arts and youth-oriented programming. 7,380 square feet of this community space will be designated specifically for youth and community-oriented programming. . In addition, the public will be able to access the outdoor courtyard space for the arts through participation in programming by the managing community provider.

Comment PD28: Should a space intended for public engagement, such as a park or outdoor location for concert events, art festivals and galleries, be included as a component of the proposal? Other nearby cities, towns and villages have spaces intended for this use. There are several additional properties in the proposed DTOAD zone area with an existing zoning use for institutional or public assembly that could be considered for this in the future. (C6-9)

Response PD28: See response to Comment PD27. The Draft DTOAD Zoning (**Appendix C**) allows for the types of community purpose uses suggested by the commenter. As the district develops further, additional uses within the rezoning area are expected to complement and enhance the artistic and cultural objectives of the DTOAD.

Comment PD29: Should additional commercial businesses (restaurants, art galleries, health and fitness facilities, microbreweries) be more at the forefront of a proposal for creating the proposed DTOAD zone? (C6-14)

Response PD29: The Draft DTOAD Zoning (**Appendix C**) allows for a variety of commercial uses including retail, restaurants, bars, art galleries, and others. As the district develops further, additional commercial uses may be incorporated into future development proposals. See

response to Comment PD22. The Applicant has no objection to the City expanding the array of allowable appropriate commercial uses in the DTOAD.

Comment PD30: I did read the 274-page plan. I'm concerned that it's basically an affordable housing plan with a veneer of art tacked on top of it. It will have 317 rental units with the potential down the road for 1,397 units where 90 percent of the units are allocated to residents whose Area Median Income would be 45,000 to about \$53,000, which is already below Mount Vernon's already low median income of \$59,000. Only 17 units or a paltry five percent of the units are designated for artists, as such how can it be designated as an art district? (H3-1)

Response PD30: As proposed, the Development Project will provide rental apartments to households earning up to 50%, 60% and 80% of the area median income (AMI). There are 84 units at 50% AMI, 161 units at 60% AMI, and 26 units at 80% AMI. One unit will be designated for the building superintendent. The apartment units will be marketed to households which meet the Westchester County median income limits as determined by HUD annually.

The AMI income limits for 2024, by household size, are shown below:

Table 12 AMI for Westchester County

	1 Person	2 Person	3 Person	4 Person
50% AMI	\$54,700	\$62,500	\$70,300	\$78,100
60% AMI	\$65,600	\$74,950	\$84,350	\$93,700
80% AMI	\$87,500	\$99,950	\$112,500	\$124,950

Source: 2024 HUD-Adjusted Area Median Income (AMI) for Westchester County.

There are not yet any development proposals for the other potential development sites within the DTOAD, so it is unknown what the proposed market affordability of those development sites would be.

The Amended Development Project no longer incorporates live/work units. However, the building design integrates co-working areas, creative common space, and distinct amenity spaces dedicated to collaborative art creation and display. While it is not yet known what the other potential development sites within the DTOAD would propose relative to arts and culture, the Proposed Action Rezoning would create a zoning framework that permits by right and supports the development of new cultural resources and built amenities.

Comment PD31: Already the contours of this plan fly in the face of what participants in the 2023 Comprehensive Plan town hall through community conversations have told the City about what they wanted to see in the future for Downtown Mount Vernon. Number one, no more pilots. So hopefully that's not going to be tacked on. Only developments that contribute significantly to the taxpayers. (H3-2)

Response PD31: The Downtown Vision Report was adopted by the Mount Vernon City Council on January 24, 2024. The Proposed Action has been reviewed for its consistency with the Phase I Downtown Vision Report findings and recommendations (see Response ZL15).

See Response PD33 for a discussion of the project benefits.

The Amended Development Project will be seeking a PILOT from the Mount Vernon Industrial Development Agency (IDA) in accordance with their Uniform Tax Exemption Policy (UTEP) in support of the inclusion of housing units affordable to working families, affordable to City of Mount Vernon residents based on current median income analysis, and in support of the inclusion of community facility space and programming. Absent a PILOT from the IDA pursuant to their UTEP, these benefits would need to be reevaluated, reduced, or eliminated. Also, additional benefits being generated by the project include: workforce housing, municipal infrastructure investments (including but not limited to water/sewer, storm water management, public right-of-way improvements), green building technologies (geothermal heating & cooling, photovoltaic electricity), and open space (courtyard space for the arts) would need to be reevaluated, reduced, or eliminated absent IDA assistance.

In preparing the tax revenue and expense analysis included, the Applicant utilized two distinct methodologies. First, the Applicant obtained a preliminary real estate tax estimate from the City of Mount Vernon for the originally proposed project. This estimate has not been revised to reflect any changes or modifications made pursuant to this FGEIS process. This estimate is how the total annual tax projection in **Table 6** was derived. Additionally, the Applicant included an estimate derived from collecting the amount of real estate taxes paid by several existing projects comparable in size and use. The associated comp set was included for review as an exhibit and resulted in the \$3.18/GSF figure referenced elsewhere in this FGEIS. Both of these figures are evidence-backed calculations used to estimate potential tax revenue for the Amended Development Project. It is expected that the property taxes generated by the project will be used to offset the costs for municipal services. Additionally, the project will contribute to repairs and improvements to certain municipal infrastructure assets and provide ongoing community benefits through its community facility and green building technology investments.

Finally, the Amended Development Project will undergo a formal cost benefit analysis as part of the application and evaluation process with the IDA pursuant to the UTEP.

Comment PD32: As for the proposal, will it be in keeping with the Mount Vernon residents' desire for less density, less height and more green? The community space in urban garden that was referred to tonight, hardly seems adequate in the terms of number of residents that we would be anticipating. (H8-1)

Response PD32: The FGEIS Amended Development Project reflects a reduced overall density compared to the DGEIS Development Project. The number of units proposed has been reduced from 317 to 272. In addition to the reduction in the number of units proposed, the Applicant has modified the building footprint to best accommodate the reduced density and improve the overall architectural design of the site. The Development Project provides 11,630 square feet of community facility space. Finally, in response to community comments, the Amended Proposed Action reduces the overall permitted height within the Rezoning Area from 19 to 15 stories for the four parcels closest to the Mount Vernon East train station and 12 stories for the remainder of the DTOAD area.

The Development Project will contain site and building amenities. Planned amenities include roof amenities, a fitness center, bicycle storage, co-working space, creative common space, recreation rooms and lounges. In addition, the public will be able to access the backyard space dedicated to the arts through participation in programming with the managing community provider.

The Amended Development Project generally aligns with the goals and vision for the Downtown Vision Report including, prioritizing public transit and active land uses by reducing off-street parking requirements in favor of transit-accessible development, the promotion of green building technologies, and revitalizing the downtown through new development.

Comment PD33: You know, is this art component a mere distraction from what will actually turn out which is the usual multi-family rental stressing further our infrastructure, securing pilots and other tax exemptions. (H8-2)

Response PD33: The Proposed Action purpose, need and benefits are detailed in the DGEIS Project Description. This includes an examination of the purpose, needs and benefits of the DTOAD, which are embedded in the zoning itself, and an examination of the Development Project Applicant's objectives of creating quality workforce rental housing in a vibrant, transit-oriented community.

The Amended Development Project will create high quality workforce rental housing for 272 households in a vibrant, transit-oriented community. The Amended Development Project will also provide the following benefits to the community:

- › New high-quality workforce rental housing for households up to 50%, 60%, and 80% of the Area Median Income.
- › Over 8,000 SF of indoor and outdoor space will be dedicated to arts programming including the 4,000-square-foot outdoor courtyard space for the arts and a 4,250-square-foot indoor space for community arts programming.
- › Over 7,000 SF of new community facility space dedicated to community and youth programming. The youth-oriented facility space will provide classroom space, multi-function space, and supporting office space.
- › An outdoor courtyard space for the arts.
- › Removal of a dilapidated and environmentally hazardous building from neighborhood concern without displacing any Mount Vernon residents.
- › Onsite parking with EV charging stations, carshare service access, and bike storage.
- › Significant investments in green building technology, site infrastructure, and public realm improvements, including:
 - The Development Project plans to pursue Passive House certification and comply with Enterprise Green Communities and either NYSEDRA Multifamily New Construction or NYS HCR Clean Energy Initiative (CEI) requirements (which are exclusive of each other).
 - Resiliency features incorporated into the building design that will allow for true shelter-in-place capabilities during prolonged power outages.
 - New and/or improved stormwater and sewer infrastructure downstream of the Development Project Site, and an activated streetscape with ground floor community facility space and new sidewalk lighting.

- › Based on the Amended Development Project, the estimated annual property taxes to all taxing jurisdictions without a PILOT would be \$979,244. The payment in lieu of taxes (PILOT) is estimated to be approximately \$500,000, adjusted annually as rents increase, pursuant to a PILOT agreement to be approved by and negotiated with the IDA.
- › An estimated \$18,000 to \$36,000 in sales tax revenues for the City, generated by the new residents of the Amended Development Project who will be spending a portion of their income utilizing Mount Vernon based retailers and businesses (assuming that 10% to 20% of disposable income is spent locally). These residents will also be supporting local retailers and businesses with approximately \$7.2 million annually in total disposable income that would be spent on retail, services, and entertainment, a portion of which would be captured locally.
- › \$1.5 million in revenues to the City of Mount Vernon with the sale of the Development Project Site.
- › The creation of 18 to 23 new permanent on-site jobs and 300± temporary construction jobs. It is expected that this workforce will support the local economy through dining, shopping, etc. at local food establishments and retailers.

The Amended Development Project will serve as a catalyst for future development, which will further benefit the City and local economy in the following ways:

- › The Proposed Action will create the Zoning Text Amendment establishing the DTOAD at the Project Applicant's cost and expense.
- › Spur future development projects within and around the DTOAD, generating substantial tax revenues and other economic impacts for the City of Mount Vernon, including:
 - Tax revenues generated by the Study Sites would be used to offset costs to provide additional services to the new population. The Proposed Action would result in a net tax benefit to the MVCSD (see **Table 7**). Additionally, the project will contribute to repairs and improvements to certain municipal infrastructure assets and provide ongoing community benefits through its community facility and green building technology investments, and the Amended Development Project will undergo a formal cost benefit analysis as part of the application and evaluation process with the IDA pursuant to the UTEP.
 - The new neighborhood retail space anticipated to be included in the Study Sites are estimated to generate annual sales tax revenues of \$284,390 to the City of Mount Vernon estimated.
 - Secondary economic impacts including the increased use of existing local businesses from residents and workers on the sites.
 - Future development proposals for Study Sites 2 through 5 are likely to result in further investment in site infrastructure and public realm improvements

Comment PD34: There would be all sorts of unrelated arts, culture and youth services. My question was by whom? (H14-2)

Response PD34: The Amended Development Project includes over 15,000 SF of indoor and outdoor community facility space that will be dedicated to the arts and youth and community

programming. The project Applicant will partner with providers of local arts programming and youth and community services to operate both an arts facility and a state-of-the-art educational facility including administrative offices, classroom space, and multi-function space that will provide youth with access to after-school and summer programming in environmental justice/green economy, arts, technology, and health & wellness. Additional partners may be sought in order to expand the educational offerings to include continuing education, job readiness training and other educational opportunities. The community facility space is envisioned as a hub for arts, youth, and community programming and will serve as connector to other offerings throughout the City of Mount Vernon.

The Development Project includes unique amenity spaces dedicated to collaborative efforts on the creation and display of both in-house and community-produced art. The synergy between the on-site artists community and the youth educational facility also allows for creative programming whereby youth benefit from the experience and creativity of the resident artists who can provide instruction and mentorship to the next generation of local artists.

Comment PD35: As for the vital needs of the youth, can this complex offer sports, a swimming pool, summer camp, family support services, after school programs, tutoring? (H14-3)

Response PD35: The Development Project will replace a building that has long passed its usefulness and stands unoccupied and dilapidated. At its prime, the building housed the former Mount Vernon YMCA, offering community services, especially for Mount Vernon's youth. The new development will provide community facility space with options for youth and community programming in much the same manner, focusing on more academic pursuits from the Environmental Leaders of Color.

Comment PD36: And there appears to be very little, in terms of the size of what we're dealing with, the green space does not seem very adequate. And why is so little devoted to gardens, green parks, open space, trees, moderate these heights and cultivate significant nature's gifts at the ground level. (H14-4)

Response PD36: The Development Project will contain site and building amenities. Planned amenities include a fitness center, bicycle storage, co-working space, creative common space, recreation rooms and lounges. Each building will contain a common rooftop terrace of approximately 3,000 sf for the use by the buildings' residents. In addition, the public will be able to access the courtyard space for the arts through participation in programming by the managing community provider.

Comment PD37: What is this group environmental leaders of color? What is this group doing? Why are they in existence? (H15-1)

Response PD37: Environmental Leaders of Color (ELOC) is a Mount Vernon-based nonprofit. ELOC educates members of socially and economically vulnerable communities about climate change. ELOC has hosted 6-week climate change education for 283 students throughout Westchester County for three years. ELOC, in cooperation with the Mount Vernon Library, has

introduced events about social justice topics, and co-sponsored the Earth Day celebration in the City of Mount Vernon.

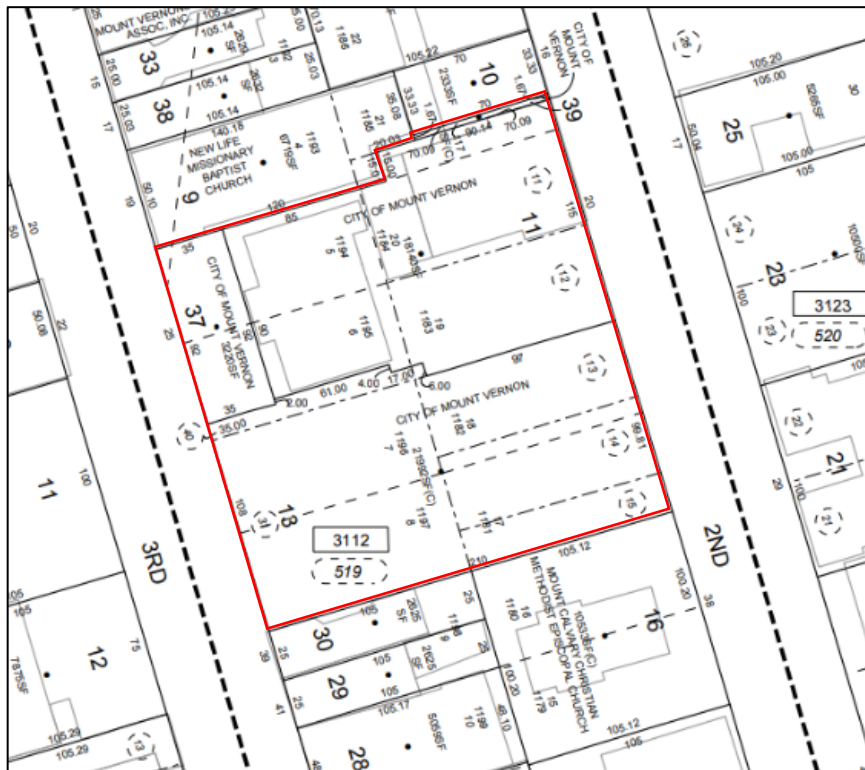
Comment PD38: We encourage the City to consider the principles of universal design in this development. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of allowing household residents to age in place as well as to provide access for persons with mobility issues. (C5-9)

Response PD38: The Amended Development Project complies with all requirements of the Uniform Federal Accessibility Standards, The Fair Housing Act, The Americans with Disabilities Act, and American National Standards Institute's Standard for Accessible and Usable Buildings and Facilities (ANSI A117.1).

3.3 Zoning, Land Use and Community Character (ZL)

Comment ZL1: Development Project Site – The narrative indicates that the Development Project Site is comprised of 4 parcels, however, Figure 2A-1 depicts 3 parcels. (C1-2)

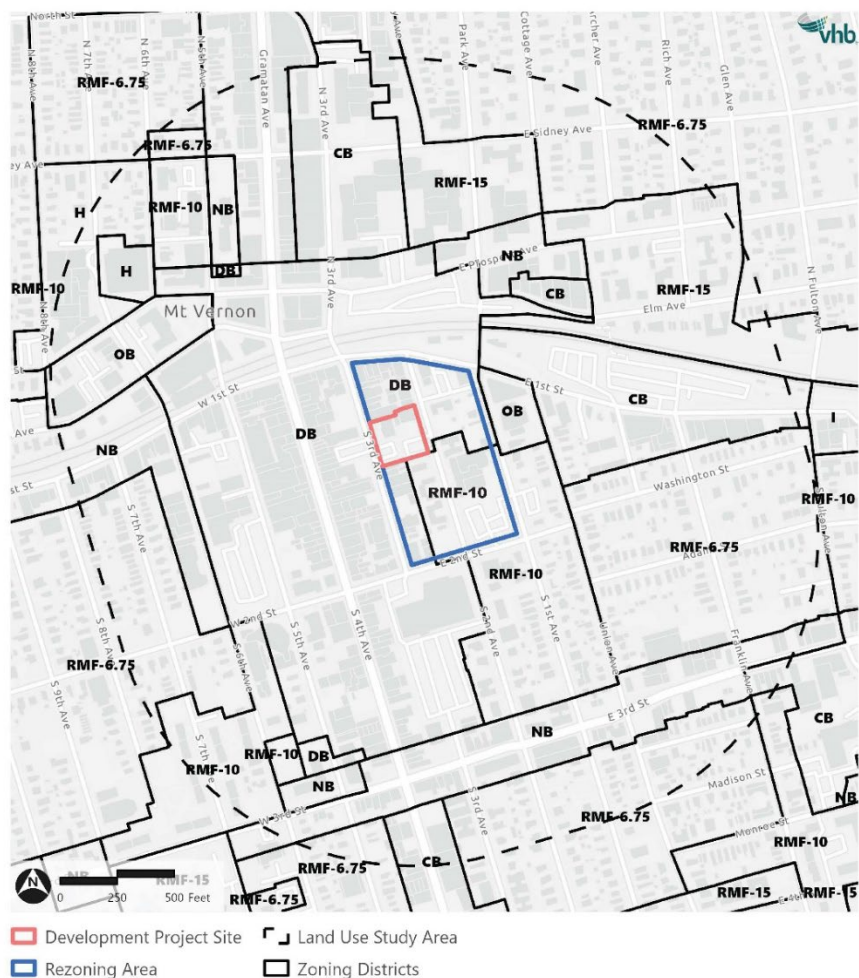
Response ZL1: It is noted that the Development Project Site is comprised of four parcels, identified on the City of Mount Vernon tax map as Section 165.70, Block 3112, Lots 11, 13, 37, and 39. Lot 39, while shown on Figure 2A-1 of the DGEIS, is a slim lot that is difficult to view at the scale necessary to show the full Rezoning Area. For clarification, the relevant portion of the City of Mount Vernon tax map is provided below showing the Development Project Site parcels outlined in red.



Response ZL2: The Applicant's original proposal for the project (dating back to 2016) was to rezone the portion of the Development Project Site that is not currently zoned for residential to allow for the proposed development. The City of Mount Vernon reviewed the application at the time and directed the Applicant to broaden the proposed rezoning to the two-square-block area. The basis for this expansion in scope was to allow for a comprehensive approach to redevelopment near the Mount Vernon East Metro North station and implementation of a form-based code to help facilitate a cohesive street front and public realm in the area rather than an isolated redevelopment proposal on the Development Project Site. The Rezoning Area was also delineated to account for its location adjacent to the South 4th Avenue retail corridor, which would be supported and complemented by an influx of new residents and spending power in the area.

Comment ZL3: Figure 2A-3 – This figure should be revised to identify the zoning designations within the blue line of the Rezoning Area. (C1-14)

Response ZL3: See the updated Figure 2A-3 below. This figure is incorporated into the DGEIS by reference.



Comment ZL4: City of Mount Vernon 2011 Draft Comprehensive Plan – Document how the themes of the 2011 plan have been (or have not been) implemented over the last 12 years. (C1-15)

Response ZL4: As detailed in Chapter 2A of the DGEIS, the 2011 Draft Comprehensive Plan outlined several planning themes aimed at promoting the growth and development of the City through job creation, increased revenues, support, reinvestment, and improved overall quality of life. These themes, and relevant implementation actions since the 2011 Plan was published, are identified below. Chapter 2A of the DGEIS also outlines the Proposed Action’s consistency with these themes.

› **Transit Oriented Development**

- The City of Mount Vernon rezoned the area around the Mount Vernon West Metro-North train station to promote the development of new transit oriented, mixed-use development.

› **Rezoning**

- The City of Mount Vernon has not implemented comprehensive zoning updates. As noted in the Downtown Vision Report adopted in January 2024, the zoning regulations do not permit residential uses in the Downtown that would bring more consistent activity to the area and support existing businesses. A corridor plan was prepared in November 2017 for the South Fourth Avenue corridor, including recommendations for zoning updates.

› **Adaptive Reuse**

- Adaptive reuse is an ongoing priority for the City of Mount Vernon. The Downtown Vision Report identified the Economic Development Strategy of “Revitalizing the downtown through new development, *adaptive reuse*, rehabilitation of existing buildings, and improvements to the public infrastructure that make it safe and attractive for merchants and their customers.”³

› **Mobility/Access**

- The City of Mount Vernon has worked to reduce vehicle miles traveled through land use decisions, including the promotion of transit oriented development around the Mount Vernon West train station detailed above. However, the Downtown Vision Report identified ongoing issues cited by community, including the relative inaccessibility of public transit stops, the state of disrepair of existing parking structures, and gaps in overall transportation connectivity, indicating that mobility and access is an ongoing priority for the City.⁴

› **Sustainable Investments**

- Sustainable investments and implementation of green building technologies is an ongoing priority for the City of Mount Vernon. The Downtown Vision Report identified the continued goal of incentivizing green building technologies through the use of density bonuses to private developers.⁵

³ City of Mount Vernon Downtown Vision Report, January 2024, Page 62

⁴ City of Mount Vernon Downtown Vision Report, January 2024, Page 12

⁵ City of Mount Vernon Downtown Vision Report, January 2024, Page 32

› **Employment Generation**

- An Economic Development Strategy was prepared for the City of Mount Vernon in 2020 with recommendations for growth in employment opportunities. Employment generation is an ongoing priority for the City of Mount Vernon.

Comment ZL5: City of Mount Vernon Comprehensive Plan Update (Underway) – 3rd § - Clarify what is meant by “address growth around its high population density and low-commercial tax revenue base.” Does this mean encourage growth or restrict growth? (C1-16)

Response ZL5: As detailed in the Downtown Vision Report, the comprehensive planning process is seeking to establish a high-level density distribution strategy to help guide the City’s goals for future growth. One of the primary downtown revitalization guidelines set forth in the Downtown Vision Report is to promote increased density in the area immediately surrounding the Mount Vernon East Metro-North Station to provide housing options for existing residents, while capping development along the Downtown Corridor of Gramatan and South Fourth Avenues at four stories to maintain its “village feel.”⁶

Comment ZL6: Patterns for Westchester (1996) – How does the Rezoning Area currently comply with the recommended residential FAR range of 0.4-1.6 and the gross residential density range of 13-51? (C1-17)

Response ZL6: While the existing zoning districts mapped within the Rezoning Area do not regulate according to FAR, the other dimensional requirements generally allow for up to 8 FAR in the DB district and 1.2 FAR in the RMF-10 district, and therefore is consistent with the Patterns for Westchester recommendation for residential FAR and gross residential density. The Patterns for Westchester document is not controlling, so it is consistency that is appropriate, not compliance.

Comment ZL7: Rezoning Area – More thoroughly define how the existing zoning “constraints” limit density. (CL-18)

Response ZL7: The existing zoning district bulk and dimensional regulations are set forth in Table 2A-3 of the DGEIS. As shown, buildings within the DB district are limited to 10 stories at 80 percent building coverage, and developments within the RMF-10 district are limited to three stories at 40 percent building coverage. These regulations do not permit the scale of development that was recommended as part of the Downtown Vision Report, which designated the Rezoning Area as recommended for Mid-High Density (up to 12 stories) and High Density (up to 15 stories).

⁶ City of Mount Vernon Downtown Vision Report, January 2024, Page 14

Comment ZL8: Land Use Study Area – Provide the details of the two planned developments, such as number of units, bedroom mix, building height, F.A.R, number of off-street parking spaces, etc. (C1-19)

Response ZL8: It is the Applicant's understanding that there are two planned developments within the Land Use Study Area, including one planned development located at 65 West 2nd Street for the construction of eight townhouse units and another located on South 4th Avenue for the construction of a mixed-use development with a total of 350 affordable housing units, assisted living units, parking, and ground floor retail. However, the current status of these two developments are unknown beyond the details shared in the DGEIS. The information requested by the commenter is unable to be provided until plans for these developments are made public.

Similarly, the Applicant was made aware of a proposed rezoning known as the Mount Vernon East TOD Overlay. The Applicant understands that a SEQRA process was initiated in February 2021 at which time the Mount Vernon City Council declared its intent to be Lead Agency. The Applicant is not aware that the project has progressed beyond what was reviewed in 2021.

Comment ZL9: Public Policy – Transit Oriented Development – What is the distance of the Proposed Action to the Metro-North Mount Vernon East train station? (C1-20)

Response ZL9: The Proposed Development Site is located less than a ¼-mile from the Mount Vernon East Metro-North train station, or an approximately five-minute walk.

Comment ZL10: Public Policy – Sustainable Investments – The narrative discussion under the Sustainable Investment heading addresses non-conforming uses. It is unclear how this discussion addresses sustainable investments. (C1-21)

Response ZL10: Although the Proposed Action would create non-conforming uses within the Rezoning Area, the existing zoning regulations governing non-conforming uses would support the maintenance of the existing sustainable development pattern that is highlighted in this 2011 Comprehensive Plan theme. Through the implementation of the DTOAD design guidelines, the Proposed Action aims to promote sustainable practices even for pre-existing uses that may be undertaking renovations.

Comment ZL11: Public Policy – Employment Generation – The manner and type of employment generation should be identified. (C1-22)

Response ZL11: As detailed in Chapter 2I, Economic Development, of the DGEIS, the Proposed Action is estimated to generate approximately 121 jobs within the Rezoning Area, including residential support jobs, retail jobs, and community facility jobs.

Comment ZL12: Patterns for Westchester – How does the Proposed Action comply with the recommended FAR range of 0.4-1.6 and the gross residential density range of 13-51? (C1-23)

Response ZL12: The proposed DTOAD zoning has been updated to include FAR regulations, as detailed in **Appendix C**. The Development Project would result in an FAR of approximately 7. This FAR, and the related residential density range, are above the recommended ranges set forth

in Patterns for Westchester. However, as detailed in Chapter 2A of the DGEIS, the Proposed Action is consistent with the broader policies set forth in this policy document, including promoting development in a “Higher Intensity Planning Area” and encouraging a range of housing types that are affordable to renters and home buyers. See also Response ZL15 for the Proposed Action’s consistency with the Downtown Vision Report, which is a more recent and localized policy and density guidance document that was approved by the City of Mount Vernon in 2024.

Comment ZL13: Mitigation Measures – The proposed zoning is in and of itself, a mitigation measure, and it should be acknowledged as such. (C1-24)

Response ZL13: Comment noted. In the Applicant’s opinion, the Proposed Action rezoning would have a beneficial impact on zoning and the development pattern within the Rezoning Area, and therefore is considered a mitigation measure in and of itself.

Comment ZL14: If the primary intent of the rezoning is to facilitate the mixed-use development of the South Second Avenue/Library Square site/building, why wasn't the alternative of amending the existing NB zone to allow this use via a special permit provision pursued, as opposed to a massive rezoning of 9.4 acres, taking in 41 parcels over 2 existing zones? (C2-6)

Response ZL14: As detailed in the DGEIS Chapter 2, Project Description, the goals of proposed DTOAD zoning include promoting a diverse array of uses and higher density near the Mount Vernon East Metro-North train station and encouraging the development of new arts/cultural institutions and retail opportunities to support the development of a downtown mixed-use cultural district in Mount Vernon, amongst others. These goals extend well beyond the sole intent to facilitate mixed-use development on a singular development site and would not be supported by the implementation of a special permit provision within the existing NB zone.

Comment ZL15: Please explain how what is being proposed for the DTOAD zone is compatible with the Downtown Vision Report Phase I Comprehensive Plan, as it was not available at the time the DGEIS was written. (C2-7)

Response ZL15: The Downtown Vision Report was adopted by the Mount Vernon City Council on January 24, 2024, and was made available for public review and was the subject of several public presentations leading up to its adoption. As the adoption of the report occurred after the publication of the DGEIS, the following additional analysis is provided related to the Proposed Action’s consistency with Downtown Vision Report.

1. Generally, the Proposed Action aligns with the goals and vision for Downtown Mount Vernon outlined in the Downtown Vision Report. Examples include the following:
 - Through the community outreach process, residents expressed a desire for a greater variety of businesses, including art galleries as one example (Page 15). The Proposed Action would support a variety of land uses within the Rezoning Area, including a variety of retail and cultural businesses with the proposed formation of an arts district.

- The DTOAD rezoning aligns with the recommended policy initiative to prioritize public transit and active land uses by reducing off-street parking requirements in favor of transit-accessible development (Page 44).
 - The DTOAD rezoning aligns with the stated goal of allowing higher densities and taller buildings around Mount Vernon East Metro-North train station (Page 22).
 - The DTOAD rezoning would support many of the stated goals associated with density in downtown, including more housing at a variety of affordability levels, economic and cultural vibrancy, enhanced safety, and reduced environmental impacts (Page 24-25).
2. The Downtown Vision Report recognizes the presence of vacant lots concentrated along South 3rd, South 2nd, and South 1st Avenues between East 1st and 2nd Streets (Page 48). The Proposed Action rezoning would target this focus area for future investment.
 3. The Downtown Vision Report “identifies guiding principles for consideration in the preparation and adoption of the final Comprehensive Plan, as well as in the enactment of zoning amendments by the City Council while the Comprehensive Plan is being finalized” (Page 5). Overall, the DTOAD rezoning aligns with the stated guiding principles for the future zoning regulations, including the following:
 - The recommended Downtown Density Distribution map on Page 23 calls for a maximum of 12 stories within the DTOAD rezoning area, with the exception of the north section of the block along East 1st Street, which would allow up to 15 stories. This aligns with the proposed Development Project height and Amended Proposed Action heights permitted.
 - The DTOAD rezoning aligns with the recommended height bonuses, including bonuses associated with green building infrastructure, investment in public open spaces, provision of community facility space for local organizations, and provision of affordable housing (Page 32), similar to what is proposed in the DTOAD regulations.
 - The DTOAD rezoning aligns with the policy initiatives to allow for live/work spaces for artists and their studios, promote art-related uses, and provide a minimum amount of open space (Page 31).
 - The proposed DTOAD rezoning conforms with many of the goals and policy initiatives related to zoning, including to increase flexibility and provide for a reduction in minimum setbacks, etc. (Page 61)

Comment ZL16: The DGEIS cites 2 projects in the Land Use Study Area - a small townhouse project at 65 West Second Avenue and The Pointe, a proposed multi-family development in an urban renewal area to the southwest. However, there is no mention of a major rezoning proposal adjacent to the Mount Vernon East station called the Mount Vernon East TOD which calls for high rise buildings, greater density, and reduced parking. This is a glaring omission because it will affect the DTOAD rezoning in a major way from an environmental impact perspective and there should be close coordination between both rezonings and site-specific developments therein. Please provide narrative detailing this project, including its impacts on the DTOAD and vice versa, including traffic, parking, infrastructure, visual, etc. (C2-13)

Responses ZL16: The Applicant understands that a SEQRA process was initiated in February 2021 for the proposed Mount Vernon East TOD rezoning, at which time the Mount Vernon City

Council declared its intent to be Lead Agency. The Applicant is not aware that the project has progressed beyond 2021. Details of this project have not yet been made publicly available.

Comment ZL17: We note that for both this rezoning proposal and the Mount Vernon East TOD proposal, the impetus for rezoning has been a development application for a single site. While such proposals highlight the demand for development within these areas, the reactionary approach to rezone a neighborhood in response to an individual development proposal is a fragmented approach. For example, all of the zoning proposals surrounding the Mount Vernon East train station have included provisions for bicycle transportation. Yet if developed separately, the bicycle infrastructure included within each zone would not connect to the other areas, and have limited effectiveness. This and other examples are why we encourage the City to maintain progress towards a comprehensive plan update. We note that the applicant has been working with the City to incorporate the DTOAD into the future comprehensive plan, and recommend that the City consider extending form-based provisions to other suitable areas within Mount Vernon. (C5-1)

Response ZL17: Comment noted. It is noted that the City of Mount Vernon adopted the Downtown Vision Plan in January 2024 and maintains progress towards a comprehensive plan update, as suggested by the commenter. The Applicant has provided a consistency analysis with the Downtown Vision Report in Response ZL15.

Comment ZL18: However, we continue to urge the City to consider the County's Model Ordinance Provisions for further guidance in providing affordable housing. The County developed these Provisions to standardize the affordable housing programs across Westchester to make it easier for both residents and developers to understand qualifications and requirements, and to provide fair housing throughout all municipalities. As the City develops its comprehensive plan, we caution against zoning provisions that could focus affordable housing into specific neighborhoods, and note that the Model Ordinance would require at minimum 10% affordable AFFH housing in all future multifamily buildings constructed within the City. (C5-2)

Response ZL18: Comment noted.

Comment ZL19: The document does not reference any data or previous reports or studies (e.g. the 2018 Mount Vernon Arts, Culture, and Heritage Master Plan) to substantiate the focus on an arts district and how any proposed related amenities are addressing existing local needs or priorities for the creative community. (C6-5)

Response ZL19: The goals that underlie the Proposed Action Rezoning and Development Project to create an arts district within the Rezoning Area are directly supported by the findings of previous planning work in the City of Mount Vernon, most particularly the "Mount Vernon Arts, Culture, & Heritage Master Plan" which was published in 2018. The goal of the plan was to survey Mount Vernon's cultural landscape and determine the needs of artists and other members of the creative community in the City. Key findings of the plan that relate to the Proposed Action Rezoning include the following:

- › The existing arts and cultural community in Mount Vernon is in need of adequate spaces and resources to create, produce, and present or exhibit work.

- › Mount Vernon's affordable and readily accessible transportation options make it a viable home option for artists and organizations priced out of New York City.
- › Without viable live/work opportunities for artists, Mount Vernon is less competitive than nearby towns and cities.

In accordance with the recommendations of the Arts, Culture, & Heritage Master Plan, the Amended Development Project would incorporate new resources for the creative community, including co-working areas, creative common space, and distinct amenity spaces dedicated to collaborative art creation and display, both internally and within the community. In addition, over 8,000 square feet of indoor and outdoor space will be dedicated to arts programming including the 4,000-square-foot outdoor courtyard space for the arts and a 4,250-square-foot indoor space for community arts programming. On a broad scale, the Proposed Action Rezoning would support the goals of the plan by creating a zoning framework that permits by right and supports the development of new cultural resources and built amenities.

Comment ZL20: The document references meeting the requirements of the former draft 2011 Comprehensive Plan, which was not adopted at the time. All references to this should be removed from the document, as it is not in the interest of the city to reference the compatibility of a project with a Comprehensive Plan that was not adopted. (C6-10)

Response ZL20: A review of the 2011 Draft Comprehensive Plan was required by the Scoping Document for the DGEIS and therefore was incorporated into the document. Where referenced, the DGEIS prominently notes that the 2011 Draft Comprehensive Plan was never adopted.

Comment ZL21: The document also references working with the city to maintain compatibility with the currently underway Comprehensive Plan and the scope outlined in the Requests for Proposals (RFP) released by the city in 2022. The scope of work should additionally be reworked to address the concerns that such a large-scale project could be compatible with both the interests of the City's public and its infrastructure. (C6-11)

Response ZL21: Based on comments and feedback received on the DGEIS Proposed Action Rezoning and Development Project, the Applicant has amended the Development Project to include fewer residential units and a modified building footprint, with a reduction in the overall massing and setbacks at the upper floors of the proposed buildings. In addition, in response to community comments, the Amended Proposed Action Rezoning has been modified to reduce the total maximum permitted height from 19 stories to 15 stories for the four parcels closest to the Mount Vernon East train station and up to 12 stories for the remainder of the DTOAD area. The Amended Proposed Action's consistency with the Downtown Vision Report is provided in Response ZL15.

Comment ZL22: I am totally 100 percent in agreement with the South 2nd Avenue project. Anything that is going to spruce up this community, I'm down for it. (H2-1)

Response ZL22: Comment noted.

Comment ZL23: It should be inconceivable that the Council would consider rezoning such a large and significant area prior to completing the Comprehensive Plan. At no time during the many public meetings of the Comprehensive Plan process, has anyone promoted a vision consistent with the proposed project and yet not only is it being considered, it is front running the release of the draft Phase One Downtown Plan. (H3-3, H7-1)

Response ZL23: The Downtown Vision Report was adopted by the City Council in January 2024. An analysis of the Proposed Action's consistency with the 2024 Downtown Vision Report is provided in Response ZL15.

Comment ZL24: So I wanted to say that it's really important to get this project going, because this project has some very good tangible you see the things that they offer to the citizens. You see that they're offering things to the youth, they're offering green space. It would bring life to a dying community. (H4-1, H5-1, H6-1, H11-1)

Response ZL24: Comment noted.

Comment ZL25: So let us finish that area holding the Comprehensive Plan, it's not a matter of years, it's a matter of months, right? Once those parameters are defined, then bring them into the project and see they fit into the vision that the community has laid out throughout many meetings. (H9-1, H14-5, H14-6)

Response ZL25: The Downtown Vision Report was adopted by the City Council in January 2024. An analysis of the Proposed Action's consistency with the 2024 Downtown Vision Report is provided in Response ZL15.

Comment ZL26: And I don't understand why you would reject a project to help revitalize the south side of Mount Vernon. I have, I've raised my sons here. I'm raising my grand kids. And I'm sure they would love to see the south side get some type of new development. And really bring some upwardly mobile young people into Mount Vernon who are either commuting to the City or building businesses and homes right here. (H10-1)

Response ZL26: Comment noted.

Comment ZL27: And I have been concerned over the years about many, many tall buildings, too tall, this one to me seems to be reasonable in terms of height. We certainly have across the train tracks very tall buildings that I remember when they were going up people had concerns. (H11-2)

Response ZL27: Comment noted.

Comment ZL28: So a project like this, a little different how they're trying to incorporate the community with the commercial space. It's a nice change, it's not just a pure apartment building and I think it's a positive for the neighborhood. (H12-1)

Response ZL28: Comment noted.

3.4 Urban Design and Visual Character (UD)

Comment UD1: Potential Impacts from the Proposed Action Rezoning – 2nd full § - A more thorough discussion of the specific changes to the visual character of the Rezoning Area should be documented. How would the increased height and bulk vary from that permitted under the existing zoning? (C1-25)

Response UD1: A comparison of the existing zoning height and bulk regulations and proposed DTOAD zoning regulations is provided in the DGEIS Table 2A-3. As shown, the existing maximum height in the DB zoning district is 10 stories/120 feet and in the RMF-10 zoning district is three stories/42 feet. The Amended Proposed Action Rezoning includes a reduced maximum height regulation compared with the DGEIS Proposed Action, and would permit a building height up to a maximum of 15 stories/150 feet (for the four parcels closest to the Mount Vernon East train station and 12 stories for the remainder of the DTOAD area), 30 feet greater than what is permitted in the DB district. The draft DTOAD zoning regulations also include no minimum setback requirements, in contrast to the existing RMF-10 zoning regulations which require minimum front, side, and rear yard setbacks of 20, 15, and 25 feet, respectively. The Applicant believes the proposed ground floor community facility within the Development Project, with no setbacks from the lot line, would help to integrate with and extend the existing institutional and commercial uses along South 3rd Avenue. Additionally, the introduction of residential and community facility space would serve to activate the Development Project Site, providing a more vibrant streetscape and needed facilities and services to the surrounding community and future Development Project Site residents. The Development Project would be built against the lot line contributing to a continuous street wall, thereby encouraging a more pedestrian-friendly built environment. Furthermore, the increased height and bulk of the proposed building is consistent with the higher density multifamily buildings in the Rezoning Area.

Comment UD2: Aesthetic Resources, 2nd § - Explain how the conclusion was reached that the proposed 12 story building *"would be in context with the use and form of the apartment building on 39 South 3rd Avenue"* – which is a 5-story building, and not *"substantially taller."* (C1-26, C1-27, C1-34)

Response UD2: While the existing buildings within the Rezoning Area are shorter than what is proposed, the Amended Development Project use as a proposed apartment building is consistent with various buildings' use (multi-family apartments) and form (mid-rise buildings with courtyard space). The Applicant believes the Amended Development Project, while taller, would not be out of context with the existing built conditions, and importantly, would introduce a height and density that is both appropriate for its location as a transit-oriented development and consistent with what is proposed in the Downtown Vision Report. It is also noted that the existing historic resources in the Rezoning Area were constructed within the context of an urban downtown district, along a typical urban street grid and in the vicinity of existing buildings that are taller than the resources themselves. As the Amended Development Project would be developed along the street grid and in a manner that is consistent with the Downtown Vision Report, which calls for increased density near the Mount Vernon East Metro-North Station, the Amended Proposed Action is not expected to obstruct views or significantly alter the context of these historic resources.

Comment UD3: Aesthetic Resources, 5th § - It is noted that the "*short expanses of awnings*" referenced in the narrative are not depicted on the renderings of the proposed building. (C1-28)

Response UD3: Short expanses of awnings are being considered for the building frontage. However, these features will be subject to the final design of the building, and therefore are not shown on the project renderings.

Comment UD4: Shadow Studies – The color of the base images varies, so discerning the shadows (which are quite light and subtle) is difficult to compare. (C1-29)

Response UD4: The shadow studies have been revised to reflect the Amended Development Project massing and provide greater contrast to better show the results. See **Appendix E**. As shown, the Amended Development Project would cause increased shadows on all four analysis days (March 21st, June 21st, April/August 6th, and December 21st). With the addition of the setbacks at the upper floors, the Amended Development Project would provide a slight improvement over the DGEIS Development Project in terms of shadows on nearby properties. Similar to the DGEIS conclusions set forth in Chapter 2B, the Amended Development Project is not anticipated to have significant adverse shadows impacts.

Comment UD5: The assessment of visual impacts lists only the benefits the Applicant believes will be created by the project. It does not identify any of the negative impacts that were identified. A fair and balanced assessment should also identify the negative impacts. (C1-30)

Response UD5: Comment noted. The Applicant believes the Amended Development Project will improve visual conditions within the Rezoning Area. As detailed in DGEIS Chapter 2B Urban Design and Visual Character, the Development Project would introduce changes to the Rezoning Area through increased height and bulk and the introduction of a new building type to the Development Project Site. The Amended Development Project would also result in increased shadows within the Rezoning Area. On balance however, the Applicant believes the Amended Development Project building and its relationship to the surrounding built context and site design would create an active and engaging urban fabric that would provide significant improvements to the overall urban design character of the Rezoning area.

Comment UD6: Potential Impacts from the Development Project – 1st §, 4th sentence – Clarify the reference to the Library receiving uninterrupted sunlight for approximately 8 hours. During the summer solstice, does this mean the Library will be in shadow for approximately 7 hours, or approximately 2 hours during the winter solstice? (C1-31; C1-32)

Response UD6: The revised shadows study associated with the Amended Development Project is provided in **Appendix F**. The library is to the east-southeast of the Development Project Site and would only experience significant shadows cast by the project in the late afternoon during the June 21st and April/August 6th analysis days. The commenter is correct that the Library would receive partial shadow starting mid-afternoon to sundown - this corresponds to approximately 7 hours of shadow during the summer solstice and 2 hours of shadow during the winter solstice.

Comment UD7: The two high rises that have been built in the Mount Vernon West TOD zone are out of scale and character with the existing landscape and that two others which have received site plan approval and are awaiting tax abated approval are no better. Please explain how what is proposed within the DTOAD zone will produce a better product based upon the Form Based Code model, given the questionable results of the Mount Vernon West TOD Form Based Code zoning. (C2-14, H14-1)

Response UD7: As outlined in the Downtown Vision Report, the Development Project Site is targeted for Mid-High Density, which aligns with the Amended Development Project. It is noted that in order to bring the Proposed Action Rezoning into alignment with the density recommendations published in the Downtown Vision Report, the proposed DTOAD zoning text has been amended to allow for development of up to a maximum of 15 stories for the four parcels closest to the Mount Version East train station and up to 12 stories for the remainder of the DTOAD area. The Amended Development Project and any future proposed development within the Rezoning Area would also be implemented in accordance with the proposed DTOAD design guidelines to ensure consistency with the desired outcomes for the neighborhood.

Comment UD8: Except for the Project Development Site, the DGEIS fails to provide any meaningful technical analysis pertaining to viewsheds, before and after photos, shadow studies, etc., nor any mitigation measures to address potential adverse impacts of up to 19 story buildings in much less dense neighborhoods. This is a major omission that needs to be addressed in detail as per Section Gb. 2.2 a - e Urban Design and Visual Character of the Scoping Document dated June 22, 2022 as adopted by the City Council, and the DGEIS should never have been accepted as "complete" by the City Council without these missing sections. Please amend accordingly and include this chapter in the FGEIS. (C2-15)

Response UD8: The DGEIS provided an overall massing of the Rezoning Area Study Sites to present a worst-case scenario and provide an indication of what the future urban design conditions would be. In response to community feedback, the Applicant has amended the Proposed Action to reduce maximum building heights within the Rezoning Area to 15 stories for the four parcels closest to the Mount Version East train station and up to 12 stories for the remainder of the DTOAD area. An updated massing study of the Rezoning Area Study Sites is provided in **Appendix D**. In addition, the Applicant has provided the following prior projects as an illustrative indication of potential future design conditions within the Rezoning Area (note that future Study Site redevelopment architectural styles and urban design features would be determined by the future developers of those sites, and therefore these photos are provided for illustrative purposes only).



66 Summer Street, Stamford, CT



855 Courtlandt, Bronx, NY



One Canal Street, Boston, MA



Van Dyke, Brooklyn, NY

In addition, the revised shadows study associated with the Amended Development Project and Study Sites is provided in **Appendix F**. As shown, incremental shadow from the Proposed Action Rezoning would fall on portions of the buildings both within and immediately west of the Rezoning Area for approximately four hours on all four analysis days (June 21st, March 21st, August 6th, and December 21st). These buildings are predominantly mixed-use or commercial buildings. Incremental shadows would shift to north and east starting at 2:00 PM and would mostly cover the pavement along South 2nd Avenue, portions of the Mount Vernon East Metro North station property to the north of East 1st Street, and the parking lot located at the corner of South 2nd Avenue and East 2nd Street. Then the shadows would shift southeast at 6:00 PM, when much of the surrounding area would already be in shadow.

Based on the revised shadows study, the four Study Sites have the potential to cast shadows on several nearby historic resources, including the Mount Vernon Public Library, Mount Vernon Calvary Apostolic Church, 39 South 3rd Avenue, and the US Post Office located along South 1st Street. It is noted that the Study Site massings and corresponding shadows analyses are not expected to be indicative of a true future development proposal on those sites. Each future development site would go through a site-specific environmental review process which would reflect the individual proposed site plans/future visual conditions for those sites, including an assessment of potential shadows impacts to the resources listed above.

Comment UD9: Proposed Development - View Southwest on South Second Avenue: this viewshed starkly shows the difference in height, bulk, scale, color palette and character between the proposed Project Development Site and the surrounding area. Please explain how this design is compatible with the surrounding area and how it contributes to "good urban design? (C2-16)

Response UD9: In order to create a high quality, pedestrian friendly environment urban environment, the DTOAD form-based code describes recommended design practices that incorporate good urban design strategies. In conformance with the Downtown Vision Report recommendations, the greater height and scale of the Amended Development Project is expected to increase density, in conformance with expectations as a transit-oriented development.

Comment UD10: Section D.2.n (page 8) indicates that there will be new outdoor lighting associated with the development. For any properties adjacent to Metro-North's active rail operation, the lighting plans will need to be coordinated with Metro-North to ensure that the active railroad operation is not negatively impacted by additional lighting in the area. (C4-13)

Response UD10: Comment noted. Development applicants will continue to coordinate with Metro-North as part of the review and approval process.

Comment UD11: For any development parcels adjacent to Metro-North's active rail operations, Metro-North will need to review and approve any proposed planting along its property line with the development site. Note that all plantings proximate to the Metro-North property line may not grow to a size so as to interfere with train operations. Maintenance of the landscaping to be retained on the developer's property is to be at the developer's expense and any plantings that encroach onto Metro-North's property will be removed by Metro-North at the property owner's expense. (C4-14)

Response UD11: Comment noted. Development applicants will continue to coordinate with Metro-North as part of the review and approval process.

Comment UD12: The mass and scale of the proposed 317-unit project should be reconsidered, as it would be a rather grand shift in scale for the proposed area on South 2nd Avenue. In the Comprehensive Plan Community Conversation discussions, multi-story residential buildings were raised as a concern by the public that do not desire this to become the norm in the city. (C6-15)

Response UD12: In response to comments and feedback on the DGEIS Proposed Action, as well as the significant community input that helped to inform the “Downtown Vision Report,” the Applicant has amended the Development Project to include fewer residential units and a modified building footprint. In addition, in order to bring the Proposed Action Rezoning into alignment with the density recommendations published in the Downtown Vision Report, the proposed DTOAD zoning text has been amended to allow for development of up to a maximum of 15 stories for the four parcels closest to the Mount Vernon East train station and up to 12 stories for the remainder of the DTOAD area. The Applicant believes the Amended Proposed Action aligns with the stated preferences of the surrounding community.

Comment UD13: The design of the building lacks in detail and has a more industrial feel with form and coloring. Overall, it does not fit into the character of the area. (C6-17)

Response UD13: Please refer to the revised renderings included in **Appendix E**. In response to community feedback, the majority of the building's facades have been changed from the DGEIS Development Project to incorporate warm-colored brick with bronze and gray colored metal accents.

3.5 Historic and Archaeological Resources (HA)

Comment HA1: Potential Impacts from the Development Project – 1st §, 3rd sentence – The narrative summarizes the seasons when incremental shadows would be cast on adjacent properties. Translate this into the number of days. (C1-31)

Response HA1: The shadows analysis conducted for the Development Project was based on representative days to understand the potential for shadows across the course of the year. While the analysis does not provide for the specific number of days during which adjacent properties would receive shadow, each analysis day represents a different time of year and corresponding position and path of the sun. Generally, the December 21 analysis day is representative of the winter season, from November to February (approximately four months); the June 21 analysis day is representative of the early summer months (approximately two months between June and July); the March 21/September 21 vernal and autumnal equinoxes represent early spring (March/April) and fall (September/October), and the May 6/August 6 analysis days represent late spring and late summer (approximately two months, May and August).

Comment HA2: Potential Impacts from the Development Project – 1st §, 5th sentence – Would the shadows cast by the Development Project impact the way natural light illuminates the Mount Vernon Calvary Apostolic Church – for example by impeding light through stained glass windows? (C1-33)

Response HA2: Based on the shadows analysis in **Appendix F**, shadows cast on the Mount Vernon Calvary Apostolic Church would be limited to the northern windows of the building and a maximum of four hours during the December 21 analysis day. During the remainder of the analysis days, shadows would be limited to the evening hours after 6PM. Therefore, the Amended Development Project would not have significant adverse impacts with regard to shadows on the windows of the Church.

Comment HA3: Potential Impacts from the Development Project – 1st full §, last sentence – This sentence should specifically summarize the impact (or lack thereof) on historic and archaeological resources. (C1-35)

Response HA3: The Amended Development Project will not result in adverse impacts to historic or archaeological resources. This revision is incorporated into the DGEIS by reference.

3.6 Natural Resources (NR)

Comment NR1: Natural Resources – This section only addresses the natural resources of the Development Project Site, and does not address the Rezoning Area. This is an omission. This section must also address the natural resources of the Rezoning Area as well. (C1-36)

Response NR1: Chapter 2D, Natural Resources, of the DGEIS, addresses the potential impacts to the Rezoning Area natural resources under the section “Potential Impacts from the Proposed Action Rezoning” on Page 2D-4. The existing conditions outlined within the chapter on the Development Project Site are representative of the conditions within the Rezoning Area, as detailed below. As detailed in the DGEIS, no significant adverse impacts to natural resources are anticipated as a result of the Proposed Action rezoning.

Geology

A review of the New York State Department of Environmental Conservation’s (NYSDEC) Environmental Resource Mapper (ERM) showed that the Rezoning Area does not contain any unique geologic features.

Soils

Similar to the Development Project Site, the entirety of the Rezoning Area is composed of Urban Land (Uf) soils according to the Web Soil Survey (WSS) from United States Department of Agriculture’s (USDA) Natural Resources Conservation Survey.⁷

Topography and Slopes

Slopes do not vary greatly across the Rezoning Area, generally containing slopes under 10 percent. The area generally slopes from southeast to northwest with a maximum topography of approximately 148 feet above mean sea level (amsl) at the intersection of East 2nd Street and South 1st Avenue to 116 feet amsl at the intersection of East 1st Street and South 3rd Avenue.

Vegetation and Wildlife

According to the NYSDEC’s ERM, there are no significant natural communities, or rare plants or animals located within the Rezoning Area. As noted in the DGEIS, during field reconnaissance, no trees were observed on Study Sites 2, 4, or 5. One specimen tree (12 dbh or greater) and seven non specimen trees were identified on Study Site 3. Of the eight trees identified on Study Site 3, all except two trees were deciduous. Additionally, 14 specimen trees and four non specimen

⁷ United States Department of Agriculture. *Web Soil Survey*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>

trees were accounted for along the streets within the Rezoning Area. All of the street trees were deciduous.

Wetlands, Waterbodies and Watercourses

The Rezoning Area lies within the watershed of the Coastal Long Island Sound Basin. Based on the USFWS National Wetlands Inventory (NWI), NYSDEC ERM, and Westchester County Geographic Information System (GIS) Natural Resources Inventory (NRI) maps, no state regulated wetlands are on or within the Rezoning Area. Furthermore, no surface water bodies are located within the Rezoning Area.

Comment NR2: Soils – 1st § - The narrative states that “Reclamation is required if Urban Land is converted from its present use.” Because Urban Land consists of previously disturbed soils, the potential for contamination exists, on the Development Project Site as well as within the Rezoning Area. It is unclear if soil borings or any geophysical investigation was conducted. (C1-37)

Response NR2: Soil borings and a geophysical investigation was conducted for the Development Project Site as part of the Phase II Subsurface Investigation dated December 2021, as detailed in DGEIS Chapter 2E, Hazardous Materials.

Comment NR3: Topography & Slopes – The language in this paragraph is somewhat confusing in that the site slopes from elevation 139 to elevation 119 (a grade change of 20 feet – which is in fact significant), yet the 3rd sentence indicates that “It is important to note...” that there is an 8’ change in elevation in the southwest portion of the site. A more accurate and descriptive discussion of the site’s topography is required. (C1-38)

Response NR3: The Development Project Site slopes from a maximum elevation of approximately 139 feet above mean sea level (amsl) at its southeast corner to the intersection of East 2nd Street and South 2nd Avenue to 123 feet amsl at its northeast corner. The eight-foot change in elevation is referring to a ridge that runs north-south in the center of the Development Project Site, separating the South 2nd Avenue fronting parking area from the South 3rd Avenue parking area.

Comment NR4: Vegetation & Wildlife – The discussion of existing trees should include a generalized analysis of the health and vigor of these trees. Maintaining (and enhancing) the City’s urban forest is a primary objective. In addition, the urban wildlife (including synanthropic species dependent upon humans) that currently utilize the site for habitat, roosting sites, refuge, etc. should be identified. (C1-39)

Response NR4: The trees as observed during the field reconnaissance for the Proposed Action exhibited varying health conditions. Though a detailed assessment of health conditions was not required per the Scoping Document for the DGEIS, generally trees located at or near the rear property lines within the Rezoning Area were in need of more care and maintenance compared with the trees located within front yards or along the roadway. The Proposed Action Rezoning is supportive of the goal to maintain and enhance tree cover within the Rezoning Area. Specifically,

the Design Guidelines call for robust landscaping, the provision of street trees with grates at 30-foot intervals within the Rezoning Area, and the preservation of existing trees where possible.

Existing wildlife that occupies the Rezoning Area include songbirds and squirrels, which are reflective of the urban, built conditions in the area.

Comment NR5: Wetlands, Waterbodies & Watercourses – While it is acknowledged that no watercourses are present on the site, does any evidence exist that any historical watercourses were present (that may have been diverted or piped)? (C1-40)

Response NR5: Based on review of historical aerial imagery spanning the period from 1941 to 2011 provided by Environmental Data Resources, Inc. (EDR), no streams or other watercourses were present historically within the Rezoning Area

Comment NR6: Potential Impacts from the Proposed Action Rezoning – 2nd sentence – This sentence references “Soft Site 3.” This is the first use of the phrase “Soft Site” and as such, it should be defined. (C1-41)

Response NR6: The reference to Soft Site 3 should be updated to full build-out Study Site 3. This revision is incorporated into the DGEIS by reference. “Soft Site” means the same as “Study Site” for the purposes of the GEIS.

Comment NR7: Potential Impacts from the Development Project – The specific impacts to geology (such as excavation, rock removal), topography & slopes (grading, cut/fill), vegetation & wildlife (removal of the 5 trees and community garden), wetlands, waterbodies and watercourses (changes in runoff flow), etc. should be specifically documented. (C1-42)

Response NR7: Potential impacts from the Development Project related to Natural Resources include the following.

- › Cut of approximately 14,000 cubic yards of material
- › Removal of five non specimen trees
- › Removal of the community garden, and future installation of an outdoor arts courtyard space as part of the Amended Development Project
- › With the implementation of stormwater management practices, the runoff flow from the Development Project Site would remain at or below existing conditions.

Comment NR8: Mitigation Measures – It is anticipated that certain mitigation measures will be necessary regarding soil testing and remediation, excavation disposal, runoff management etc. All mitigation measures should be specifically identified. (C1-43)

Response NR8: Mitigation measures to be implemented by the Amended Development Project include the following.

- › Materials to be removed from the Development Project Site would be disposed of in accordance with all applicable local and state regulations.

- › With the implementation of proposed stormwater management practices, the runoff flow from the Development Project Site would remain at or below existing conditions.
- › Installation of an outdoor courtyard space for the arts within the courtyard of the Development Project Site.

3.7 Hazardous Materials (HM)

Comment HM1: Development Project Site – Verify that no REC’s specifically related to the operation of the prior commercial printing operation on the site, were identified. (C1-44)

Response HM1: The February 28, 2017 Phase I Environmental Site Assessment (ESA) prepared by VHB identified two Recognized Environmental Conditions (RECs) for the Development Project Site. The first REC identified potential subsurface impacts related to former uses of the Development Project Site, including a commercial printing facility and multiple other buildings, as well as potential impacts related to urban fill materials and remnant building structures (i.e., building foundations, heating oil tanks, etc.). The REC further indicated that based upon the presence of the former commercial printing facility, a vapor encroachment condition (VEC) could not be ruled out. VHB recommended that this REC be investigated as part of a Phase II Subsurface Investigation (SI).

As summarized in the DGEIS, the Phase II SI was conducted to assess the potential impacts related to former uses, including the former commercial printing facility, as well as potential impacts related to urban fill materials and remnants of building structures that could be present at the Development Project Site. The GPR (ground penetrating radar) survey conducted during the Phase II SI identified multiple anomalies indicative of subsurface debris or other buried objects located approximately between grade and five feet below grade; however, no anomalies indicative of an underground storage tank were detected. A total of 27 soil samples were collected throughout accessible portions of the Development Project Site. Based on soil boring observations, historic fill material was observed from ground surface to approximately five feet below grade, overlying silt, sand, gravel and/or bedrock. Soil chemistry within the shallow historic fill material reported several metals, pesticides, and one semi-volatile organic compound (SVOC). Soil chemistry within the native material did not report exceedances above the (NYSDEC Unrestricted Use (NYURU) soil cleanup objectives (SCOs). Urban historic fill is commonly found throughout the New York City metropolitan area and can contain contaminants such as heavy metals and semi-volatile organic compounds. Additionally, elevated lead was reported within one shallow soil sample and further evaluation of that area was recommended. The DGEIS indicated that with respect to future mitigation measures, further evaluation of contaminated urban soil fill will be undertaken prior to demolition of the building.

Soil vapor sampling and groundwater sampling was also conducted during the Phase II SI, and based on the findings, no further evaluation was recommended.

Comment HM2: Rezoning Area – 3rd §, 1st sentence – This sentence indicates that a database search was conducted for “*properties adjacent to the Development Project Site.*” It does not indicate that a database search was conducted for the entire Rezoning Area, which is required. Clarification is required. (C1-45)

Response HM2: The database search was conducted during the Phase I ESA for the Development Project Site. This database search included adjacent properties and properties within the American Society for Testing and Materials (ASTM) Practice E1527-13⁸ specified radii for each database. 26 federal databases and 20 New York State databases were searched with a minimum of 1/8-mile radii from the Development Project Site, which includes all of the properties within the Rezoning Area.

The City will require that a Phase I ESA be completed for each site in the Rezoning Area prior to redevelopment activities, which will be conducted by the developer or owner of the site proposed for redevelopment. The Phase I ESA would be completed in accordance with American Society for Testing and Materials (ASTM) Practice E1527-21⁹, inclusive of the United States Environmental Protection Agency (USEPA) "All Appropriate Inquiry" requirement. The USEPA "All Appropriate Inquiry" requirement establishes specific regulatory requirements for conducting appropriate inquiries into the previous ownership, uses, and environmental conditions of a property for the purposes of qualifying for certain landowner liability protections under Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The Phase I ESA would determine evidence of recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), historic recognized environmental conditions (HRECs) and/or business environmental risks (BERs) in association with the site. In addition, it is recommended that the Phase I ESA also include an evaluation of non-scope considerations including the potential presence of Lead Based Paint (LBP), Asbestos Containing Material (ACM,) and mold/mildew in order to determine the potential exposure of future on-site workers and site occupants.

The Phase I ESA will be submitted to the City for review. In the event that the Phase I ESA identifies the potential presence of contaminants in soil, groundwater and/or soil vapor at the site, a Phase II ESA is required to determine the presence or absence of contamination in subsurface soils, groundwater and soil vapor as it relates to potential exposure to on-site workers and site occupants as the result of redevelopment activities. The report summarizing the Phase II ESA activities and laboratory analytical results must also be submitted to the City for review. During the Phase II ESA, if evidence of contamination is identified which warrants notification to the NYSDEC Spills division, the condition should be reported in accordance with prevailing regulations.

Tank removal activities required to facilitate redevelopment activities must be conducted in accordance with all applicable regulations. Remediation of identified contamination may be necessary to mitigate existing conditions and prevent exposure of future site occupants to impacted soil, groundwater and/or soil vapor. Remedial activities must be conducted in accordance with all applicable standards and with oversight of required agencies. The standards and agency involvement would be specific to the site conditions identified. Where soil vapor impacts are identified, mitigation measures must be conducted in accordance with New York State Department of Health (NYSDOH) guidance and may include routine soil vapor and/or indoor air monitoring, installation of a soil vapor barrier, and/or the installation of a sub-slab depressurization system.

⁸ ASTM E1527-13 was the prevailing standard at the issuance of the February 28, 2017 Phase I ESA.

⁹ ASTM E1527-21 became the prevailing standard for Phase I ESAs, effective February 23, 2023.

Where NYSDEC involvement is required, proof of coordination with this agency must be provided to the City in order to verify that the impacted media and exposure pathways are being mitigated appropriately.

Identified LBP and asbestos must be handled in accordance with prevailing regulations to mitigate exposure of on-site workers and future site occupants, as well as impacts to the environment. Abatement of ACM would likely be required prior to any demolition activities. LBP abatement is unlikely to be required during demolition activities, but may be required during renovation activities.

A site-specific Health and Safety Plan (HASP) and/or Construction HASP (CHASP) which includes a description of the known and potential contaminants and exposure pathways must be prepared for all redevelopment activities. The HASP/CHASP would include mitigation measures to minimize the potential exposure of on-site workers.

Future Phase I ESAs, Phase II ESAs, remediation, tank removal, and mitigation, where required, will be conducted by the developer or owner of the site proposed for redevelopment.

Comment HM3: Potential Impacts from the Development Project – The Phase II Site Subsurface Investigation described in detail in this section, should be referenced in the Soil section of Chapter 2D. (C1-46)

Response HM3: Cross reference to the Phase II Site Subsurface Investigation findings are included in the DGEIS Chapter 2D by reference.

Comment HM4: Groundwater – 3rd sentence – Clarify what is meant by “inefficient groundwater” preventing the collection of a sample from well TWP-2. (C1-47)

Response HM4: Groundwater was not observed or encountered in the well TWP-2. Thus, a groundwater sample was unable to be collected from this location.

Comment HM5: Mitigation Measures – The Phase II Site Subsurface Investigation flagged specific REC’s (heavy metals, semi-volatile organic compounds, lead, VOC’s, aluminum and iron in groundwater). If these REC’s are found during building demolition and construction, very generalized mitigation measures were noted. These generalized measures (such as “appropriate disposal” “abatement” or following “standard practices” or “regulatory requirements”) are inadequate, and should be further defined in order to be properly included in the Findings Statement. (C1-48)

Response HM5: Prior to, or in conjunction with, redevelopment of the Development Project Site, additional site investigation activities and waste characterization will be conducted. The exact investigation and potential mitigation will be dependent upon the finalized site plans (i.e., total volume of materials to be removed, terminal excavation depths required to facilitate redevelopment, etc.). Based upon the results of the additional investigation activities and waste characterization, a Remedial Action Plan (RAP) or similar document will be prepared which will include mitigation measures (if required), procedures and protocols for excavation and disposal of materials encountered during redevelopment, and remedial activities (if required). The RAP will include a CHASP. The RAP will be provided to the City for review prior to implementation.

3.8 Infrastructure (IN)

Comment IN1: Development Project Sanitary Sewage – 1st full §, last sentence – It is unclear how the conclusion that the existing 2nd and 3rd Avenue sewer lines were sufficient to manage existing sewer demands, when the flow tests, video inspections and lack of data from City sources pointed out so many deficiencies. How was the “existing demand” calculated? How many vacant properties were included (where no current demand exists, but if reoccupied, would result in additional demand)? Based upon the information in this section of the DGEIS, it appears the existing sewer system requires attention – even without the Development Project. (C1-49)

Response IN1: As detailed in the DGEIS Chapter 2F, Infrastructure, a sewer flow analysis was performed to determine the capacity of the existing 2nd and 3rd Avenue sewer mains, which found that most pipe segments were flowing below 50 percent capacity, supporting the conclusion that the existing mains have sufficient capacity to manage existing sewer demands. The sewer flow data used to perform the analysis was based on actual flow data from flow monitoring within the sewer main. Flow monitors were placed in four sewer manholes to assess the flow in the existing 2nd and 3rd Avenue sewer mains. With input from the flow monitoring data, existing conditions and demands of the sanitary sewer system were calculated using Manning’s Equation, as follows:

$$Q = A \times 1.486/n \times R^{2/3} \times S^{1/2}$$

Where:

Q = Flowrate (cfs)

A = Cross-sectional Area of Flow (sf)

n = Manning’s Roughness Coefficient

R = Hydraulic Radius (ft)

S = Slope of Pipe (ft/ft)

Using the sanitary sewer mapping provided by the Mount Vernon DPW, the maximum flowrate (Qfull), or capacity of each run of pipe, can be calculated using Manning’s Equation. The sewer mapping provides the pipe sizes, material, and slope of the sanitary system and therefore the cross-sectional area (A), Manning’s roughness coefficient (n), the hydraulic radius (R), and the slope (S) of each pipe run.

Sanitary flow measurements were collected by Flow Monitoring Services over a one-month period (October 18, 2022 to November 17 2022). Comparing these measured flowrates of each pipe to their respective maximum flowrates (Qfull) provided the percentage of capacity and therefore the demand each pipe run was operating under existing conditions.

As detailed in the DGEIS, the analysis of future capacity assumed that the necessary maintenance would be performed to clear blockages and restore full capacity of the existing sewers. As part of the proposed mitigation for the Development Project, the Applicant will coordinate with the City of Mount Vernon to clear the pipe blockages, improving the condition of the existing sewer.

The capacity analysis performed for the Proposed Action Rezoning accounted for the Theoretical Full Build-Out Scenario, including all five Study Sites, as determined by the analysis framework for the GEIS. This analysis framework is designed to provide a conservative assessment of future capacity of the City's infrastructure, assuming that sites within the rezoning area are developed or repurposed in the future. The analysis demonstrated that the existing system has the capacity to serve the future development potential within the rezoning area.

Comment IN2: Development Project Stormwater Management – Does the Development Project Site include any existing stormwater practices? (C1-50)

Response IN2: The existing building rooftop stormwater is collected and discharges to South Second Avenue. Stormwater from the remainder of the Development Project Site is collected via trench drains along the South Third Avenue frontage, discharging to South Third Avenue.

Comment IN3: Development Project Gas & Electric and Potential Impacts from the Development Project – Revise these sections based on the lifting of the Con Ed gas moratorium. (C1-51, C1-69)

Response IN3: While the moratorium on natural gas connections has been lifted since the preparation of the DGEIS, the Applicant still intends to implement electric HVAC and hot water systems in the Development Project.

Comment IN4: Development Project Water Supply – The reference to the water flow to the fire pump is confusing. This is the first reference to a “water pump.” In terms of water supply, the size of a fire pump is irrelevant. Does the 196,061 gpd include the fire flow water supply? (C1-52)

Response IN4: The Development Project gpd estimate does not include the fire flow water supply, as fire service is provided on an as-needed basis. The required fire service for each of the Amended Development Project buildings is 750 gallons per minute (gpm). See Response MS1 for a summary of the Applicant's coordination with the Mount Vernon Fire Department related to the proposed fire service.

Comment IN5: Rezoning Area Sanitary Sewage - Is the 89% and 85% of capacity noted assuming unimpeded pipe capacity (which is not the case, as the pipes were noted to be in poor condition and severely blocked)? (C1-53)

Response IN5: As noted in the DGEIS Chapter 2F, Infrastructure, the capacity analysis is based on the existing capacity of the pipe without blockages. As part of the proposed mitigation for the Development Project, the Applicant will coordinate with the City of Mount Vernon to clear the pipe blockages, improving the condition of the existing sewer.

Each pipe in the sewer system has a different maximum capacity due to differences in pipe size, material, and slope. Under current conditions, a pipe in 1st Street that has a blockage is operating at 41 percent of its maximum capacity. Therefore, 59 percent of capacity will be available should the blockages be removed compared to existing conditions.

Comment IN6: Stating that post development peak stormwater rates would not exceed existing conditions “per local and state stormwater regulations” is inadequate. How this would be achieved, given current conditions (such as sites underlain by Urban Land soils, where percolation may not allow for the installation of traditional stormwater practices). This is important because as noted on page 2F-2 “*Within the Rezoning Area, based on existing conditions and observations, there does not appear to be stormwater infrastructure located within South 1st Avenue, South 2nd Avenue, or South 3rd Avenue.*” (C1-54, C1-59, C1-62)

Response IN6: The proposed Development Project would include a stormwater detention tank in the basement level of each building, from which stormwater would be pumped to the nearest street-level catch basin. As part of the Development Project infrastructure improvements, new stormwater infrastructure would be constructed along South 2nd Avenue and South 3rd Avenue to connect the Development Project Site with the existing stormwater infrastructure located along East 1st Street. Subject to final site design, the anticipated improvements would include new catch basins along South 2nd Avenue and South 3rd Avenue with connecting mains north to East 1st Street. Similar to the Development Project, as part of the site plan approval process, any new development projects within the Rezoning Area would be required to provide stormwater infrastructure updates if necessary to accommodate that development.

Comment IN7: Rezoning Area Gas & Electric – Revise to reflect the lifting of the moratorium. (C1-55)

Response IN7: It is noted that the moratorium on natural gas connections has been lifted since the preparation of the DGEIS, and that it is anticipated that gas service will be available for future residential and commercial service connections within the Rezoning Area.

Comment IN8: Potential Impacts from the Development Project – Water Supply – The results of the hydrant flow tests is required to allow for verification that “*there is adequate pressure for the development project.*” (C1-56)

Response IN8: The results of the hydrant flow tests are included in **Appendix G**.

Comment IN9: Potential Impacts Water Supply – The comment that all future developments in the projected full build-out would be subject to the site plan approval process and a review of water availability - should be supported by a generalized analysis of the water demand for the other Study Sites in the Rezoning Area, and the existing water availability. If the Development Project utilizes all available water capacity for example, the consequence of this on the potential build-out of the other sites should be identified at this stage of the generic impact analysis. Is there sufficient water capacity to accommodate the future build-out of all of the Study Sites? (C1-57)

Response IN9: A generalized analysis of the water demand for the projected full build-out of the Rezoning Area is provided on Page 2F-4 of the DGEIS. The projected full build-out for the Rezoning Area includes four Study Sites in addition to the Development Project Site. Based on this scenario, the estimated daily water demand is 191,070 gpd for the residential units and 4,991 gpd for the retail/community facility space. The total estimated daily water demand for the

Rezoning Area, including the Development Project Site, is 196,061 gpd. Additionally, the water flow to the fire pump for this project will be 750 gallons per minute (gpm) for each building.

Per discussions with the City of Mount Vernon, no capacity issues were identified with the Catskill/Delaware reservoir supply, from which the City Board of Water Supply receives its water. According to the City's Water Department, each future development within the Rezoning Area would be required to run a fire flow test to confirm the water pressure and flow at the time of development. Based on the hydrant flow tests performed in the vicinity of the Development Project Site, the project MEP has determined there is adequate pressure for the Amended Development Project.

Comment IN10: Potential Impacts Sanitary Sewage – The same concern expressed in comment #60 applies to sanitary sewage. (C1-58)

Response IN10: Based on the sewer flow analysis completed for the assessment of potential impacts from the Proposed Action Rezoning (see DGEIS Chapter 2F, Infrastructure), the projected flows in the 2nd Avenue sewer main reached a maximum of 89% of the calculated pipe capacity under proposed conditions. The projected flows in the 3rd Avenue sewer main reached a maximum of 85% of the calculated pipe capacity under proposed conditions. Based on this analysis, there is currently enough sewer capacity to accommodate the future build-out of all the Study Sites. See Response IN1 for an explanation of the analysis methodology.

At a minimum, the project design team recommends that the sanitary pipes are cleared of all blockages for best functioning of the sanitary sewer system. As the full extent of the blockages, including length, shape, and area of each blockage, is not known, it is not possible to calculate how much the blockages are decreasing capacity. However, since the full build out would increase the flow closer to full capacity, it is recommended that the sanitary pipes be cleaned out and all blockages removed. As part of the proposed mitigation for the Development Project, the Applicant will coordinate with the City of Mount Vernon to clear the pipe blockages, improving the condition of the existing sewer

Comment IN11: Mitigation Measures – Water Supply – Stating that *"It is the City's policy to review development on a project by project basis"* is an inappropriate response, as this project involves the creation of new zoning that would allow for the development of the Development Project, but potentially multiple other developments as well. Specific water infrastructure mitigation measures must be identified at this stage. (C1-60)

Response IN11: In addition to Site Plan Approval, future development applicants would be required to review with the City of Mount Vernon (CMV) the supply and availability of infrastructure and provide a letter of water availability/connection from the CMV Board of Water Supply. For future development applications, if the City finds there is insufficient water capacity, the required water system upgrades to support the development would be done at the cost to the developer. Additionally, to potentially reduce water consumption, the following mitigation measures can be considered, including, but not limited to:

- › Installing low flow appliances and fixtures;
- › Planting of native vegetation that demands less water in landscape design;
- › Use of irrigation systems that automatically shut down during rain;

- › Rainwater reuse for non-potable use.

Comment IN12: Mitigation Measures – Sanitary Sewage – 4th §, 2nd sentence - The comment that *"The level of mitigation needed will be determined by the City of Mount Vernon..."* should be more definitively addressed by the Applicant, and not deferred to the City. The Applicant's engineer can identify anticipated mitigation measures (for example if video evidence shows that a pipe is blocked, it is obvious that the blockage needs to be cleared, or the pipe replaced).

The objective in this review process is to identify specific mitigation measures that can be eventually included in the Findings Statement. (C1-61, C2-12, C2-17)

Response IN12: The following mitigation measures are noted in the DGEIS Chapter 2F, Infrastructure:

- › Sanitary discharge would need to be mitigated by providing system improvements to mitigate inflow and infiltration (I&I) with a target ratio of 3:1 for market rate projects and 1:1 for affordable housing projects.
- › In addition to Site Plan Approval, development applicants would be required to review with the City of Mount Vernon the supply and availability of infrastructure, including but not limited to, sanitary sewer supply and potable water supply. Future development applicants must provide a letter of sewer availability/connection approval (or documentation from the CMV DPW Bureau of Engineering) demonstrating availability/connection to the CMV municipal sewer system and provide a letter of water availability/connection from the CMV Board of Water Supply.
- › In order to improve the condition of the existing sewer system, blockages would be cleared, in coordination with the City of Mount Vernon.
- › For future development applications, if the City finds there is insufficient sewer capacity, the required sewer system upgrades or replacement to support the development would be done at the cost to the developer.

Comment IN13: Design the proposed development to have any and all stormwater runoff collected and discharged into a municipal storm water system. Additionally, any other utilities must also be connected to municipal systems and not create any discharge onto MTA property. (C4-5)

Response IN13: Comment noted. The proposed Development Project would connect to municipal systems and would not discharge to MTA property.

3.9 Traffic and Transportation (TR)

Comment TR1: Existing Traffic Volumes – Clarify if the 2022 traffic counts were affected by post pandemic travel and traffic patterns – in particular, the continued trend of remote work. (C1-63)

Response TR1: The traffic counts conducted in July 2022 were reflective of existing conditions at that time and likely include changes associated with remote work. The data from 2022 was

significantly lower than traffic counts conducted in 2017. The traffic analysis completed for the Development Project was based on the higher 2017 traffic volumes.

Updated traffic counts were conducted in June 2024 when school was in session. Review of the traffic counts, included in **Appendix H**, shows that the 2024 peak hour traffic volumes range from 11 percent lower to 2 percent higher when comparable to the 2017 peak hour traffic volumes. It is typical for traffic volumes to fluctuate up to ten percent so the differences between the 2017 and 2024 traffic volumes are consistent with day-to-day fluctuations and no additional analyses are needed.

Comment TR2: Site Generated Traffic Volumes – Document the basis for utilizing a 30% TOD credit. (C1-64)

Response TR2: The Amended Proposed Action includes a reduction of 45 residential units and 918 sf of community facility floor area. **Table 12** compares the trip generation for the DGEIS Proposed Action and Amended Proposed Action. The table shows that the Amended Proposed Action results in 10 fewer trips during the AM and PM peak hours. Based on the trip generation comparison, the analysis completed in the DGEIS represents a conservative evaluation.

Table 13 Trip Generation Comparison

Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
DGEIS Proposed Action						
Multifamily Housing (High-Rise) ^a	29	57	86	56	45	101
Recreational Community Center ^b	16	8	24	14	17	31
TOD Credit ^c	-14	-19	-33	-21	-19	-40
Total New Trips	31	46	77	49	43	92
Amended Proposed Action						
Multifamily Housing (High-Rise) ^d	19	54	73	54	33	87
Recreational Community Center ^e	15	7	22	14	15	29
TOD Credit ^c	-10	-18	-28	-20	-14	-34
Total New Trips	24	43	67	48	34	82
Change in Total New Trips ^f	-7	-3	-10	-1	-9	-10
^a Trip generation estimate based on ITE LUC 222 – Multifamily Housing (High-Rise) for 317 units ^b Trips generation estimate based on ITE LUC 495- Recreational Community Center for 12,548 sf ^c Transit Oriented Development credit of 30% based on CTOD data ^d Trip generation estimate based on ITE LUC 222 – Multifamily Housing (High-Rise) for 272 units ^e Trips generation estimate based on ITE LUC 495- Recreational Community Center for 11,630 sf ^f DGEIS less Amended Total New Trips						

The trip generation for the DGEIS was estimated using ITE Land Use Codes (LUC) 222 – Multifamily Housing (High Rise) and 495 – Recreational Community Center. To account for transit, bike, and pedestrian trips, LUC 222 is evaluated based on land use subcategory (close to rail transit or not close to rail transit) and setting/location (general urban/suburban, dense multi-use urban, or city center core). A site that is within a 0.5-mile walking distance of a train station is

considered close to rail transit. LUC 495 only provides data for a general urban/suburban setting and does not account for proximity to rail transit.

In the case of LUC 222, the data for a site close to rail transit in a dense multi-use urban setting is based on three studies for the AM and PM peak hour data. Due to the small number of data points for LUC 222 and lack of data for LUC 495, both land uses were evaluated for a general urban/suburban setting not close to rail transit to best estimate the total number of trips, and a TOD credit was applied to determine the number of vehicle trips. The Center for Transit Oriented Development (CTOD) estimates that 42% of residents within a 0.25-mile (1,320 feet) radius of the Mount Vernon East Metro North Station use transit, walk, or bicycle to work. The Development Project Site is located about 0.27 miles (1,400 feet) from the station. Based on this data, a 30% TOD credit was applied to provide a conservative but reasonable estimate of the total vehicle trips.

Comment TR3: Parking – Describe in detail how each of the parking reductions listed in table 2G-9 will be accomplished. (C1-65)

Response TR3:

The Amended Proposed Action Rezoning incorporates edits to the proposed parking regulations, as shown in the amended DTOAD zoning text provided in **Appendix C** which differs from the former parking reduction options listed in DGEIS Table 2G-9. Revisions include an increased requirement of a 0.4 spaces/unit for studios, one-bedroom, and two-bedroom units, and 0.7 spaces/unit for three-bedroom units parking ratios. The Amended Proposed Action Rezoning also revises the off-street parking reduction options to four streamlined options including the following: utilization of alternative off-site parking facilities; provision of shared vehicle parking such as Zip Car or similar shared vehicle program; utilization of a Payment in Lieu of Parking; and provision of live/work space.

The revised parking provision associated with the Amended Development Project is shown in the table below. As detailed, the Amended Development Project would provide 59 parking spaces on-site, 40 parking spaces off-site within the City-owned parking lot located at the corner of Prospect Avenue and North 3rd Avenue, and 10 parking spaces through the Payment in Lieu of Parking (PILOP) provisions within the amended DTOAD zoning text. The funds generated through the PILOP set forth in Table 9 would be used to fund capital improvements at the City-owned parking lot located at the corner of Prospect Avenue and North 3rd Avenue.

Table 14 Amended Development Project Parking Requirements and Reductions

DGEIS		
Total Residential Units	317	
On-site Parking Spaces	62	
FGEIS		
Total Residential Units	272	
Parking Spaces Required	109	@0.4 parking spaces per studio, 1 bedroom, and 2 bedroom units
On-site Parking Spaces	59	
Off-site Parking Spaces in Prospect Avenue City-Owned Lot	40	
Parking Spaces for Payment in Lieu of Parking (to be used for capital repairs to Prospect Avenue Lot)	10	
Total Parking Spaces	109	
Annual Lease Payment to City for Prospect Avenue Parking Lot	\$40,000	Per year (\$1,000/space/year)
PILOP (to be used for capital repairs to Prospect Avenue Lot)	\$200,000	PILOP @ \$20,000/space

Comment TR4: Site Operations – This section of the DGEIS points out the paradox with online deliveries. The DGEIS notes that online deliveries “*reduces the need for vehicle dependency.*” While this is true for residents of the Development Project, this trend actually increases vehicle trips associated with deliveries. (C1-66)

The DGEIS states that “*The increased delivery vehicle activity is not expected to impact overall intersection or site operations since this is an existing condition in the study area.*” While delivery vehicle activity does indeed already occur within the study area – the number of delivery vehicle trips would obviously increase with the build-out of the area. As a result, this increased trip generation must be accounted for.

As the Development Project alone is projected to generate 92 PM peak hours trips, and it is noted by the Applicant that 100 trips on an intersection would trigger a detailed off-site intersection analysis – the inclusion of additional delivery trips, and certainly the trip generation from the other study sites, may result in exceeding the 100-trip intersection threshold.

Delivery Patterns – how can the conclusion that “The frequency of these vehicles on the roadway network is not expected to increase as a result of the project” be supported when additional residents will obviously result in additional deliveries?

Response TR4: The threshold for off-site intersection analysis is based on 100 new site-generated trips on a single intersection approach during a single peak hour, rather than 100 total trips generated by the site. Currently, the analysis shows a maximum of 30 trips on a single

approach of a non-site access intersection. Delivery trips will occur throughout the day and not be concentrated to the peak hours; therefore, increased delivery trips would still not exceed the 100-trip threshold during a single peak hour.

The threshold is based on new site-generated vehicle trips that would not otherwise be in the traffic network. It is assumed that deliveries to the site will be added to existing delivery routes, or in the case of delivery apps, will be from vehicles that are already in the traffic network. Therefore, many deliveries to the site will not be “new” trips that are considered in the 100-vehicle threshold.

Comment TR5: Potential Impacts from the Proposed Action Rezoning – 1st partial §, 1st full sentence – This sentence indicates that “good levels of service are experienced at the study area intersections. A table should be provided identifying the levels-of-service (similar to Tables 2G-5 & 6 for the Development Project). These tables should include the Study Sites as well as the Development Project. (C1-67)

Response TR5: As shown in **Table 13** and **Table 14** below, all movements at the existing study intersections will operate with the same LOS during the Build condition as the No-Build condition during both the AM and PM peak hours. The site access intersection will also operate at LOS A during both peak hours.

Table 15 Weekday AM Peak Hour LOS Summary

Intersection	Approach	Lane Group	Existing 2022		No-Build 2027		Build 2027	
			Delay ¹	LOS ²	Delay	LOS	Delay	LOS
East 1 st Street at South 2 nd Avenue (Unsignalized)								
	WB	LT	2.2	A	2.2	A	2.2	A
East 1 st Street at South 3 rd Avenue (Signalized)								
	EB	LTR	13.1	B	13.2	B	13.5	B
	WB	LTR	13.0	B	13.2	B	13.4	B
	NB	LTR	10.7	B	10.8	B	11.3	B
	Overall		12.7	B	12.8	B	13.0	B
East 2 nd Street at South 2 nd Avenue (Signalized)								
	EB	TR	10.6	B	10.7	B	10.8	B
	WB	LT	9.7	A	9.7	A	9.8	A
	SB	LTR	13.2	B	13.3	B	13.3	B
	Overall		10.9	B	11.0	B	11.0	B
East 2 nd Street at South 3 rd Avenue (Signalized)								
	EB	LTR	13.3	B	13.5	B	13.7	B
	WB	LTR	10.9	B	11.0	B	11.1	B
	NB	LTR	11.1	B	11.1	B	11.1	B
	SB	LTR	13.1	B	13.2	B	13.7	B
	Overall		12.5	B	12.6	B	12.8	B
South 3 rd Avenue at Site Driveway (Unsignalized)								
	WB	LR	--	--	--	--	9.8	A
	SB	LT	--	--	--	--	1.2	A

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

-- = Not Applicable for the condition

1 Average delay in seconds per vehicle

2 Level of service

Table 16 Weekday PM Peak Hour LOS Summary

Intersection	Approach	Lane Group	Existing 2022		No-Build 2027		Build 2027	
			Delay ¹	LOS ²	Delay	LOS	Delay	LOS
East 1 st Street at South 2 nd Avenue (Unsignalized)								
	WB	LT	2.5	A	2.5	A	2.5	A
East 1 st Street at South 3 rd Avenue (Signalized)								
	EB	LTR	14.8	B	15.1	B	15.7	B
	WB	LTR	13.4	B	13.6	B	14.0	B
	NB	LTR	10.9	B	11.0	B	17.3	B
	Overall		13.6	B	13.8	B	15.3	B
East 2 nd Street at South 2 nd Avenue (Signalized)								
	EB	TR	10.7	B	10.8	B	10.9	B
	WB	LT	9.7	A	9.8	A	9.9	A
	SB	LTR	13.4	B	13.5	B	13.5	B
	Overall		11.0	B	11.1	B	11.2	B
East 2 nd Street at South 3 rd Avenue (Signalized)								
	EB	LTR	12.2	B	12.4	B	12.6	B
	WB	LTR	10.8	B	10.9	B	11.1	B
	NB	LTR	11.4	B	11.4	B	11.4	B
	SB	LTR	12.5	B	12.6	B	12.9	B
	Overall		11.8	B	11.9	B	12.1	B
South 3 rd Avenue at Site Driveway (Unsignalized)								
	WB	LR	--	--	--	--	10.0	A
	SB	LT	--	--	--	--	1.9	A

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

-- = Not Applicable for the condition

¹ Average delay in seconds per vehicle² Level of service

The Amended Proposed Action also represents a reduction in overall development from 1,080 units to 952 units which would result in a reduction in the number of trips generated. Detailed SEQRA analyses, including capacity analyses, would be completed as part of the application for future development sites within the Rezoning Area.

Table 3-5 from the DGEIS, which has been copied below, shows the trip generation for the four Study Sites under the DGEIS Proposed Action Rezoning (total of 1,080 units) rather than the Amended Proposed Action Rezoning (total of 952 units), and therefore represents a conservative estimate of the potential trip generation. These trips will be disbursed throughout the study area. Based on a review of the capacity analyses, the study area intersections have more than sufficient capacity to accommodate the overall potential development associated with the rezoning.

DGEIS Table 3-5 Trip Generation Summary

Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Study Site 2						
Multifamily Housing ^a	19	40	59	38	29	67
Retail ^b	11	7	18	25	26	51
TOD Credit ^c	-9	-14	-23	-19	-17	-36
Total New Trips	21	33	54	44	38	82
Study Site 3						
Multifamily Housing ^a	29	61	90	58	44	102
Retail ^b	12	8	20	27	28	55
TOD Credit ^c	-12	-21	-33	-26	-22	-48
Total New Trips	29	48	77	59	50	109
Study Site 4						
Multifamily Housing ^a	19	40	59	38	29	67
Retail ^b	23	16	39	54	55	109
TOD Credit ^c	-13	-17	-30	-28	-25	-53
Total New Trips	29	39	68	64	59	123
Study Site 5						
Multifamily Housing ^a	13	27	40	26	19	45
Retail ^b	6	5	11	16	16	32
TOD Credit ^c	-6	-10	-16	-13	-11	-24
Total New Trips	13	22	35	29	24	53
Total New Trips	92	142	234	196	171	367

a Trip generation estimate based on ITE LUC 222 – Multifamily Housing (High-Rise)

b Trip generation estimated based on ITE LUC 822 – Strip Retail Plaza (<40k)

c Transit Oriented Development credit of 30% based on CTOD data

Comment TR6: For a 12-story building with 317 units plus community space, the analysis of only four (4) intersections in detail is inadequate. At a minimum, the Study should include intersections along East Prospect Avenue on the north side of the Metro North tracks; intersections on S. First Avenue east of the site; and key intersections to the west along E. First Street at S. Fourth/Gramatan Avenue and at S. Fifth Avenue. (C3-1)

Response TR6: As previously noted, the threshold for requiring off-site analysis is 100 new site-generated vehicle trips on a single intersection approach during a single peak hour, which the Amended Development Project is not close to meeting. The highest number of trips that the Development Project would generate at an intersection outside of the study area is 23 trips. East of the E 1st Street at S 2nd Avenue intersection, the project would generate 6 eastbound trips and 17 westbound trips during the PM peak hour. As vehicles disperse away from the Development Project Site, the number of trips at any one intersection would continue to be reduced.

Comment TR7: Except for one July 2022 count, the volume data used in the analysis are from 2017. First, the July 2022 count is not a good sample upon which to establish valid non-summer peak hour counts. Second, the base counts were done in 2017. Typically, counts that are old (in this case 6 to 7 years old) are not acceptable and new counts should be done. The north leg of the E. First Street/S. Third Avenue intersection should be counted (along with the original locations, plus the expanded study area intersections) during non-summer time periods and when schools are in session. (C3-2)

Response TR7: Updated traffic counts were conducted in June 2024 when school was in session and operating with a normal schedule. The traffic counts, included as **Appendix H**, show that the 2024 traffic volumes range from 11 percent lower to two percent higher than the 2017 volumes. The traffic evaluation shows that the study area intersections operate with good levels of service with minimal increases in delay associated with the proposed project. No additional intersections are recommended for analysis.

Comment TR8: The background traffic growth factor is low. Given the increased level of proposed development in Mount Vernon – particularly near the Metro North stations – a higher background growth factor should have been used. Also, traffic from the three developments cited in the Study AND from other projects that are planned in and near the Mount Vernon East TOD area should be identified and added to the estimated future traffic conditions. (C3-3)

Response TR8: Coordination with the City of Mount Vernon did not identify any other planned development that would increase traffic volumes at the study intersections beyond background traffic growth. The background growth rate was determined using growth rate information published by the New York Metropolitan Transportation Council (NYMTC), the regional Metropolitan Planning Organization (MPO).

Comment TR9: The trip generation analysis uses an overly liberal (30% credit) reduction to determine the number of peak hour trips. A closer inspection of the ITE source indicates that a 15% credit is more appropriate. The ITE Trip Generation Manual allows a comparison of the rates for "close to transit" and "not close to transit" uses. Furthermore, that lower credit would be the more conservative approach, helping to avoid underestimating project impacts. All Level of Service analyses should be recalculated using current 2023 traffic volumes and expanded to include the additional key intersections. Please provide. (C3-4)

Response TR9: See Response TR2. The reduced land use scenario with a 15% internal credit would result in 81 new trips during the weekday AM peak hour and 99 trips during the weekday PM peak hour. The traffic evaluation included an analysis of 77 new trips during the weekday AM peak hour and 92 new trips during the weekday PM peak hour and showed that the study intersections would operate at LOS A/B conditions during the AM and PM peak hours. The additional four trips during the AM peak hour and seven trips during the PM peak hour (one trip every 8 to 15 minutes) will not degrade the LOS of any intersection nor change the findings of the traffic evaluation. No additional analysis is needed.

Comment TR10: The Scope for the project required a trip generation comparison of alternative uses that could be developed on the site. That comparison was not in the traffic study. Please provide in the FGEIS. (C3-5)

Response TR10: A trip generation comparison of the project alternatives is provided in Table 3-6 of the DGEIS.

Comment TR11: Further, the proposed low DTOAD parking standards include density and amenity "bonus" provisions for reducing parking even more. Parking credit allowances in the DTOAD zone are astonishingly weak in that developers have a very easy path to providing only half of the required off-street parking. For example, simply because they can provide an electric vehicle charging station at each of the proposed 62 spaces, they get a 124-space credit (2 spaces per EV station). Another questionable parking provision in that Code is a one space reduction for every ten bicycles spaces. In this case, the developer is providing room for 187 bicycles, giving them an additional 18.7 vehicle parking space reduction credit. In fact, when applied, the credit bonuses were computed to reduce the "required" parking at this site to only 46 spaces – for 317 residential units and a community center. That calculates to one (1) space for every seven (7) residential units. The 62-space proposal is only marginally better at one (1) space for every five (5) units. (C3-6)

Response TR11: Comment noted. See Response TR23 for information regarding the Amended Proposed Action Rezoning which includes changes to parking requirements for the DTOAD zone.

Comment TR12: For Library Square's 317 total residential units, the Study cites a total parking requirement of 85 spaces, or a blended rate of 0.27 spaces/unit. This would not be sufficient parking for the proposed project. When applied to the other four (4) potential development sites in the DTOAD Study Area with denser and taller buildings proposed, the parking would be even more deficient, leading tenants to park on the street. (C3-7)

Response TR12: Comment noted. See Response TR23 for information regarding the Amended Proposed Action Rezoning which includes changes to parking requirements for the DTOAD zone. It is noted that there are two municipal parking facilities less than a quarter-mile walking distance from the Rezoning Area: a three-story parking garage on Stevens Avenue adjacent to Mount Vernon City Hall and an approximately 135-space surface parking lot along East Prospect Avenue at North 3rd Avenue. The East Prospect Avenue Lot would be improved utilizing the funds that will be generated through the PILOP as part of the Amended Development Project parking provisions.

Comment TR13: This "plan" should be documented by the County in a letter to the City Council and made a part of the FGEIS. Even if built, a garage at the train station is not likely to "work" for the demand generated in the neighborhood of the Library Square project – or even for the site itself when future residents' parking demands exceed the 62-space supply. That demand will likely look for parking closer than the station, putting additional strain on what remains of the on-street public parking supply. As proposed the parking standards are doomed to fail. (C3-8)

Response TR13: Comment noted.

Comment TR14: Also, the Scope required the analysis to include a description of existing on- and off-street parking. That was not in the study and should be provided. (C3-9)

Response TR14: A discussion of existing on- and off-street parking is provided in the DGEIS Chapter 2G, Transportation, Traffic, and Parking, within the discussion of existing environmental conditions.

Comment TR15: Also note that the City's ongoing work on the comprehensive plan for the downtown has not been completed and should provide a detailed traffic analysis. Downtown projects – like Library Square – are being done in a vacuum without a completed comprehensive plan in place. Library Square and other projects in the downtown area should either provide the detailed analyses noted above or else be denied approval in the absence of the comp plan. (C3-10)

Response TR15: It is noted that the Downtown Vision Report was adopted by the Mount Vernon City Council on January 24, 2024. The Proposed Action has been reviewed for its consistency with the Phase I Downtown Vision Report findings and recommendations (see Response ZL15). The DGEIS includes a detailed traffic analysis and the conclusions from that analysis have been updated in this FGEIS to reflect the Amended Proposed Action.

Comment TR16: Though the EAF for Phase 1 indicates that the up to 320 units will have no impacts to transit, Metro-North is interested in understanding the number of potential cumulative new riders anticipated to be generated incrementally by all phases of the DTOAD. We request transit trip generation (particularly by Rail) for the AM and PM Peak hours be provided, as well as potential impacts to Metro-North's operation and/or infrastructure (Mount Vernon East station and its approaches), as well as proposed mitigation if required.

Consideration should be given to the proximity of proposals within the DTOAD to the Mount Vernon East station on Metro-North's New Haven Line. Service from Mount Vernon East Station currently provides travel options along the New Haven Line to locations in Westchester and Fairfield Counties as well as Grand Central Terminal in Manhattan where Grand Central Madison service (LIRR) can bring travelers easily to Long Island. (C4-7)

Response TR16: Based on the trip generation estimate, it is expected that approximately 30 percent of site-generated traffic may use available transit services. With the Amended Development Project, this results in 28 trips during the AM peak hour and 34 trips during the PM peak hour. It is unknown what percentage of these trips will use Metro North or travel by bus. Information available on the MTA website shows that the Metro North ridership in June 2024 (the most recent data) was 5,755,940 people which equates to an average of 191,865 people per day and 7,994 people per hour. If all the transit trips use Metro North, an additional 28 to 34 people riding Metro North during the weekday AM and PM peak hours will not impact transit operations. The online data also shows that ridership remains below pre-pandemic levels indicating that there is additional capacity in the network. No mitigation is needed to accommodate this number of trips.

Comment TR17: Such analysis should consider if the proposed action collectively places demands on surrounding infrastructure such as pedestrian and/or vehicular paths to the Mount Vernon East station as well as the public transportation system as a whole. (C4-8)

Response TR17: Sidewalks in the study area range from 8 to 16 feet wide. The New York State Department of Transportation (NYSDOT) Highway Design Manual provides guidance to identify pedestrian levels of service for sidewalks. Review of Exhibit 18-1 *Relationship between Walkway Width and Pedestrian Volume* shows that sidewalks with widths from 8 to 16 feet can accommodate 3,500 to 7,000 pedestrians per hour and operate at level of service A. The Amended Development Project is expected to generate 28 to 34 pedestrians during the weekday peak hours, and as such, is not expected to adversely impact pedestrian paths.

Comment TR18: Increased pedestrian access to Mount Vernon East Station could benefit from improved connections and facilities including, but not limited to sidewalks, lighting and streetscape between the development sites and the Mount Vernon East station.

Section D.2.J viii (page 7) indicates that the proposed action includes plans for pedestrian or bicycle accommodations for connections to existing pedestrian and bicycle routes. Metro-North is interested in learning more about this element of the proposal, specifically with respect to routes to the Mount Vernon East train station. (C4-9, C6-13)

Response TR18: There is an existing network of sidewalks and marked pedestrian crossings between the Development Project Site and Mount Vernon East Station. The Applicant is providing 97 spaces for bicycle storage for tenants in the parking garage and will also be reconstructing the sidewalk along the project frontage.

Comment TR19: Metro-North is interested in the City of Mount Vernon's and the developer's ideas for improving station access from the new development sites, and addressing any impacts the development may have on the station and the transit system. (C4-10)

Response TR19: The Amended Development Project is expected to have comparatively minimal increase on existing transit ridership in the study area with an increase of approximately 28 riders during the weekday AM peak hour and 34 riders during the weekday PM peak hour. The existing sidewalk network and transit system can accommodate the project, and no further mitigation is proposed.

The Center for Transit Oriented Development (CTOD) estimates that 42% of residents within a 0.25-mile (1,320 feet) radius of the Mount Vernon East Metro North Station use transit, walk, or bicycle to work. The Development Project Site is located about 0.27 miles (1,400 feet) from the station. Based on this data, a 30% TOD credit was applied to provide a conservative but reasonable estimate of the total vehicle trips.

Comment TR20: Traffic studies for all phases of the DTOAD will need to measure potential traffic impacts to the entrance of the Mount Vernon East station which is located on East First Street. (C4-11)

Response TR20: The Amended Proposed Action is expected to have no impact to traffic operations at the Mount Vernon East station as residents would be expected to walk the 0.3 miles to the station rather than drive and park.

Comment TR21: We recommend that charging facilities be provided within the bicycle storage room, and bicycle racks be provided for visitors at the building entrances. (C5-7)

Response TR21: The Applicant coordinated with the City of Mount Vernon Fire Department regarding fire safety within the Amended Development Project, including with regard to the provision of e-bicycle parking and charging facilities. The Applicant was directed to follow the New York City standards for safe e-bicycle storage and charging policies. The Applicant commits to the provision of e-bicycle charging within the Amended Development Project.

Public bike racks within the City right-of-way will be installed if permitted by the City of Mount Vernon DPW, to be determined during the site plan review process.

Comment TR22: While not stated as such within the document, we note that many aspects of Transportation Demand Management (TDM) are included within the proposed zoning regulations, including shared parking, car-share provisions, and a focus on pedestrian connectivity. We recommend the City reference the County's Transportation Demand Management Toolkit for further means to incorporate TDM policies, especially within the comprehensive plan update. (C5-8)

Response TR22: Comment noted.

Comment TR23: The proposed parking ratio is a concern. While the first phase of the Comprehensive Plan, which covers this site, will see a reduction in required residential parking due to its transit-oriented nature, the proposed ratio of less than .2 is egregiously low, and is based on project feasibility, rather than need. (C2-18, C6-12)

Response TR23: The Amended Proposed Action Rezoning incorporates edits to the proposed parking regulations, as shown in the amended DTOAD zoning text provided in **Appendix C**. As shown, in order to bring the Proposed Action Rezoning more into alignment with the parking recommendations associated with the Downtown Vision Report, the proposed DTOAD zoning text parking regulations have been amended to require a parking ratio of 0.4 spaces/unit for studios, one-bedroom units, and two-bedroom units, and 0.7 spaces/unit for three-bedroom units. Determining parking supply is undergoing a shift in philosophy to reduce environmental and economic impacts while considering equity and community goals. *Parking Requirement Impacts on Housing Affordability* published by the Victoria Transport Policy Institute on May 12, 2024 includes the following five parking principles:

1. **Consumer sovereignty.** This means that policies should respond to consumer demands, including latent demand (options that consumers would use if available). For example, this justifies unbundling so households can choose cheaper parking-free apartments.
2. **Parking demands and costs.** According to this principle, parking supply should respond to user demands and production costs. This implies that parking minimums should decline with

factors that reduce vehicle ownership, such as poverty, density and quality of non-auto modes, and be reduced where parking is more costly to provide.

3. **Willingness to pay (efficient pricing).** According to this principle, optimal residential parking supply is the number of spaces that occupants would choose if they are charged cost-recovery prices (parking fees could pay the total costs of providing that space).
4. **Strategic goals.** According to this principle, parking regulations should support strategic goals such as affordability, equity, efficient mobility, traffic safety, emission reductions, and habitat protection. This implies that parking mandates should generally be minimized to support various strategic goals.
5. **Equity objectives.** According to this principle, residents should “get what they pay for and pay for what they get” unless subsidies are specifically justified, and policies should favor disadvantaged groups. This implies that residential parking should generally be unbundled, so motorists pay directly for the parking spaces they use, with exemptions or discounts for motorists who have disabilities or low incomes.

The five principles identified above support the reduced parking ratio. As stated above, additionally, the Amended Proposed Action Rezoning incorporates a higher parking ratio of 0.4 spaces/unit for studios, one-bedroom units, and two-bedroom units, and 0.7 spaces/unit for three-bedroom units. As the commenter identified, the reduced parking ratios are generally in alignment with the recommendations of the Downtown Vision Report. In addition, the off-street parking reduction options have also been streamlined to permit four methods for achieving a reduction in parking requirements, including the following: utilization of alternative off-site parking facilities; provision of shared vehicle parking such as Zip Car or similar shared vehicle program; utilization of a Payment in Lieu of Parking; and provision of live/work space.

The revised parking provisions outlined above associated with the Amended Development Project would provide 59 parking spaces on-site, 40 spaces off-site within the City-owned parking lot located at the corner of Prospect Avenue and North 3rd Avenue, and 10 parking spaces through the Payment in Lieu of Parking (PILOP) provisions within the amended DTOAD zoning district. The funds generated through the PILOP set forth in Table 9 would be used to fund capital improvements at the City-owned parking lot located at the corner of Prospect Avenue and North 3rd Avenue.

3.10 Air Quality and Noise (AN)

Comment AN1: Air Quality - Existing Environmental Conditions – Identify the location of the Pfizer laboratory monitoring station. (C1-68)

Response AN1: The Pfizer Laboratory monitoring station is located at the north end of the New York Botanical Garden in the Bronx.

Comment AN2: Air Quality - HVAC and Hot Water Systems – As noted, with the lifting of the Con Ed gas moratorium, an air quality analysis of potential emissions would be necessary. (C1-69)

Response AN2: Comment noted. Future developments within the Rezoning Area would be required to perform an emissions analysis of any proposed natural gas HVAC and hot water

systems to determine the potential for significant adverse impacts. The Development Project will not utilize natural gas and instead will utilize electric HVAC and hot water systems, and to the extent feasible install photovoltaic solar arrays and geothermal heat pumps.

Comment AN3: Air Quality - Mobile Source Emissions – Is it true that increased traffic volumes in the study area intersections would not trigger an air quality analysis. Refer to Comment #70. (C1-70)

Response AN3: According to the NYSDOT Environmental Procedures Manual, if intersections affected by a project would maintain a Level of Service (LOS) C or better, a mobile source emissions analysis is not required. As detailed in DGEIS Chapter 2H, Air Quality and Noise, the affected intersections are projected to maintain levels of service above this threshold. The Amended Proposed Action would result in fewer trips generated compared with the DGEIS Proposed Action, and therefore a mobile source analysis would not be required.

Comment AN4: Identify the device used to record noise measurements. (C1-71)

Response AN4: Two Larson-Davis LxT sound level meters were used to conduct the noise measurements during peak periods.

Comment AN5: Noise – Potential Impacts – Identify the “*relevant guidelines*.” (C1-72)

Response AN5: Chapter 2H of the DGEIS presents the Noise Regulations, Policies and Ordinances, which include guidance on the methods to assess potential noise impacts and avoid or reduce adverse impacts that are identified. These guidance documents include the New York State Department of Environmental Conservation Program Policy for Assessing and Mitigating Noise and City of Mount Vernon Noise Ordinance (Chapter 178) first. Potential impacts were assessed based on these two guidance documents.

Comment AN6: Noise – Stationary Source Noise Impact Analysis – While it is acknowledged that the location of the HVAC systems for the Development Project are highly preliminary, is it anticipated that this equipment will be roof mounted, mounted at ground level outside the building, or enclosed within the building? (C1-73)

Response AN6: It is anticipated that the Development Project mechanical equipment will be both roof-mounted and enclosed within the proposed buildings, subject to final design of the project. In any case, the Development Project will comply with the regulations set forth in the City of Mount Vernon Noise Ordinance (Section 178-4.9), which provides noise limitations for air-conditioning and air-handling devices. According to the regulations, “No person shall operate or permit to be operated an air-conditioning or air-handling device that exceeds the maximum sound-level limitations provided in this section.

- (1) In areas zoned residential, single-family or multiple-dwelling units, continuous sound in air which has crossed the property line shall not exceed 55 db(A) at any point.

- (2) The provisions of this section shall not apply if the sound from the air conditioner or air-handling device produces less than a five db(A) increase in the sound level that exists in the absence of such sound.

All the new HVAC systems would comply with the city code requirements.

Comment AN7: The potential build-out within the Rezoning Study area will result in noise impacts that exceed the limits established in the City of Mount Vernon Noise Ordinance in certain locations. The Applicant has proposed the use of double-glazed windows to mitigate this impact. This mitigation measure protects developers from their own self-created noise impacts, and does not mitigate the noise impacts created by the new developments on the existing community. These adverse impacts must be properly mitigated. (C1-74)

Response AN7: As detailed in the DGEIS, the noise assessment for the Proposed Action Rezoning concluded that the future noise levels at measurement sites 1 and 4 would exceed the noise criteria established by the City of Mount Vernon Noise Ordinance. However, this represents an existing condition at the measurement sites, as existing sound levels already exceed the noise criteria based on data collected at these locations. As detailed in the DGEIS, the maximum increments projected for these two sites would be 0.2 dBA and 0.3 dBA, respectively, which, based on the NYSDEC Program Policy for Assessing and Mitigating Noise, is not considered an impact and therefore requires no further mitigation.

3.11 Economic Development (ED)

Comment ED1: Demographics – This section identifies the City’s 2022 population as 73,893, based on the American Community Survey data. The US Census Quick Facts indicates that the City’s population estimate for July of 2023 is 71,714. The most current US Census data should be utilized.

Potential Demographic Impacts from the Development Project and the Proposed Action – Revise population projection percentages based on most recent US Census data. (C1-75)

Response ED1: As indicated by the commenter, based on the American Community Survey data, the US Census Quick Facts indicates that the City’s population estimate for July of 2023 is 71,714, with a population density of 16,299 people per square mile. The Mount Vernon population is approximately 62.4% Black or African American, approximately 17.5% White, and approximately 1.9% Asian. Approximately 17.2% of Mount Vernon’s population is Hispanic or Latino.

The Amended Development Project would result in the development of 272 new housing units, an increase of approximately 0.89% in housing units in the City of Mount Vernon. The Amended Development Project would result in a projected site population of 479, which is an increase of a fraction of one percent (0.67%) over the 2023 population.

Under the Amended Proposed Action, build-out of Study Sites 2 through 5 would result in the development of 952 new residential units with an estimated population of 1,554. The Amended Development Project together with the four Study Sites would result in a total of 1,224 residential units, an increase of approximately 4.0% housing units in the City and a projected population of 2,033, which is an increase of 2.8% over the 2023 population.

Comment ED2: Potential Demographic Impacts from the Development Project and the Proposed Action – Mount Vernon City School District – Can more than a single comparable development (22 South West) be used to document actual school generation rates?

Potential Demographic Impacts from the Development Project and the Proposed Action – Mount Vernon City School District – The assumption that the additional students generated from all projects within the Rezoning Study Area would be added to the school district over a ten-year period should be justified. Development is cyclical, and often pegged to variables like interest rates. In favorable times, development occurs in bunches. Assuming an even spread over ten years is unrealistic. If the addition of students were compressed, what would the impact be?

Potential Impacts from the Proposed Action Rezoning and Development Project – Schools, 3rd § – The absorption of the 205 new students over a 10-year period should be reassessed. (C1-76)

Response ED2: The Applicant has obtained public school enrollment multipliers calculated from data provided by the Mount Vernon City School District (MVCSD) on the number of enrolled students currently living in multifamily projects that have received financial assistance from the Mount Vernon Industrial Development Agency (MVIDA). The District provided a list of projects and the number of enrolled students.¹⁰ It did not provide data on what type of unit (for example a one-bedroom unit or two-bedroom) the students occupied so a single multiplier is calculated and used.¹¹ The data resulted in a multiplier of 0.15315 enrolled students per unit of housing. Applying this multiplier to the 272 units in the Amended Development Project results in an estimated MVCSD enrollment from the project of 42. It is important to note that this analysis conservatively assumes all 42 students will be new to MVCSD, coming from other schools. The result is that each student at the Development Project is therefore assumed to increase costs to MVCSD. In practice, the Development Project will house some existing students, as current City residents will be encouraged to apply for units. The actual costs to MVCSD may therefore be lower, as students moving from within the MVCSD will not change overall enrollment or have the same effects on the budget.

Based on revisions to the proposed DTOAD zoning, including a reduction in the maximum allowable height and density within the DTOAD compared with what was analyzed in the DGEIS, the projected maximum buildout of the DTOAD would result in 1,224 total units, and an estimated 182 school-aged children. While it is highly unlikely that all five sites would be constructed and occupied at the same time, such a scenario would result in the 182 school-age children distributed through 13 grades, for an average of 14 students per grade level.

Comment ED3: Target Market – Clarify if there is also a demand for market-rate housing, in addition to the demand for affordable housing. (C1-77)

Response ED3: As a developer of mixed-income housing, the Applicant has not specifically examined the level of demand for market-rate housing alone. The Applicant has had a residential marketability study prepared for construction of a rental apartment building, within which occupancy of all units will be restricted to households earning not more than 50%, 60% and 80%

¹⁰ Source: Storrs Associates Financial Assistance and Impact Analysis of the Qwest Towers Project, Mount Vernon IDA, February 8, 2024

¹¹ MVCSD did not provide data on the type of units, for example 1 or 2 bedrooms, so a single multiplier was used. MVCSD data was shared only at a summary level and protects the privacy of students.

of the Area Median Income (AMI). The market study (see **Appendix I**) supports the highest and best use of the site for housing at the mix of affordability levels proposed.

Comment ED4: Jobs – What is the basis for the projected 300 construction jobs? (C1-78)

Response ED4: Throughout the course of the construction, the number of construction workers on-site will vary from as few as nine to as many as 280 workers per day. The Applicant provided a detailed breakdown of the construction phases, total daily construction workers by month, and equipment to be used during the construction process (see DGEIS Figure 2L-1 and below).

Manpower																												
Month		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Foundations		26	35	52	61	70	20																					
Superstructure							67	131	140	140	140	150	150	150	135	72												
Elevators															5	10	10	10	10	5								
Exterior Construction												86	112	130	96	96	95	86	77	65	52	35	17					
Interior Fit-Out															26	75	140	140	140	140	140	140	140	140	140	96	35	9
Total Daily Workers by Month		26	35	52	61	70	87	131	140	140	140	236	262	280	262	253	245	236	227	210	192	175	157	140	140	96	35	9

Equipment																												
Month		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Total Daily Trucks by Month		11	11	11	11	11	13	13	13	13	13	13	13	13	13	7	7	7	7	7	7	7	7	4	4	4	4	4
Concrete Mixer Trucks	Diesel, 400hp		1	3	5	5	2	2	2	2	2	2	2	2	2									1	1	1	1	1
Dump Trucks	Diesel, 400hp	3	3	2																								
Tractor Trailers	Diesel, 400hp	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Concrete Pump Truck	Diesel, 400hp	1	1	1	1	1	1	1	1	1	1	1	1	1	1													
Packer, Pickup, Box Truck, and Other	Diesel, Gas, 200-400hp	6	5	4	4	4	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6	2	2	2	2	2
Site Equip - Excavator	Diesel, 200hp	3	3	3	3	3																		1	1	1	1	
Site Equip - Pile Rig/Drill	Diesel, 200hp	2	2																									
Site Equip - Pump Truck (Intermittent)	Diesel, 400hp			2	2	2	2	2	2	2	2	2	2	2	2													
Site Equip - Compressor	Diesel, 200hp	2	2	2	2	2																						
Site Equip - Generator	Gas, 15hp	2	2	2	2	2																						
Site Equip - Forklift/"Lull"	Diesel, 200hp						2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
Site Equip - Mobile Crane (Intermittent)	Diesel, 200hp						2	2	2	2	2	2	2	2	2													
Site Equip - Hoists (By Car)	Electric, 400A							4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4					

Comment ED5: Real Property Taxes With and Without a PILOT – Was the projected real property tax of \$965,00 developed in conjunction with, or confirmed by the Tax Assessor? (C1-79)

Response ED5: The projected real property tax was developed in conjunction with the Mount Vernon Tax Assessor. See Response ED6.

Comment ED6: Real Property Taxes With and Without a PILOT – Provide comparables to document that \$3.18/GSF/year is a reasonable assumption. (C1-80)

Response ED6: For purposes of the SEQRA analysis, an estimate of \$3.18/GSF has been used to calculate the annual property taxes without a PILOT for the Development Project. This is a preliminary estimate provided by the City Tax Assessor. Based on the Amended Development Project with 307,932 GSF, the estimated annual property taxes without a PILOT would be \$979,224.

The figure of \$3.18/GSF/year was used for all five sites (the Development Project and the Study Sites). The actual property taxes to be generated by full build-out of Study Sites 2 through 5 would depend on the final rent structure for each site, but for purposes of this SEQR analysis, assumptions have been made that real property taxes would be approximately \$3.18/GSF/year. The methodology to estimate property taxes for Study Sites 2 through 5 is based on estimates of net operating income and using market rate assumptions provided by the Applicant.

Comment ED7: Real Property Taxes With and Without a PILOT – How was the total revenue of \$4.1 million derived for the Study Area sites? (C1-81)

Response ED7: Under the Amended Proposed Action, Study Sites 2 through 5 would have a maximum development of 952 units. Based on tax comparables shown in the table below, the stabilized assessed value upon completion should equate to approximately \$2,600 per unit.

Table 17 Tax Comparables*

No.	Address	City	County	No. of Units	Assessed Value	Assessment per Unit
1	550 Locust Street	Mount Vernon	Westchester	75	\$200,000	\$2,667
2	600 Locust Street	Mount Vernon	Westchester	138	\$380,000	\$2,754
3	660 Locust Street	Mount Vernon	Westchester	43	\$109,000	\$2,535
4	300 Hayward Avenue	Mount Vernon	Westchester	144	\$300,000	\$2,083
5	630 Gramatan Avenue	Mount Vernon	Westchester	145	\$300,000	\$2,069
6	280 Collins Avenue	Mount Vernon	Westchester	150	\$464,000	\$3,099
7	625 Gramatan Avenue	Mount Vernon	Westchester	102	\$295,000	\$2,892
8	636 Terrace Avenue	Mount Vernon	Westchester	62	\$150,000	\$2,419
9	60 Broad Street West	Mount Vernon	Westchester	81	\$204,100	\$2,520
10	61 Grand Street West	Mount Vernon	Westchester	64	\$172,800	\$2,700
Minimum:		\$2,069				
Maximum:		\$3,099				
Average:		\$2,574				
Median:		\$2,601				

*Source: JLL Value & Risk Advisory

Based on the comparable data, the Study Sites would have a stabilized assessed value of \$2,475,200 (\$2,600 AV per unit × 952 units).

Based on the preceding, the following table illustrates the projected stabilized real estate tax to be generated by Study Sites 2 through 5, assuming no PILOTs or other real estate tax agreements for those sites.

Table 18 Projected Real Estate Taxes

Assessed Value	\$2,475,200
Current Rate per \$1,000*	\$1,597.61
Real Estate Tax Projection	\$3,954,404

*Includes County, City, and School Rates No taxing jurisdictions are excluded.

Comment ED8: Real Property Taxes With and Without a PILOT – The Table referenced as including the costs to the taxing jurisdictions is missing. (C1-82)

Response ED8: The following table provides the estimated costs to the City of Mount Vernon and Mount Vernon School District for the Amended Development Project. It is important to note that the per capita costs for City of Mount Vernon services including police, fire, recreation, DPW, and general fund are considered highly conservative and based on a broad overview of the municipal budget. This figure does not accurately reflect other funding sources contributing to the total tax levy, such as commercial property taxes that are contributing but do not generate population. Therefore, for the purposes of projecting the marginal cost of additional population,

the per capita cost paid by local tax levy would be lower than estimated in the table below. For that reason, this cost estimate is provided for informational purposes but cannot be directly compared with the estimated taxes to be generated by the Amended Proposed Action for cost-benefit analyses.

Table 19 Costs to Mount Vernon and Mount Vernon School District

Taxing Jurisdiction	Per Capita Cost Paid by Local Tax Levy	New Population	Total Cost to Taxing Jurisdiction
City of Mount Vernon	\$868.37	479	\$415,949
Police Department	\$150.15	479	\$71,922
Fire Department	\$112.40	479	\$53,840
Recreation	\$20.28	479	\$9,714
DPW	\$74.78	479	\$35,820
General Fund	\$510.76	479	\$244,654
Mount Vernon School District	\$12,302	46	\$565,892
Total			\$981,841

Comment ED9: Real Property Taxes With and Without a PILOT – The costs for all municipal services must be assessed, and not only the costs to the School District, including police, fire, ambulance, solid waste and recycling, etc. (C1-83)

Response ED9: See Response ED8 above for the costs for municipal services. Note that the DPW Department cost listed in the table above includes the following DPW functions: Engineering, Commissioner’s Office, Maintenance City Hall and Police/Court, Motor Vehicle Control and Garage, Highway Maintenance and Repair, Snow Removal, Street Lighting, Maintenance of Parks, Sanitary and Storm Sewers, Sanitation, Street Cleaning/Traffic Division.

Comment ED10: Sales Taxes – This section of the DGEIS identifies a national average figure for retail sales of \$330.3/sqft, but then qualifies this by stating the number will “*likely dip*.” However, the \$330.3 figure is then used to predict future sales tax revenue. A more accurate figure, reflecting the “dip” should be used.

Also, is a national figure appropriately representative of the City of Mount Vernon? (C1-84)

Response ED10: The national average sales per square foot of \$330.3 was used to predict future sales tax as this lower figure is based on the decrease due to reduced foot traffic during the height of the COVID19 pandemic and reflects the referenced “dip”. The higher, pre-pandemic figure of \$382.9 was **not** used because studies show that the higher figure is dropping as more stores increase their presence online.

Comment ED11: Business & Residential Displacement – The DGEIS indicates that development of Study Sites 2, 3, 4 and 5 contain commercial business and residences that would be displaced

if redeveloped pursuant to the DTOAD zoning. Identify the number of dwelling units and square footage of the commercial uses affected. (C1-85)

Response ED11: The existing commercial businesses that may be displaced with the redevelopment of the four Study Sites include a church, single-story industrial use, funeral home, an underutilized single-story retail building, a rental car facility, and a small mixed-use building. While it is unknown exactly how many employees are currently working on these sites, it is expected that the redeveloped sites would generate a significantly greater number of jobs, thereby resulting in a net increase in the number of jobs within the DTOAD. When fully operational, the four Study Sites would generate an estimated 38 permanent residential support jobs (estimated 1 job per 25 units) and 98 retail or community facility jobs (estimated 1 job per 500 sf) for a total of 136 jobs (or an average of approximately 34 jobs per site). During construction, the four Study Sites would support approximately 281 jobs each during their respective construction periods.

Study Sites 3 and 5 contain eight residential units, including four on Site 3 and four on Site 5. If these sites are redeveloped per the proposed DTOAD zoning, they would contain a mix of higher density residential use. It is assumed that the redevelopment of Study Sites 3 and 5 would offset any displacement with a net increase in new housing stock in Downtown Mount Vernon.

Comment ED12: Mitigation measures to address displacement should be identified. (C1-86)

Response ED12: If the Study Sites are redeveloped per the proposed DTOAD zoning, they would contain a mix of higher density residential uses and retail or community facility space. It is assumed that the redevelopment of Study Sites 2, 3, 4, and 5 would offset any displacement with a net increase in jobs from new business and retail space and a net increase in new housing stock in Downtown Mount Vernon.

Mitigation measures to address displacement caused by redevelopment requires a multifaceted approach involving policies, community engagement, and urban planning. Specific mitigation measures may include:

- › Encourage developers to include a certain percentage of affordable housing units in new developments. This can help maintain socioeconomic diversity.
- › Encourage mixed-income and mixed-use developments that include affordable housing alongside market-rate units, as well as commercial and retail spaces that cater to existing residents.
- › The City could require property owners or developers of sites that will displace residents to provide financial assistance to residents facing displacement, such as help with moving costs, rental assistance, or down payment assistance for purchasing a home in the neighborhood.
- › The City could require property owners or developers of sites that will displace residents to coordinate with existing resources to identify alternative housing options within the City as further mitigation for displacement.
- › Community Benefits Agreements (CBAs) could be negotiated between developers and community organizations to ensure that development projects include benefits for existing residents, such as job training programs, affordable housing, or funding for local youth services.

- › Continue to involve neighborhood residents in the urban planning process to ensure that development projects reflect the needs and preferences of the local community, and to further identify strategies for mitigating displacement.

Comment ED13: The State of New York, for LIHTC and other state funded projects like Library Square, is unlikely to approve "local preferences" for Mount Vernon residents, obviating the DGEIS goal of addressing potential displacement and gentrification. Please explain how the applicant plans to address displacement if the rezoning succeeds in its goals. Further, is there any estimate of the number of families and business that may be displaced? (C2-9)

Response ED13: See Response ED12 concerning mitigation measures to address displacement. The Development Project Site currently contains a vacant building, a parking lot and a vacant lot being used as a community garden, therefore no business or residential displacement will occur. The existing commercial businesses that may be displaced with the redevelopment of the four Study Sites include a church, single-story industrial use, funeral home, an underutilized single-story retail building, a rental car facility, and a small mixed-use building. Study Sites 3 and 5 contain eight residential units, including four on Site 3 and four on Site 5.

Comment ED14: Look at *The LaPorte* development in downtown Mount Vernon, also a TOD high rise building serving work force and lower income tenants. Further, has the applicant reached out to the Mount Vernon School District to determine if they maintain a database detailing where their students live, categorized by housing development type, to serve as a more localized benchmark? Please research the latter two sources and update the analysis to be more realistic and inclusive of local conditions. (C2-19)

Response ED14: School District data does not include the specific information needed to determine unit size by number of bedrooms and affordability, which are key factors in determining likely enrollment benchmarks for future developments.

The DGEIS provided resident and school children enrollment data for 22 South West, which was constructed in 2020 next to Metro-North's Mount Vernon West train station. 22 South West has 189 affordable housing units including 89 one-bedroom, 82 two-bedroom, and 18 three-bedroom units. Note that 22 South West has three-bedroom units and a greater number of two-bedroom units compared to the Amended Development Project. Data was provided to identify the actual number of 22 South West school students generated by unit size. These generation rates were then applied to the Development Project unit mix to provide a reasonable comparison. Also see Response ED2.

Comment E15: Target Market - page 21-7: per Section Gb 2.9 of the Scoping Document. as part of this DGEIS, has a bona fide market study been prepared and submitted to support the market for what is being proposed on the Project Development Site? Is it possible to increase the AMIs to support more market rate units, alongside the work force units, to create a truly economically integrated development? Please respond and advise, and include the market study as an Appendix to the FGEIS. (C2-20)

Response E15: A residential marketability study has been prepared for construction of a rental apartment building, within which occupancy of all units will be restricted to households earning not more than 50%, 60% and 80% of the Area Median Income (AMI). The market study (see **Appendix I**) supports the highest and best use of the site for housing at the mix of affordability levels proposed. See also Response PD12.

Comment ED16: The PILOT "analysis" provided in the DGEIS is scant at best, providing little substantive information. Please run and include in the FGEIS a scenario based upon a projected PILOT, say 30 years at 10% of shelter rent, based upon other recent lower income & work force projects before the IDA, and estimate the cost-benefits to the City of Mount Vernon and School District. (C2-21)

Response ED16: The Applicant is in discussions with the Mount Vernon IDA for a PILOT Agreement for the Development Project, as permitted under the Uniform Tax Exemption Policy (UTEP). The Amended Development Project is estimated to generate approximately \$500,000 in annual tax dollars to the City of Mount Vernon. As currently proposed, the PILOT agreement would require the owner to make annual payments to the City of Mount Vernon based on a percentage of the Development Project's income, which will allow the City to benefit from increases in rental income that the Development Project generates. PILOTs are a standard tool that municipalities often make available to income restricted projects, such as is being proposed for the Amended Development Project, to enable new investments of workforce housing to be made in their communities. The PILOT calculation is preliminary at this time and a final PILOT will be negotiated with the Mount Vernon IDA and taxing jurisdictions. The estimated real estate tax payment is in addition to the \$1.5 million in revenue that will be paid to the City through the sale of the Development Project Site.

See also Response PD33 for a discussion of the project benefits and Section 2.5 above for estimated costs. Absent assistance from the IDA pursuant to their UTEP funding these benefits would need to be reevaluated, reduced, or eliminated. Also, additional benefits being generated by the project including municipal infrastructure investments (including but not limited to water/sewer, storm water management, public right-of-way improvements), green building technologies (geothermal heating & cooling, photovoltaic electricity), and open space (courtyard space for the arts) would need to be reevaluated, reduced, or eliminated absent IDA assistance.

Comment ED17: Residential and Business Displacement - pages 2L 10-11: Please clarify the last sentence in the third paragraph regarding displacement of tenants at Study Sites 2, 3, 4 and 5 in the Rezoning Area, as it is confusing. (C2-22)

Response ED17: There was a typo in this sentence. The sentence should read: It is assumed that the redevelopment of Study Sites 2, 3, 4, and 5 would offset any displacement with a net increase in jobs from new business and retail space and a net increase in new housing stock in Downtown Mount Vernon.

Comment ED18: As part of the DGEIS, we urge the City to consider the impacts of displacement that may arise with new growth, especially as the neighborhood currently hosts a large low-income population. Assistance measures should be considered in order to keep the negative

aspects of gentrification at bay. Policies such as moving cost subsidies and real estate assistance provided by developers should be included as the City updates the comprehensive plan and undergoes increased development. (C5-3)

Response ED19: Comment noted. See Response ED12 for specific mitigation measures to address displacement caused by redevelopment.

Comment ED20: And what are we going to get out of revenues? (H17-2)

Response ED20: The Proposed Action purpose, need and benefits are detailed in the DGEIS Project Description. This includes an examination of the purpose, needs and benefits of the DTOAD, which are embedded in the zoning itself, and an examination of the Development Project Applicant's objectives of creating quality workforce rental housing in a vibrant, transit-oriented community.

The Amended Development Project will create high quality workforce rental housing for 272 households in a vibrant, transit-oriented community. The Amended Development Project will also provide the following benefits to the community:

- › New high-quality workforce rental housing for households up to 50%, 60%, and 80% of the Area Median Income.
- › Over 8,000 SF of indoor and outdoor space will be dedicated to arts programming including the 4,000-square-foot outdoor courtyard space for the arts and a 4,250-square-foot indoor space for community arts programming.
- › Over 7,000 SF of new community facility space dedicated to youth and community programming. The state-of-the-art educational facility will provide classroom space and multi-function space to provide youth with access to after-school and summer programming in environmental justice/green economy, arts, technology, and health & wellness.
- › An outdoor courtyard space for the arts.
- › Removal of a dilapidated and environmentally hazardous building from neighborhood concern without displacing any Mount Vernon residents.
- › Onsite parking with EV charging stations, carshare service access, and bike storage.
- › Significant investments in green building technology, site infrastructure, and public realm improvements, including:
 - The Development Project plans to pursue Passive House certification and comply with Enterprise Green Communities and either NYSEDRA Multifamily New Construction or NYS HCR Clean Energy Initiative (CEI) requirements (which are exclusive of each other).
 - Resiliency features incorporated into the building design that will allow for true shelter-in-place capabilities during prolonged power outages.
 - New and/or improved stormwater and sewer infrastructure downstream of the Development Project Site, and an activated streetscape with ground floor community facility space and new sidewalk lighting.
- › Approximately \$500,000 in real estate taxes, adjusted annually as rents increase, pursuant to a PILOT agreement to be approved by and negotiated with the IDA.

- › An estimated \$18,000 to \$36,000 in sales tax revenues for the City, generated by the new residents of the Amended Development Project who will be spending a portion of their income utilizing Mount Vernon based retailers and businesses (assuming that 10% to 20% of disposable income is spent locally). These residents will also be supporting local retailers and businesses with approximately \$7.2 million annually in total disposable income that would be spent on retail, services, and entertainment, a portion of which would be captured locally.
- › \$1.5 million in revenues to the City of Mount Vernon with the sale of the Development Project Site.
- › The creation of 18-23 new permanent on-site jobs and 300± temporary construction jobs. It is expected that this workforce will support the local economy through dining, shopping, etc. at local food establishments and retailers.

The Amended Development Project will serve as a catalyst for future development, which will further benefit the City and local economy in the following ways:

- › The Proposed Action will create the Zoning Text Amendment establishing the DTOAD at the Project Applicant's cost and expense.
- › Spur future development projects within and around the DTOAD, generating substantial tax revenues and other economic impacts for the City of Mount Vernon, including:
 - Tax revenues generated by the Study Sites would offset costs to provide additional services to the new population. The Proposed Action would result in a net tax benefit to the MVCSD (see **Table 7**).
 - The new neighborhood retail space anticipated to be included in the Study Sites are estimated to generate annual sales tax revenues of \$284,390 to the City of Mount Vernon estimated.
 - Secondary economic impacts including the increased use of existing local businesses from residents and workers on the sites.
 - Future development proposals for Study Sites 2 through 5 are likely to result in further investment in site infrastructure and public realm improvements

Comment ED21: And what are the benefits? (H17-3)

Response ED21: See Response ED20.

Comment ED22: What is it going to cost our city, what is it going to cost this school district. (H17-4)

Response ED22: The Applicant is in discussions with the Mount Vernon IDA for a PILOT Agreement for the Development Project, as permitted under the Uniform Tax Exemption Policy (UTEP). The Amended Development Project is estimated to generate approximately \$500,000 in annual tax dollars to the City of Mount Vernon. As currently proposed, the PILOT agreement would require the owner to make annual payments to the City of Mount Vernon based on a percentage of the Development Project's income, which will allow the City to benefit from increases in rental income that the Development Project generates. PILOTs are a standard tool that municipalities often make available to income restricted projects, such as is being proposed

for the Amended Development Project, to enable new investments of workforce housing to be made in their communities. The PILOT calculation is preliminary at this time and a final PILOT will be negotiated with the Mount Vernon IDA and taxing jurisdictions. The estimated real estate tax payment is in addition to the \$1.5 million in revenue that will be paid to the City through the sale of the Development Project Site.

It is anticipated that the taxes, fiscal and other benefits to the community would offset incremental additional costs to provide services to project residents. See Section 2.5 and Response ED20 for a discussion of the project benefits and costs.

3.12 Municipal Services (MS)

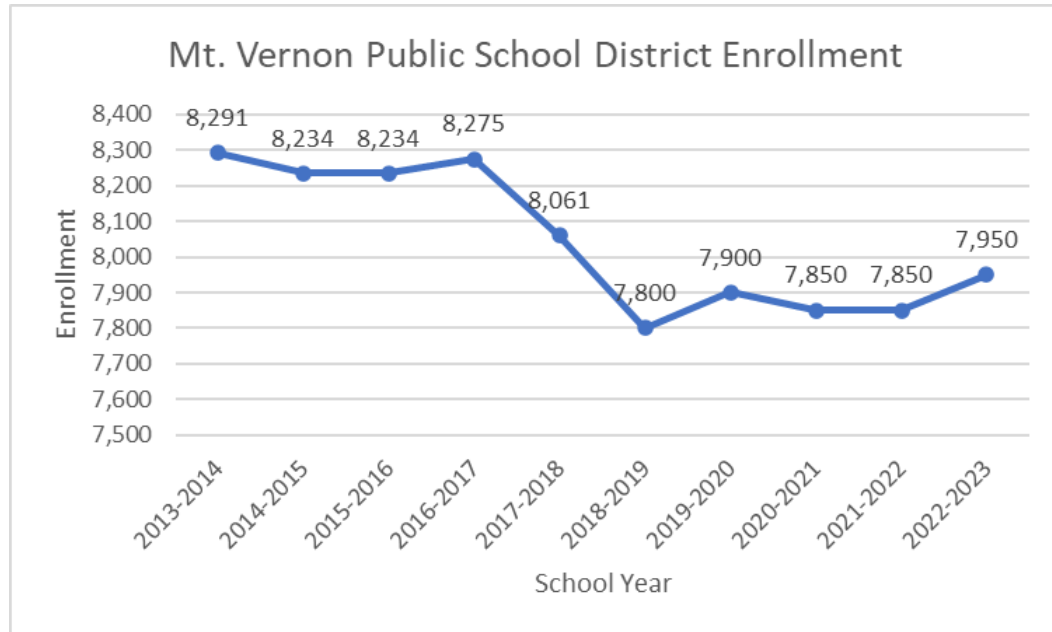
Comment MS1: Fire & Emergency Services – Follow-up and response to the 8/22 information request to the MVFD is required. (C1-87)

Response MS1: A follow up request was sent to the Mount Vernon Fire Department (MVFD) and a meeting was held between the Applicant team and the MVFD on October 25, 2024, to discuss the proposed emergency access to the Amended Development Project buildings and any concerns related to fire safety. Both the Commissioner and Deputy Commissioner of the MVFD were in attendance. It is not anticipated that any substantive project modifications will be required based on review of the Amended Development Project by the Fire Department. The following information and feedback was received during the meeting:

- › Project overview was provided, specifically project location, building layout, height, location of fire command centers, fire pumps, and the residential, community facility and parking layouts. MVFD noted that the MVFD will review the project more closely after Architectural Review Board (ARB) review. Any subsequent MVFD comments will be incorporated in accordance with applicable building and fire prevention codes.
- › Hydrant flow tests on S 2nd Avenue and S 3rd Avenue were reviewed. MVFD noted that additional flow tests will have to be performed less than 6 months prior to construction.
- › The proposed buildings are designed with non-combustible floors, bearing and exterior walls (CMU block bearing walls with precast concrete plank floors). MVFD noted that a “wet” standpipe would be required during construction.
- › MVFD noted that the 2020 NYS Codes are applicable and advised that 2025 NYS Code will soon be adopted.
- › The geothermal system for heating and cooling were discussed and described with high level substantive detail. Shutdown operation during fire alarm was discussed with high level detail. A more detailed review will occur after ARB review.
- › Prevalence of accessible units was discussed and described as a minimum of 5% accessible units with the balance designed to be adaptable.
- › E-bicycle battery storage was discussed. Currently MVFD has no particular guidance on e-bike battery storage, but refers to ongoing developments in New York City and further discussion after ARB review and shall be guided accordingly.

Comment MS2: Schools – Present the enrollment trends in chart form. (C1-88)

Response MS2: See the chart below showing the ten-year enrollment trends. This chart is incorporated into the DGEIS by reference. The school year of 2013-2014 had the highest enrollment in the past ten-year period.



Comment MS3: Potential Impacts from the Proposed Action Rezoning and Development Project – last § - The estimated costs associated with the increased demand for police, fire and EMS services, documented in Table 2J-3, must be provided. (C1-89, H13-1, H17-1)

Response MS3: See Response ED8. Estimated costs of the DGEIS Proposed Action at full build-out are provided in DGEIS Table 2I-8 and DGEIS Table 2I-9, which are copied below. As the Amended Proposed Action is projected to generate fewer residents, the DGEIS represents a conservative analysis of potential costs associated with the Amended Proposed Action.

DGEIS Table 2I-8 Estimated City of Mount Vernon Net Annual Property Tax Levy for the Proposed Action Population

A	B	A x B
Per Capita Net Property Tax Levy	Total Projected	Estimated Property Tax Levy to CMV for Proposed Action Population
\$868.37	2,318	\$ 2,012,882

DGEIS Table 2I-9 Estimated Cost of the Proposed Action at Full Build-Out

Estimated Property Tax Levy to CMV	School District Cost Paid by Local Tax Levy	Total Cost to Taxing Jurisdictions
\$2,012,882	\$2,521,910	\$ 4,534,792

Comment MS4: Potential Impacts from the Proposed Action Rezoning and Development Project – Police, Fire & Emergency Services, last §, last partial sentence – This sentence indicates that the PILOT payments for the Development Project may not fully offset the additional costs of municipal services. This is an adverse impact, which must be mitigated.

The 1st full paragraph on page 2J-7 indicates that the additional tax revenue from the other potential development in the Rezoning Study Area would off-set the additional costs to the taxing jurisdictions. What is the fiscal consequence if the other sites are not developed, or if the development of those sites also involves PILOTs?

A more detailed discussion of the manner by which the municipal service cost impact would be mitigated for the Development Project is required. (C1-90)

Response MS4: The Applicant is in discussions with the Mount Vernon IDA for a PILOT Agreement for the Development Project, as permitted under the Uniform Tax Exemption Policy (UTEP). The Amended Development Project is estimated to generate approximately \$500,000 in annual tax dollars to the City of Mount Vernon. As currently proposed, the PILOT agreement would require the owner to make annual payments to the City of Mount Vernon based on a percentage of the Development Project's income, which will allow the City to benefit from increases in rental income that the Development Project generates. PILOTs are a standard tool that municipalities often make available to income restricted projects, such as is being proposed for the Amended Development Project, to enable new investments of workforce housing to be made in their communities. The PILOT calculation is preliminary at this time and a final PILOT will be negotiated with the Mount Vernon IDA and taxing jurisdictions. The estimated real estate tax payment is in addition to the \$1.5 million in revenue that will be paid to the City through the sale of the Development Project Site.

The following table illustrates projected tax allocation to the taxing jurisdictions without a PILOT.

Table 20 Projected Tax Allocation to Taxing Jurisdictions Without PILOT

Tax	Tax Rate Per 1,000 AV	% of Total Tax Rate	Development Project Taxes: \$979,224	Study Sites 2-5 Taxes: \$3,954,404	Full Buildout Under DTOAD Taxes: \$4,933,628
City Tax	501.26	30.4%	\$297,684	\$1,202,139	\$1,499,823
Sewer	27.75	1.7%	\$16,647	\$67,225	\$83,872
Refuse	17.43	1%	\$9,792	\$39,544	\$49,336
County	146.85	9%	\$88,130	\$355,896	\$444,026
MVCSD	923.00	56%	\$548,365	\$2,214,466	\$2,762,831
Library	32.45	1.9%	\$18,605	\$75,134	\$93,739
TOTAL	1,648.74	100%	\$979,224	\$3,954,404	\$4,933,628

See Response PD 33 for a discussion of the project benefits. As detailed, it is anticipated that the taxes, fiscal, and other benefits to the community would offset all incremental additional costs to provide services to project residents.

Comment MS5: Potential Impacts from the Proposed Action Rezoning and Development Project – Schools, 1st full § – Provide a schedule of how the tax revenue to the school district would offset the \$2,521,901 cost to educate all of the new students generated from the within the Rezoning Area.

Mitigation Measures – how can the statement that “... estimated additional municipal service costs associated with the Proposed Action are expected to be fully offset by the anticipated PILOT payment to the City of Mount Vernon and MVCSD together with the annual net tax benefits resulting from full build-out within the Rezoning Area” – when the financial terms of the PILOT have not yet been established, and as stated in the DGEIS on page 2J-6 “...these payments may not fully offset the additional costs...”

This contradiction must be reconciled. (C1-91)

Response MS5: The Applicant is in discussions with the Mount Vernon IDA for a PILOT Agreement for the Development Project, as permitted under the Uniform Tax Exemption Policy (UTEP). The Amended Development Project is estimated to generate approximately \$500,000 in annual tax dollars to the City of Mount Vernon. As currently proposed, the PILOT agreement would require the owner to make annual payments to the City of Mount Vernon based on a percentage of the Development Project’s income, which will allow the City to benefit from increases in rental income that the Development Project generates. PILOTs are a standard tool that municipalities often make available to income restricted projects, such as is being proposed for the Amended Development Project, to enable new investments of workforce housing to be made in their communities. The PILOT calculation is preliminary at this time and a final PILOT will be negotiated with the Mount Vernon IDA and taxing jurisdictions. The estimated real estate tax payment is in addition to the \$1.5 million in revenue that will be paid to the City through the sale of the Development Project Site.

It is anticipated that the taxes, fiscal and other benefits to the community would offset incremental additional costs to provide services to project residents. See Response PD33 for a discussion of the project benefits. See the table below for the estimated impacts to the school district.

Table 21 Impacts to MVCSD Without a PILOT

	School Children	Per Pupil Cost to Educate	Total Cost to Educate	Total Property Taxes to All Taxing Jurisdictions	Projected Annual Taxes to MVCSD (56%)	Net Impact
Development Site	46	\$12,302	\$565,892	\$979,224	\$548,365	-\$17,527
Study Sites 2-5	136	\$12,302	\$1,673,072	\$3,954,404	\$2,214,466	\$541,394
Total	182	\$12,302	\$2,238,964	\$4,933,628	\$2,762,832	\$523,868

Comment MS6: Potential Impacts from the Proposed Action Rezoning and Development Project – Recreation and Cultural Facilities, 1st § – This paragraph notes that there are “...a number of nearby parks, playgrounds and cultural facilities that currently serve the residents of the rezoning area...”, however, as noted on Page 2J-4, only City Hall Plaza and the Library are located within

the Rezoning Area. This condition reflects a notable lack of proximate, neighborhood facilities. This deficiency would be exacerbated by the influx of new residents associated with the build-out of the Development Project and Rezoning Area.

While it is noted that the Development Project includes a central courtyard and green space, it appears that this would be accessible to residents of the development project only, and not publicly available.

It is not clear that the statement in the DGEIS on page 2J-9 that “...the projected increase in population as a result of the Proposed Action or Development Project would not lead to a strain on nearby recreational or cultural resources” can be justified. (C1-92)

Response MS6: As part of the Amended Development Project, amenities for the incoming population will be provided on-site and are expected to reduce the strain on existing local facilities. For example, there will be a Community Facility space that will host youth and community programming. In addition, the public will be able to access the courtyard space for the arts through participation in programming by the managing community provider.

Consistent with the recommendations set forth within the Downtown Vision Report, the DTOAD zoning text provides both requirements and incentives for the provision of open space within the Rezoning Area, including both a minimum usable open space per dwelling unit as well as a density incentive. Based on these zoning mechanisms, it is anticipated that future developments within the Rezoning Area would incorporate open space or on-site amenities that would further alleviate the potential for increased demand on nearby recreational resources.

The Development Project will contain site and building amenities in support of renters at a range of income levels and aimed at enhancing the public realm. Planned amenities include accessible roof terraces, a fitness center, bicycle storage, co-working space, recreation room and creative multipurpose space.

Comment MS7: In its prime, the Y building housed a myriad of youth programming activities serving hundreds of Mount Vernon youth, including a swimming pool, gym, play areas, etc. totaling more than 20,000 square feet. Where will these youth activities be relocated and what role, if any, will the applicant play in their relocation? Also, where will the lost public parking spaces [and revenue] be relocated and at whose expense? (C2-11)

Response MS7: The former YMCA building has not been operational and the building is uninhabitable due to its deteriorating physical condition, and therefore has not provided youth programming activities, for over ten years. Any reference to services provided by the YMCA are not applicable to this analysis. As detailed in the DGEIS, the Development Project aims to bring youth and community programming opportunities back to the Development Project Site by providing the necessary community facility space to serve this purpose. Specifically, the Development Project would involve the construction and fit-up of over 11,000 SF of space to be utilized by for youth and community-oriented programs and arts programming.

The loss of the existing 62 parking spaces on the Development Project Site is expected to be offset by additional parking available at other offsite public parking locations in the vicinity of the Development Project Site. The sale of the property will generate \$1.5 million in revenues to the City of Mount Vernon.

Comment MS8: 1) Pages 2J 1-9: For this entire chapter, other than a perfunctory letter from the Mount Vernon Police Department, there is no substantiation of equipment costs, new personnel needed, etc., occasioned by construction of either the Project Development Site or build out of the 4 potential development sites in the Rezoning Area, from any school or municipal agency or the Mount Vernon Montefiore Hospital. For example, the applicant, by letter dated August 18, 2022, asked the Mount Vernon Fire Department to respond. Almost one and a half years later, there has been no response, leaving the applicant to rely on 1994 Urban Land Institute generic estimates. How can impacts on municipal services, including infrastructure, police, fire, emergency services, etc. be determined without verification from local municipal sources? Please contact these agencies again for response and include the data in the FGEIS for recalculation of fiscal impacts on municipal services. Please recalculate impacts as needed.

2) Mitigation - page 2J-9: the mitigation measures posited are extremely generic/vague and do not speak to specific impacts on municipal services occasioned by gaps in information as noted in 2J 1-9 above. Please amend this section to reflect specific impacts and any mitigation measures resulting from a true fiscal impact analysis. (C2-23)

Response MS8: A follow up request was sent to the Mount Vernon Fire Department via email on April 2, 2024. To date, no response has been received. Additional information regarding Fire and EMS services will be provided once received. As stated in Chapter 2J of the DGEIS, correspondence was sent to MVFD requesting information regarding personnel, response time to the Development Project Site, equipment, and any other useful information. As this information is received, it will be incorporated into the analysis. See Response MS4 regarding the fiscal impact assessment on municipal services associated with the Amended Proposed Action.

Comment MS9: I think we're bankrupting this city by bringing in a lot of residents without the tax revenues to support all the services that go along with that. (H16-1)

Response MS9: See Response MS4 and PD33.

3.13 Green Building and Sustainability (GB)

Comment GB1: Potential Impact from the Development Project – Operational Emissions – Does the statement that “...no combustion of fossil fuels would happen on site...” remain true, given the lifting of the natural gas moratorium? (C1-93)

Response GB1: The power source to be used is electric. During power outages, standby emergency generators will be powered by natural gas.

Comment GB2: Potential Impact from the Development Project – Operational Emissions – Can the “small percentage of GHG emissions be quantified? (C1-94)

Response GB2: As the Development Project would not generate direct GHG emissions, the percent of Scope 1 emissions for New York State would be zero. The percentage of total GHG emissions generated by the Development Project would be less than .01 percent of total New York State GHG emissions.

Comment GB3: Mitigation Measures – Clarify the statement that “The Development Project plans to pursue Passive House certification and comply with Enterprise Green Communities and NYSEDRA New Construction Housing requirements” Is this a definitive commitment, which can be established in the Findings Statement as the Applicant “shall” commit to complying with these programs? (C1-95)

Response GB3: The Applicant commits to Passive House certification, Enterprise Green Communities, as well as either NYSEDRA MultiFamily New Construction or NYS HCR CEI (which are exclusive of each other).

3.14 Construction (CS)

Comment CS1: Mitigation Measures – Traffic & Parking – Construction vehicle and delivery routes that minimize impacts on downtown Mount Vernon should be established. (C1-96)

Response CS1: Construction and delivery vehicles will use allowed delivery routes on the existing roadway network. Specific routing will be approved by the City of Mount Vernon.

Comment CS2: Measure proposed vibration (Construction impacts). It is possible that dependent upon the construction equipment used, the Railroad Right-Of-Way and active rail operation could be temporarily impacted. Means and Methods for all construction activities will need to be reviewed and approved by Metro-North’s I&C department. Should any blasting be required adjacent to the active rail operation, Metro-North’s blasting specifications will be required.

Response CS2: Comment noted. Future developments within the Rezoning Area will comply with all MTA requirements related to review and approval of projects within 200 feet of the railroad right-of-way.

3.15 Analysis of Alternatives and Conditions & Criteria (AA)

Comment AA1: Alternative 2: As-of-Right Alternative – The conclusion that “...a smaller scale building is a more realistic maximum development scenario under the existing zoning regulations” should be more fully justified. (C1-97)

Response AA1: The SEQR process utilizes the EIS to explore methods of avoiding or minimizing adverse environmental impacts associated with the proposed action, which includes evaluating feasible alternative approaches. The conclusion that a smaller-scale building represents a more realistic maximum development scenario under the current zoning is largely influenced by market factors such as the size and layout of the property, as well as the substantial parking requirements in the Downtown Business (DB) zoning district.

In the context of the DGEIS, the assessment considered the possibility of repurposing the site within the existing DB zoning regulations. Permissible uses under the as-of-right conditions in the DB zone are confined to offices, retail establishments, restaurants, and municipal facilities, with a maximum building height of 10 stories (120 feet) and a building coverage limit of 80

percent. Given this coverage restriction and the parking needs for allowable uses, it is likely that parking for such a project would be situated on the ground level and one level below ground. The decision to restrict parking to one level below ground was guided by the considerable expense associated with constructing underground parking facilities.

Constructing a ten-story office building or similar permissible structures with 80 percent coverage and two levels of underground parking would be financially prohibitive and, consequently, unfeasible. Therefore, the as-of-right option was restricted to a four-story building with 267 parking spaces, which is considered practical within the zoning parameters and potentially economically viable. Despite the closure of the YMCA site in 2008 and the absence of viable redevelopment proposals under the current zoning, this approach remains a reasonable consideration.

Comment AA2: Alternative 3: Full Build-Out Under DTOAD Alternative – Land Use, Zoning & Public Policy - Verify that the full build-out summarized in Table 3-3, would be fully compliant with all DTOAD zoning provisions. (C1-98)

Response AA2: The full build-out summarized in DGEIS Table 3-3 would be fully compliant with all proposed DTOAD zoning provisions.

Comment AA3: Alternative 3: Full Build-Out Under DTOAD Alternative – Land Use, Zoning & Public Policy – Urban Design & Visual Character – As illustrated on Figure 3-2, full build-out would have a profound impact on the character of the Study Area. A more precise assessment of these visual character impacts is necessary.

Response AA3: The proposed DTOAD form-based zoning aims to significantly enhance and improve the urban design and visual character of the area. It is anticipated that implementing this new zoning approach would yield a positive impact compared to what is allowable under the existing zoning regulations. The DGEIS Figure 3-2, illustrating the Full Build-Out Study Sites – Maximum Density Massing, offers a model showing the potential build-out under the DGEIS. In contrast, the current traditional zoning lacks provisions for contextually sensitive design, a deficiency that the proposed form-based zoning aims to rectify by incorporating these crucial attributes.

The area proposed for rezoning currently operates under two zoning districts that stipulate nine zoning dimensional regulations: lot area, lot area per dwelling unit, building coverage, impervious surface coverage, minimum lot width, front yard setback, side yard setback, rear yard setback, and maximum building height (measured in feet and stories).

In contrast, the proposed DTOAD form-based zoning streamlines regulation into five distinct building types: mixed-use buildings, general commercial buildings, multi-family apartment buildings, tower on podium, and townhouses. Each building type is governed by specific guidelines related to lot size, building placement, height, massing, and activation, resulting in a total of 19 precise zoning controls. Moreover, the zoning establishes clear Use Regulations and, significantly, Design Guidelines to ensure a high standard of design excellence. These provisions are detailed in Section 7 of the draft DTOAD zoning, which is fully included in DGEIS Appendix A, and in FGEIS **Appendix D**.

Compared to the nine basic zoning provisions of the existing regulations, the proposed DTOAD zoning offers a significantly more refined level of control, enhancing the likelihood of achieving the area's overarching planning objectives. Implementing the DTOAD form-based zoning will effectively ensure that new developments positively impact the area's visual character, while remaining consistent with the established long-term vision for the neighborhood.

All future development proposals within the DTOAD will be evaluated for compliance with the zoning regulations and consistency with the Design Guidelines. Further, the future vision for the area is consistent with the density and design goals for the area as detailed in the City's Downtown Vision Report (adopted January 2024). Finally, in response to community comments, the Amended Proposed Action Rezoning has been modified to reduce the total maximum permitted height from 19 stories to 15 stories for the four parcels closest to the Mount Vernon East train station and up to 12 stories for the remainder of the DTOAD area. An updated massing of the study sites is provided in **Appendix D**.

Comment AA4: Alternative 3: Full Build-Out Under DTOAD Alternative – Infrastructure – The deficiencies in the existing sewer and water infrastructure should be reflected in this section. (C1-100)

Response AA4: See Responses IN1, IN10, IN11, and IN12 for further details related to the existing infrastructure and proposed mitigation measures. These responses are included in the FGEIS Alternatives analysis by reference.

Comment AA5: Alternative 3: Full Build-Out Under DTOAD Alternative – Traffic – Clarify what is meant by the statement that *"Trips associated with the Study Sites will be disbursed through the Study Area resulting in less trips at each Study Area intersection and less potential for impacts."* This is counter intuitive when full build-out will add 234 AM peak hour and 367 PM peak hour trips to the area.

Alternative 3: Full Build-Out Under DTOAD Alternative – Traffic – The statement that "...the additional trips associated with the potential Study Sites are unlikely to result in a significant adverse impact at the Study Area intersections" is insufficient. A more specific assessment of the additional traffic on the Study Area intersections is necessary. Will levels-of-service degrade? What would be the length of additional delays? (C1-101)

Response AA5: Trips associated with the additional Study Sites, located throughout the study area, range in trip generation from 35 to 54 new trips during the weekday AM peak hour and 53 to 123 new trips during the weekday PM peak hour. When distributed through the study area, these trips will result in less than 100 single vehicle trips on a single approach to an intersection. The 100-vehicle threshold is used to determine locations where traffic volumes will increase to such an extent as to cause drops in level of service. Since the 100-vehicle site-generated threshold is not met, these additional Study Sites are not expected to have a significant impact on operations and the intersections will continue to operate at LOS A/B conditions.

Comment AA6: Alternative 3: Full Build-Out Under DTOAD Alternative – Air Quality – 3rd § - "...the development Project Site is planned to be electrical..." Does this remain true with the lifting of the moratorium? (C1-102)

Response AA6: While the moratorium on natural gas connections has been lifted since the preparation of the DGEIS, the Applicant still intends to implement electric HVAC and hot water systems in the Development Project.

Comment AA7: Alternative 3: Full Build-Out Under DTOAD Alternative – Economic Development – 4th § - The number of existing jobs that would be displaced is an adverse impact, and must be more fully documented. (C1-103)

Response AA7: The existing job-generating uses that may be displaced with the redevelopment of the four Study Sites include a church, single-story industrial use, funeral home, an underutilized single-story retail building, a rental car facility, and a small mixed-use building. While it is unknown exactly how many employees are currently working on these sites, it is expected that the redeveloped sites would generate a significantly greater number of jobs, thereby resulting in a net increase in the number of jobs within the DTOAD Rezoning Area. When fully operational, the four Study Sites would generate an estimated 38 permanent residential support jobs (estimated 1 job per 25 units) and 98 retail or community facility jobs (estimated 1 job per 500 sf) for a total of 136 jobs (or an average of approximately 34 jobs per site). During construction, the four Study Sites would support approximately 281 jobs each during their respective construction periods.

Comment AA8: Alternative 3: Full Build-Out Under DTOAD Alternative – Municipal Services – Document (perhaps in tabular form) that the municipal service costs would be off-set by new tax revenue. (C1-104)

Response AA8: See Responses MS4 and MS5. The Applicant estimates that real property taxes for the Development Project without a PILOT would be approximately \$979,224. The actual property taxes to be generated by full build-out of Study Sites 2 through 5 would depend on the final rent structure for each site, but for purposes of this SEQR analysis, assumptions have been made that real property taxes would be approximately \$4.9 million.

Comment AA9: This chapter examines 3 hypothetical alternatives, but fails to analyze a scenario that permits the applicant to build on the Project Development Site without rezoning the 9.4 acres around it, namely adding a special permit use provision to the existing DB zone wherein mixed use residential would be allowed. This was the Applicant's original intent in 2015 before it morphed into an area wide rezoning. I submit that this alternative should be explored and ask that it be analyzed in this chapter of the FGEIS before any rezoning determination is made. (C2-24)

Response AA9: The commenter correctly states that the Applicant's original intent and proposal to the City of Mount Vernon was to build on the Development Project Site without rezoning the surrounding 9.4 acres. This proposal was rejected by the City and it was the City that advised the Applicant to rezone the two square block area.

The DGEIS addresses the alternatives included in the DGEIS Scoping Document, as adopted by the City Council. DGEIS Alternative 2 is the as-of-right alternative, which examines a scenario in

which the Development Project Site would be redeveloped as permitted under the requirements of the existing Downtown Business (DB) zoning district.

Comment AA10: This is a key chapter in that it suggests that if this 9.4 acre area rezoning is adopted, any subsequent actions to approve site specific projects within this area, which meet the thresholds established therein, would not need to undergo thorough SEQRA analysis. Due to the experience in the Mount Vernon West TOD zone, cited many times within this DGEIS, wherein massive out of scale high rises have been approved and built with scant SEQRA review, this should not be allowed to occur again. Over time, circumstances change and studies & data become obsolete; yet the Mount Vernon West TOD data, now several years old, is still being used as the benchmark for new approvals. The data in this DGEIS in support of the 9.4 acre area rezoning are extremely vague and, in time, will become obsolete. Please strike this section from the DGEIS so that the mistakes of the past are not repeated, and provide for more thorough municipal review. (C2-25)

Response AA10: The process for project review and approval, including application requirements and municipal review, are to be codified in the administration section of the final zoning. The final DTOAD zoning is subject to review and possible revision prior to final adoption by the City Council. The conditions and criteria under which future actions will be undertaken or approved is a required section per SEQRA regulations and therefore cannot be stricken from the DGEIS. The commentors criticism of the development in the Mount Vernon West TOD zone is not shared by the City and the community, and those developments fully comply with SEQRA and the applicable zoning regulations.

Comment AA11: The zoning text and map amendments prepared for the DTOAD zone appear to have been drafted to suit the needs of the 20 South Second Avenue/Library Square development (Project Development Site) and to facilitate its site plan approval without variances; it in effect appears to be a tailor made zone. This is manifested in the Tower on Podium and Reduced Parking Standards & Density Bonuses therein as follows:

Building Type Regulations Section 3 D. Tower on Podium calls for maximum building height from legal grade: the greater of 17 stories/180 feet (with density bonuses 19 stories / 200 feet). This is unique to this area and I question the rationale for these heights, given the existing scale and character of the neighborhood. Please explain the rationale for including this specific building type and height as an option in the code.

Section 5. Incentives Density Bonus. Some of the five [5] development sites are blocks away from the rail station, and it is questionable whether they are true TOD sites. What is the rationale for reducing parking standards such that there would be one (1) parking space for every five [5] dwelling units and, with parking density bonuses, one (1) parking space for every seven (7) dwelling units? Please explain. (C2-26)

Response AA11: As detailed in the Downtown Vision Report, the comprehensive planning process behind the report was seeking to establish a high-level density distribution strategy to help guide the City's goals for future growth. One of the primary downtown revitalization guidelines set forth in the Downtown Vision Report is to promote increased density in the area immediately surrounding the Mount Vernon East Metro-North Station to provide market-rate and workforce housing for existing residents, while capping development along the Downtown

Corridor of Gramatan and South Fourth Avenues at four stories to maintain its “village feel.” See Response ZL15 for a full consistency analysis with the Downtown Vision Report and the rationale behind the proposed density within the DTOAD zoning text. It is also noted that in response to community comments, the Amended Proposed Action Rezoning has been modified to reduce the total maximum permitted height from 19 stories to 15 stories for the four parcels closest to the Mount Vernon East train station and up to 12 stories for the remainder of the DTOAD area. An updated massing of the study sites is provided in **Appendix D**. The proposed density is in alignment with the stated goals for the City of Mount Vernon.

Regarding the reduced parking standards, see Response TR23 for information regarding the increased parking requirements associated with the Amended Proposed Action Rezoning for the DTOAD.

Comment AA12: The DTOAD zoning and map text amendments are vastly different from what the draft Comprehensive Plan Phase I Downtown Vision Report has recommended for this area, in that they do not include the Form Based Code methodology and mandate heights and parking standards at variance from what is proposed in this rezoning and DGEIS. Please explain the rationale for the differences and how they may be reconciled in an adopted Comprehensive Plan.

Finally, regardless of the merits of this proposed DTOAD zone, it should not be considered by the City Council until such time as the final draft Comprehensive Plan is adopted and, at that time, this DGEIS and area rezoning should be re-evaluated. Please explain why this rezoning is being put forth at this time. (C2-27)

Response AA12: See Response ZL15 for an analysis of the Amended Proposed Action’s consistency with the Downtown Vision Report.

3.16 Adverse Impacts that Cannot be Avoided (AI)

Comment AI1: Table 4-4 – Include displacement as an adverse impact. (C1-105)

Response AI1: It is noted that displacement is included as an adverse impact under the Economic Development impact category of Table 4-1 in DGEIS Chapter 4, Adverse Impacts That Cannot Be Avoided, by reference.

A

Written Correspondence

Name	Association	Date	Comment Code	Comment Number	Topic
Patrick Cleary	Cleary Consulting	18-Jan-24	C1	C1-1	Project Description
				C1-2	Project Description
				C1-3	Project Description
				C1-4	Project Description
				C1-5	Project Description
				C1-6	Project Description
				C1-7	Project Description
				C1-8	Project Description
				C1-9	Project Description
				C1-10	Project Description
				C1-11	Project Description
				C1-12	Landuse, Zoning & Public Policy
				C1-13	Landuse, Zoning & Public Policy
				C1-14	Landuse, Zoning & Public Policy
				C1-15	Landuse, Zoning & Public Policy
				C1-16	Landuse, Zoning & Public Policy
				C1-17	Landuse, Zoning & Public Policy
				C1-18	Landuse, Zoning & Public Policy
				C1-19	Landuse, Zoning & Public Policy
				C1-20	Landuse, Zoning & Public Policy
				C1-21	Landuse, Zoning & Public Policy
				C1-22	Landuse, Zoning & Public Policy
				C1-23	Landuse, Zoning & Public Policy
				C1-24	Landuse, Zoning & Public Policy
				C1-25	Urban Design & Visual Character
				C1-26	Urban Design & Visual Character
				C1-27	Urban Design & Visual Character
				C1-28	Urban Design & Visual Character
				C1-29	Urban Design & Visual Character
				C1-30	Urban Design & Visual Character
				C1-31	Historic & Archaeological Resources
				C1-32	Historic & Archaeological Resources
				C1-33	Historic & Archaeological Resources
				C1-34	Historic & Archaeological Resources
				C1-35	Historic & Archaeological Resources
				C1-36	Natural Resources
				C1-37	Natural Resources
				C1-38	Natural Resources
				C1-39	Natural Resources
				C1-40	Natural Resources
				C1-41	Natural Resources
				C1-42	Natural Resources
				C1-43	Natural Resources
				C1-44	Hazardous Materials
				C1-45	Hazardous Materials
				C1-46	Hazardous Materials
				C1-47	Hazardous Materials
				C1-48	Hazardous Materials
				C1-49	Infrastructure
				C1-50	Infrastructure
				C1-51	Infrastructure
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				C1-59	Infrastructure
				C1-60	Infrastructure
				C1-61	Infrastructure
				C1-62	Infrastructure
				C1-63	Traffic, Transportation & Parking
				C1-64	Traffic, Transportation & Parking
				C1-65	Traffic, Transportation & Parking
				C1-66	Traffic, Transportation & Parking
				C1-67	Traffic, Transportation & Parking
				C1-68	Air Quality & Noise
				C1-69	Air Quality & Noise
				C1-70	Air Quality & Noise
				C1-71	Air Quality & Noise
				C1-72	Air Quality & Noise
				C1-73	Air Quality & Noise
				C1-74	Air Quality & Noise
				C1-75	Economic Development
				C1-76	Economic Development
				C1-77	Economic Development
				C1-78	Economic Development
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				C1-85	Economic Development
				C1-86	Economic Development
				C1-87	Municipal Services
				C1-88	Municipal Services

				C1-89	Municipal Services
				C1-90	Municipal Services
				C1-91	Municipal Services
				C1-92	Municipal Services
				C1-93	Green Building & Sustainability
				C1-94	Green Building & Sustainability
				C1-95	Green Building & Sustainability
				C1-96	Construction
				C1-97	Analysis of Alternatives
				C1-98	Analysis of Alternatives
				C1-99	Analysis of Alternatives
				C1-100	Analysis of Alternatives
				C1-101	Analysis of Alternatives
				C1-102	Analysis of Alternatives
				C1-103	Analysis of Alternatives
				C1-104	Analysis of Alternatives
				C1-105	Adverse Impact That Cannot be Avoided
Vince Ferrandino, AICP	Ferrandino & Associates Inc.	26-Dec-23	C2	C2-1	Procedure
				C2-2	Procedure
				C2-3	Procedure
				C2-4	Procedure
				C2-5	Procedure
				C2-6	Project Description
				C2-7	Project Description
				C2-8	Project Description
				C2-9	Project Description
				C2-10	Project Description
				C2-11	Project Description
				C2-12	Landuse, Zoning & Public Policy
				C2-13	Landuse, Zoning & Public Policy
				C2-14	Landuse, Zoning & Public Policy
				C2-15	Urban Design & Visual Character
				C2-16	Urban Design & Visual Character
				C2-17	Infrastructure
				C2-18	Transportation, Traffic & Parking
				C2-19	Economic Development
				C2-20	Economic Development
				C2-21	Economic Development
				C2-22	Economic Development
				C2-23	Municipal Services
				C2-24	Analysis of Alternatives
				C2-25	Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved, Including Requirements for Subsequent SEQR Compliance
				C2-26	Appendix A
				C2-27	Appendix A
Vince Ferrandino and Stephan A. Maffia	Ferrandino & Associates	15-Dec-23	C3	C3-1	Appendix L Traffic Study
				C3-2	Appendix L Traffic Study
				C3-3	Appendix L Traffic Study
				C3-4	Appendix L Traffic Study
				C3-5	Appendix L Traffic Study
				C3-6	Appendix L Parking
				C3-7	Appendix L Parking
				C3-8	Appendix L Parking
				C3-9	Appendix L Parking
				C3-10	Appendix L Comprehensive Plan (Traffic)
Metropolitan Transportation Authority (MTA)	MTA Construction & Development	29-Sep-23	C4	C4-1	Project Description (Permits)
				C4-2	Project Description (Permits)
				C4-3	Project Description(Procedure)
				C4-4	Project Description
				C4-5	Infrastructure
				C4-6	Construction
				C4-7	Traffic, Transportation & Parking
				C4-8	Traffic, Transportation & Parking
				C4-9	Traffic, Transportation & Parking
				C4-10	Traffic, Transportation & Parking
				C4-11	Traffic, Transportation & Parking
				C4-12	Project Description
				C4-13	Procedure
				C4-14	Procedure
George Latimer	Westchester County Planning Board	22-Aug-23	C5	C5-1	Land use, Zoning and Public Policy
				C5-2	Land use, Zoning and Public Policy
				C5-3	Economic Development (Displacement)
				C5-4	Project Description (Community Garden)
				C5-5	Project Description
				C5-6	Project Description
				C5-7	Traffic, Transportation & Parking
				C5-8	Traffic, Transportation & Parking

				C5-9	Traffic, Transportation & Parking
James Rausse, FAICP	Commissioner: City of Mount Vernon Planning & Community Development	7-Aug-23	C6	C6-1	Overall Comments
				C6-2	Overall Comments
				C6-3	Arts District
				C6-4	Arts District
				C6-5	Arts District
				C6-6	Unit Mix and Resident Targets
				C6-7	Unit Mix and Resident Targets
				C6-8	Open Space and Public Engagement
				C6-9	Open Space and Public Engagement
				C6-10	Comprehensive Plan
				C6-11	Comprehensive Plan
				C6-12	Comprehensive Plan
				C6-13	Infrastructure and Commerical Activity
				C6-14	Infrastructure and Commerical Activity
				C6-15	Design
				C6-16	Design
				C6-17	Design
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Public Hearing		9-Aug-23			
Michael Justino	Member: Comprehensive Plan Advisory Board		H1	H1-1	Land use, Zoning and Public Policy (Comp Plan)
				H1-2	Procedure (Public Hearing)
Delores Mack	Resident: 55 Ehrbar Mount Vernon		H2	H2-1	Favour of project: Community focused development approach
				H2-2	Proximity of proposed development to existing community resource: Mount Vernon Public Library
Wendy Attipoe	Resident: 30 Hudson Avenue/ <i>Member: Comprehensive Plan Citizen's Advisory Committee</i>	Note: Speaker is addressing this session as a resident	H3	H3-1	Project Description
				H3-2	Project Description (Pilots)
				H3-3	Land use, Zoning and Public Policy (Comp Plan)
George Brown	Resident: 54 South 2nd Avenue		H4	H4-1	Favour of project: Got 50 signatures in favour of the project from a block on 2nd Ave
				H4-2	Community Benefits: Youth focused and offering green space
Jean Bacquie	Resident: 2nd Avenue	Note: United States Air Force veteran	H5	H5-1	Community Benefits: Youth focused and offering green space
Dr. Jeff Wheeler	Senior Pastor Mount Calvary Christian Methodist Episcopal Chruch		H6	H6-1	Community Benefits: Revitalize the neighborhood, create a vibrant community, foster youth-centric growth
Jane Curtis	Resident: 98 Pearsall Drive/ Member: Comprehensive Plan Citizen's Advisory Committee		H7	H7-1	Land use, Zoning and Public Policy (Comp Plan)
				H7-2	Land use, Zoning and Public Policy (Comp Plan)
Marlene Wertheim	Resident: 100 Sycamore Avenue/ Member: Comprehensive Plan Citizen's Advisory Committee		H8	H8-1	Project Description (Green Space)
Axel Eberman	Member: Comprehensive Plan Advisory Board		H9	H8-2	Project Description (Arts programming)
				H9-1	Land use, Zoning and Public Policy (Comp Plan)
Arthur Davis	Resident: 261 East 4th Street		H10	H10-1	Community Benefits: Revitalize the neighborhood and foster youth-centric growth
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Public Hearing		13-Dec-23			
Lavern Johnson	Resident: 51 Lorraine Terrace, Mount Vernon.		H11	H11-1	Favour of project: Community focused development approach
				H11-2	Massing & height consistant with buildings on northern potion of town
Kadeem Howell	Resident: East Prospect		H12	H12-1	Favour of project: Commercial development with community focused approach
Kathy Bell	Resident: 32 South Field Road, Mount Vernon		H13	H13-1	Municipal Services
Marlene Wertheim	Resident: 100 Sycamore Avenue, Mount Vernon		H14	H14-1	Urban Design & Visual Character
				H14-2	Project Description
				H14-3	Project Description
				H14-4	Project Description
				H14-5	Land use, Zoning and Public Policy (Comp Plan)
				H14-6	Land use, Zoning and Public Policy (Comp Plan)
Thomas Keller	Resident: 12 Pasadena Place		H15	H15-1	Project Description
Constance Ford	Resident: 47 Vernon Place		H16	H16-1	Municipal Services
John Gallagher	Resident: 156 East Livonia Avenue		H17	H17-1	Municipal Services
				H17-2	Economic Development (Revenues)
				H17-3	Economic Development (benefits)
				H17-4	Economic Development
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To: Council President Gleason and Members of the City Council

From: Patrick Cleary, AICP, CEP, PP, LEED AP, Planning Consultant

Date: January 18, 2024

Re: **Downtown Transit Oriented Arts District (DTOAD)** – Draft Generic Environmental Impact Statement, Substantive Review

The following review comments are offered regarding the Downtown Transit Oriented Arts District (DTOAD) - Draft Generic Environmental Impact Statement, prepared by VHB, accepted as complete by the Lead Agency on June 29, 2023.

COMMENT #	PAGE	COMMENT	
Chapter 1 – Project Description			
1	1-5	Purpose and Intent – Is there a specific distance that limits the benefits of the DTOAD “ <i>around the Mount Vernon East train station</i> ”? Is the entire DTOAD included or just that portion closest to the train station?	C1-1
2	1-5	Organization of the proposed DTOAD – Verify the date of the adoption of the Mount Vernon West Form Based Code. It is believed that it was adopted prior to the 2020 date referenced in the DEIS.	C1-2
3	1-9	Density Bonus – The density bonus of up to two stories is provided in exchange for “ <i>off-site improvements, amenities or development actions.</i> ” What is meant by off-site development actions?	C1-3
4	1-9	Density Bonus – Are any criteria proposed to provide guidance to the City Council when considering the density bonus?	
5	1-16	1. Youth Programing – The DGEIS indicates that “ <i>additional partners will be sought in order to expand the educational offerings...</i> ” Would the addition of currently unidentified partners have the potential to alter or modify the space allocation, layout or configuration of the Development Project?	C1-4
6	1-16	2. Arts Programing – Is there a need to further clarify/regulate the type of artist work that may occur in the live/work units? Various types of “industrial” arts may be incompatible with	C1-5

COMMENT #	PAGE	COMMENT	
		residential uses (for example, artists forging metals works, welding, various chemical processes, or activities that produce various nuisances inconsistent with residential activities).	C1-5
7	1-16	3. Green & Resilient Design – The DGEIS notes that the building will emit zero greenhouse gas emissions. Is the Applicant willing to have this commitment established as an enforceable condition of site plan approval?	C1-6
8	1-16	4. Mixed-Income Development Without Displacement – The Applicant is requested to clarify how the proposed “ <i>local preference</i> ” for Mount Vernon residents will be created, that fully complies with all Fair Housing laws.	C1-7
9	1-19	1st full § - It is noted that the 1 st floor courtyard is accessed from within the building, but will be used occasionally for public events. Is public access to the courtyard available without entering the building? If access is only available from within the building, what security measures are proposed?	C1-8
10	1-19	2nd full § - Are specific units designated for the artist workshop space? Could any unit in the building be used as an artist live/work space?	C1-9
11	1-19	Permanent Jobs – Should the artist live/work spaces be included in the tally of permanent jobs?	C1-10
12	1-32	Proposed Action Purpose, Needs and Benefits – It is recommended that an additional policy be added addressing sustainability and resiliency.	C1-11
Chapter 2A – Land Use Zoning and Public Policy			
13	2A-1	Development Project Site – The narrative indicates that the Development Project Site is comprised of 4 parcels, however, Figure 2A-1 depicts 3 parcels.	C1-12
14	2A-3	Rezoning Area – What was the basis for the physical delineation of the Rezoning Area?	C1-13
15	2A-7	Figure 2A-3 – This figure should be revised to identify the zoning designations within the blue line of the Rezoning Area.	C1-14
16	2A-8	City of Mount Vernon 2011 Draft Comprehensive Plan – Document how the themes of the 2011 plan have been (or have not been) implemented over the last 12 years.	C1-15
17	2A-9	City of Mount Vernon Comprehensive Plan Update (Underway) – A Vision Report will be the first component of the Comprehensive Plan.	
18	2A-9	City of Mount Vernon Comprehensive Plan Update (Underway) – 3rd § - Clarify what is meant by “ <i>address growth around its high population density and low-commercial tax revenue base.</i> ” Does this mean encourage growth or restrict growth?	C1-16

COMMENT #	PAGE	COMMENT	
19	2A-9	Patterns for Westchester (1996) – How does the Rezoning Area <u>currently</u> comply with the recommended FAR range of 0.4-1.6 and the gross residential density range of 13-51?	C1-17
20	2A-11	Rezoning Area – More thoroughly define how the existing zoning “constraints” limit density.	C1-18
21	2A-11	Land Use Study Area – Provide the details of the two planned developments, such as number of units, bedroom mix, building height, F.A.R, number of off-street parking spaces, etc.	C1-19
22	2A-19	Public Policy – Transit Oriented Development – What is the distance of the Proposed Action to the Metro-North Mount Vernon East train station?	C1-20
23	2A-19	Public Policy – Sustainable Investments – The narrative discussion under the Sustainable Investment heading addresses non-conforming uses. It is unclear how this discussion addresses sustainable investments.	C1-21
24	2A-19	Public Policy – Employment Generation – The manner and type of employment generation should be identified.	C1-22
25	2A-20	Patterns for Westchester – How does the Proposed Action comply with the recommended FAR range of 0.4-1.6 and the gross residential density range of 13-51?	C1-23
26	2A-21	Mitigation Measures – The proposed zoning is in and of itself, a mitigation measure, and it should be acknowledged as such.	C1-24
2B – Urban Design and Visual Character			
27	2B-9	Potential Impacts from the Proposed Action Rezoning – 2nd full § - A more thorough discussion of the specific changes to the visual character of the Rezoning Area should be documented. How would the increased height and bulk vary from that permitted under the existing zoning?	C1-25
28	2B-12	Aesthetic Resources, 2nd § - Explain how the conclusion was reached that the proposed 12 story building “ <i>would be in context with the use and form of the apartment building on 39 South 3rd Avenue</i> ” – which is a 5-story building.	C1-26
29	2B-12	Aesthetic Resources, 3rd § - Explain how the conclusion was reached that the Development Project would not introduce a building “... <i>that is substantially taller in height than existing surrounding building</i> ” – when in fact the proposed 12 story building is significantly taller.	C1-27
30	2B-12	Aesthetic Resources, 5th § - It is noted that the “ <i>short expanses of awnings</i> ” referenced in the narrative are not depicted on the renderings of the proposed building.	C1-28
31	2B-16 & 17	Shadow Studies – The color of the base images varies, so discerning the shadows (which are quite light and subtle) difficult to compare.	C1-29

COMMENT #	PAGE	COMMENT	
32	2B-18	Assessment – The assessment of visual impacts lists only the benefits the Applicant believes will be created by the project. It does not identify any of the negative impacts that were identified. A fair and balanced assessment should also identify the negative impacts.	C1-30
2C – Historic & Archaeological Resources			
33	2C-4	Potential Impacts from the Development Project – 1st §, 3rd sentence – The narrative summarizes the seasons when incremental shadows would be cast on adjacent properties. Translate this into the number of days.	C1-31
34	2C-4	Potential Impacts from the Development Project – 1st §, 4th sentence – Clarify the reference to the Library receiving uninterrupted sunlight for approximately 8 hours. During the summer solstice, does this mean the Library will be in shadow for approximately 7 hours, or approximately 2 hours during the winter solstice?	C1-32
35	2C-4	Potential Impacts from the Development Project – 1st §, 5th sentence – Would the shadows cast by the Development Project impact the way natural light illuminates the Mount Vernon Calvary Apostolic Church – for example by impeding light through stained glass windows?	C1-33
36	2C-4	Potential Impacts from the Development Project – 2nd §, 4th sentence – “ <i>Substantially taller</i> ” – see comment #29	C1-34
37	2C-5	Potential Impacts from the Development Project – 1st full §, last sentence – This sentence should specifically summarize the impact (or lack thereof) on historic and archaeological resources.	C1-35
2D – Natural Resources			
38	2D-1	Natural Resources – This section only addresses the natural resources of the Development Project Site, and does not address the Rezoning Area. This is an omission. This section must also address the natural resources of the Rezoning Area as well.	C1-36
39	2D-3	Soils – 1st § - The narrative states that “ <i>Reclamation is required if Urban Land is converted from its present use.</i> ” Because Urban Land consists of previously disturbed soils, the potential for contamination exists, on the Development Project Site as well as within the Rezoning Area. It is unclear if soil borings or any geophysical investigation was conducted.	C1-37
40	2D-3	Topography & Slopes – The language in this paragraph is somewhat confusing in that the site slopes from elevation 139 to elevation 119 (a grade change of 20 feet – which is in fact significant), yet the 3 rd sentence indicates that “ <i>It is important</i> ”	C1-38

COMMENT #	PAGE	COMMENT	
		<p><i>to note...</i>” that there is an 8’ change in elevation in the southwest portion of the site.</p> <p>A more accurate and descriptive discussion of the site’s topography is required.</p>	C1-38
41	2D-3	Vegetation & Wildlife – The discussion of existing trees should include a generalized analysis of the health and vigor of these trees. Maintaining (and enhancing) the City’s urban forest is a primary objective.	C1-39
42	2D-3	Vegetation & Wildlife – The urban wildlife (including synanthropic species dependent upon humans) that currently utilize the site for habitat, roosting sites, refuge, etc. should be identified.	
43	2D-3	Wetlands, Waterbodies & Watercourses – While it is acknowledged that no watercourses are present on the site, does any evidence exist that any historical watercourses were present (that may have been diverted or piped)?	C1-40
44	2D-4	Potential Impacts from the Proposed Action Rezoning – 2nd sentence – This sentence references “ <i>Soft Site 3.</i> ” This is the first use of the phrase “Soft Site” and as such, it should be defined.	C1-41
45	2D-4	Potential Impacts from the Development Project – The specific impacts to geology (such as excavation, rock removal), topography & slopes (grading, cut/fill), vegetation & wildlife (removal of the 5 trees and community garden), wetlands, waterbodies and watercourses (changes in runoff flow), etc. should be specifically documented.	C1-42
46	2D-4	Mitigation Measures – It is anticipated that certain mitigation measures will be necessary regarding soil testing and remediation, excavation disposal, runoff management etc. All mitigation measures should be specifically identified.	C1-43
2E – Hazardous Materials			
47	2E-2	Development Project Site – Verify that no REC’s specifically related to the operation of the prior commercial printing operation on the site, were identified.	C1-44
48	2E-2	Rezoning Area – 3rd §, 1st sentence – This sentence indicates that a database search was conducted for “ <i>properties adjacent to the Development Project Site.</i> ” It does not indicate that a database search was conducted for the entire Rezoning Area, which is required. Clarification is required.	C1-45
49	2E-4	Potential Impacts from the Development Project – The Phase II Site Subsurface Investigation described in detail in this section, should be referenced in the Soil section of Chapter 2D (see comment #39).	C1-46

COMMENT #	PAGE	COMMENT	
50	2E-5	Groundwater – 3rd sentence – Clarify what is meant by “ <i>inefficient groundwater</i> ” preventing the collection of a sample from well TWP-2.	C1-47
51	2E-2	Mitigation Measures – The Phase II Site Subsurface Investigation flagged specific REC’s (heavy metals, semi-volatile organic compounds, lead, VOC’s, aluminum and iron in groundwater). If these REC’s are found during building demolition and construction, very generalized mitigation measures were noted. These generalized measures (such as “appropriate disposal”, “abatement” or following “standard practices” or “regulatory requirements”) are inadequate, and should be further defined in order to be properly included in the Findings Statement.	C1-48
2F - Infrastructure			
52	2F-2	Development Project Sanitary Sewage – 1st full §, last sentence – It is unclear how the conclusion that the existing 2 nd and 3 rd Avenue sewer lines were sufficient to manage existing sewer demands, when the flow tests, video inspections and lack of data from City sources pointed out so many deficiencies. How was the “existing demand” calculated? How many vacant properties were included (where no current demand exists, but if reoccupied, would result in additional demand)? Based upon the information in this section of the DGEIS, it appears the existing sewer system requires attention – even without the Development Project.	C1-49
53	2F-2	Development Project Stormwater Management – Does the Development Project Site include any existing stormwater practices?	C1-50
54	2F-3	Development Project Gas & Electric – Revise this section based on the lifting of the Con Ed gas moratorium.	C1-51
55	2F-4	Development Project Water Supply – The reference to the water flow to the fire pump is confusing. This is the first reference to a “ <i>water pump</i> .” In terms of water supply, the size of a fire pump is irrelevant. Does the 196,061 gpd include the fire flow water supply?	C1-52
56	2F-4	Rezoning Area Sanitary Sewage – See comment #52. Is the 89% and 85% of capacity noted assuming unimpeded pipe capacity (which is not the case, as the pipes were noted to be in poor condition and severely blocked)?	C1-53
57	2F-5	Rezoning Area Stormwater Management – Stating that post development peak stormwater rates would not exceed existing conditions “ <i>per local and state stormwater regulations</i> ” is inadequate. How this would be achieved, given current conditions (such as sites underlain by Urban Land soils, where	C1-54

COMMENT #	PAGE	COMMENT	
		percolation may not allow for the installation of traditional stormwater practices). This is important because as noted on page 2F-2 “ <i>Within the Rezoning Area, based on existing conditions and observations, there does not appear to be stormwater infrastructure located within South 1st Avenue, South 2nd Avenue, or South 3rd Avenue.</i> ”	C1-54
58	2F-5	Rezoning Area Gas & Electric – Revise to reflect the lifting of the moratorium.	C1-55
59	2F-6	Potential Impacts from the Development Project – Water Supply – The results of the hydrant flow tests is required to allow for verification that “ <i>there is adequate pressure for the development project.</i> ”	C1-56
60	2F-7	Potential Impacts Water Supply – The comment that all future developments in the projected full build-out would be subject to the site plan approval process and a review of water availability - should be supported by a generalized analysis of the water demand for the other Study Sites in the Rezoning Area, and the existing water availability. If the Development Project utilizes all available water capacity for example, the consequence of this on the potential build-out of the other sites should be identified at this stage of the generic impact analysis. Is there sufficient water capacity to accommodate the future build-out of all of the Study Sites?	C1-57
61	2F-7	Potential Impacts Sanitary Sewage – The same concern expressed in comment #60 applies to sanitary sewage.	C1-58
62	2F-7	Potential Impacts from the Development Project – Stormwater Management – 1st § - The DGEIS indicates that “ <i>The Development Project would include a stormwater detention tank in the basement level, from which stormwater would be pumped to the nearest street-level catch basin.</i> ” However, as noted on page 2F-2, there is no stormwater infrastructure in the vicinity of the Development Project. Clarify where and how this stormwater will be disposed of.	C1-59
63	2F-8	Potential Impacts from the Development Project – Gas & Electric – Revise per lifting on moratorium.	C1-51
64	2F-8	Mitigation Measures – Water Supply – Stating that “ <i>It is the City’s policy to review development on a project by project basis</i> ” is an inappropriate response, as this project involves the creation of new zoning that would allow for the development of the Development Project, but potentially multiple other developments as well. Specific water infrastructure mitigation measures must be identified at this stage.	C1-60
65	2F-9	Mitigation Measures – Sanitary Sewage – 4th §, 2nd sentence - The comment that “ <i>The level of mitigation needed will be</i>	C1-61

COMMENT #	PAGE	COMMENT	
		<p><i>determined by the City of Mount Vernon...</i>” should be more definitively addressed by the Applicant, and not deferred to the City. The Applicant’s engineer can identify anticipated mitigation measures (for example if video evidence shows that a pipe is blocked, it is obvious that the blockage needs to be cleared, or the pipe replaced).</p> <p>The objective in this review process is to identify specific mitigation measures that can be eventually included in the Findings Statement.</p>	C1-61
66	2F-9	Mitigation Measures – Stormwater Management – As noted in Comments #57 & 62, it is likely that specific, and perhaps unique, stormwater management practices may be required as mitigation measures.	C1-62
2G – Traffic, Transportation & Parking			
67	2G-5	Existing Traffic Volumes – Clarify if the 2022 traffic counts were affected by post pandemic travel and traffic patterns – in particular the continued trend of remote work.	C1-63
68	2G-13	Site Generated Traffic Volumes – Document the basis for utilizing a 30% TOD credit.	C1-64
69	2G-21	Parking – Describe in detail how each of the parking reductions listed in table 2G-9 will be accomplished.	C1-65
70	2G-21	<p>Site Operations – This section of the DGEIS points out the paradox with online deliveries. The DGEIS notes that online deliveries “<i>reduces the need for vehicle dependency.</i>” While this is true for residents of the Development Project, this trend actually <u>increases</u> vehicle trips associated with deliveries.</p> <p>The DGEIS states that “<i>The increased delivery vehicle activity is not expected to impact overall intersection or site operations since this is an existing condition in the study area.</i>” While delivery vehicle activity does indeed already occur within the study area – the number of delivery vehicle trips would obviously increase with the build-out of the area. As a result, this increased trip generation must be accounted for.</p> <p>As the Development Project alone is projected to generate 92 PM peak hours trips, and it is noted by the Applicant that 100 trips on an intersection would trigger a detailed off-site intersection analysis – the inclusion of additional delivery trips, and certainly the trip generation from the other study sites, may result in exceeding the 100-trip intersection threshold.</p>	C1-66
71	2G-23	Potential Impacts from the Proposed Action Rezoning – 1st partial §, 1st full sentence – This sentence indicates that “good	C1-67

COMMENT #	PAGE	COMMENT	
		levels of service are experienced at the study area intersections. A table should be provided identifying the levels-of-service (similar to Tables 2G-5 & 6 for the Development Project). These tables should include the Study Sites as well as the Development Project.	C1-67
72	2G-23	Delivery Patterns – As noted in Comment #70 – how can the conclusion that “ <i>The frequency of these vehicles on the roadway network is not expected to increase as a result of the project</i> ” be supported when additional residents will obviously result in additional deliveries?	C1-66
2H – Air Quality & Noise			
73	2H-4	Air Quality - Existing Environmental Conditions – Identify the location of the Pfizer laboratory monitoring station.	C1-68
74	2H-7	Air Quality - HVAC and Hot Water Systems – As noted, with the lifting of the Con Ed gas moratorium, an air quality analysis of potential emissions would be necessary.	C1-69
75	2H-7	Air Quality - HVAC and Hot Water Systems – 2nd § - Would the Development Project (Site 1) still be a fully electric building is natural gas is now available?	
76	2H-7	Air Quality - Mobile Source Emissions – Is it true that increased traffic volumes in the study area intersections would not trigger an air quality analysis. Refer to Comment #70.	C1-70
77	2H-8	Air Quality - Development Project Operational Impacts – HVAC & Hot Water - Would the development Project still be a fully electric building is natural gas is now available?	C1-69
78	2H-16	Noise – Noise Measurement Results – Identify the device used to record noise measurements.	C1-71
79	2H-19	Noise – Potential Impacts – Identify the “ <i>relevant guidelines.</i> ”	C1-72
80	2H-19	Noise – Stational Source Noise Impact Analysis – While it is acknowledged that the location of the HVAC systems for the Development Project are highly preliminary, is it anticipated that this equipment will be roof mounted, mounted at ground level outside the building, or enclosed within the building?	C1-73
81	2H-23	Noise – Proposed Mitigation Measures – Operational Noise – The potential build-out within the Rezoning Study area will result in noise impacts that exceed the limits established in the City of Mount Vernon Noise Ordinance in certain locations. The Applicant has proposed the use of double-glazed windows to mitigate this impact. This mitigation measure protects developers from their own self-created noise impacts, and does not mitigate the noise impacts created by the new	C1-74

COMMENT #	PAGE	COMMENT	
		developments on the existing community. These adverse impacts must be properly mitigated.	C1-74
2I – Economic Development			
82	2I-1	Demographics – This section identifies the City’s 2022 population as 73,893, based on the American Community Survey data. The US Census Quick Facts indicates that the City’s population estimate for July of 2023 is 71,714. The most current US Census data should be utilized.	C1-75
83	2I-3	Potential Demographic Impacts from the Development Project and the Proposed Action – Revise population projection percentages based on most recent US Census data.	
84	2I-4	Potential Demographic Impacts from the Development Project and the Proposed Action – Mount Vernon City School District – Can more than a single comparable development (22 South West) be used to document actual school generation rates?	C1-76
85	2I-5	Potential Demographic Impacts from the Development Project and the Proposed Action – Mount Vernon City School District – The assumption that the additional students generated from all projects within the Rezoning Study Area would be added to the school district over a ten-year period should be justified. Development is cyclical, and often pegged to variables like interest rates. In favorable times, development occurs in bunches. Assuming an even spread over ten years is unrealistic. If the addition of students were compressed, what would the impact be?	
86	2I-7	Target Market – Clarify if there is also a demand for market-rate housing, in addition to the demand for affordable housing.	C1-77
87	2I-8	Jobs – What is the basis for the projected 300 construction jobs?	C1-78
88	2I-8	Real Property Taxes With and Without a PILOT – Was the projected real property tax of \$965,00 developed in conjunction with, or confirmed by the Tax Assessor?	C1-79
89	2I-8	Real Property Taxes With and Without a PILOT – Provide comparables to document that \$3.18/GSF/year is a reasonable assumption.	C1-80
90	2I-8	Real Property Taxes With and Without a PILOT – How was the total revenue of \$4.1 million derived for the Study Area sites?	C1-81
91	2I-8	Real Property Taxes With and Without a PILOT – The Table referenced as including the costs to the taxing jurisdictions is missing.	C1-82
92	2I-8	Real Property Taxes With and Without a PILOT – The costs for all municipal services must be assessed, and not only	C1-83

COMMENT #	PAGE	COMMENT	
		the costs to the School District, including police, fire, ambulance, solid waste and recycling, etc.	C1-83
93	2I-10	<p>Sales Taxes – This section of the DGEIS identifies a national average figure for retail sales of \$330.3/sqft, but then qualifies this by stating the number will “<i>likely dip</i>.” However, the \$330.3 figure is then used to predict future sales tax revenue. A more accurate figure, reflecting the “dip” should be used.</p> <p>Also, is a national figure appropriately representative of the City of Mount Vernon?</p>	C1-84
94	2I-10	Business & Residential Displacement – The DGEIS indicates that development of Study Sites 2, 3, 4 and 5 contain commercial business and residences that would be displaced if redeveloped pursuant to the DTOAD zoning. Identify the number of dwelling units and square footage of the commercial uses affected.	C1-85
95	2I-11	Mitigation Measures – Mitigation measures to address displacement should be identified.	C1-86
2J – Municipal Services			
96	2J-2	Fire & Emergency Services – Follow-up and response to the 8/22 information request to the MVFD is required.	C1-87
97	2J-3	Schools – Present the enrollment trends in chart form.	C1-88
98	2J-6	Potential Impacts from the Proposed Action Rezoning and Development Project – last § - The estimated costs associated with the increased demand for police, fire and EMS services, documented in Table 2J-3, must be provided.	C1-89
99	2J-6	<p>Potential Impacts from the Proposed Action Rezoning and Development Project – Police, Fire & Emergency Services, last §, last partial sentence – This sentence indicates that the PILOT payments for the Development Project may not fully offset the additional costs of municipal services. This is an adverse impact, which must be mitigated.</p> <p>The 1st full paragraph on page 2J-7 indicates that the additional tax revenue from the other potential development in the Rezoning Study Area would off-set the additional costs to the taxing jurisdictions. What is the fiscal consequence if the other sites are not developed, or if the development of those sites also involves PILOTs?</p> <p>A more detailed discussion of the manner by which the municipal service cost impact would be mitigated for the Development Project is required.</p>	C1-90

COMMENT #	PAGE	COMMENT	
100	2J-7	Potential Impacts from the Proposed Action Rezoning and Development Project – Schools, 3rd § – The absorption of the 205 new students over a 10-year period should be reassessed. See comment #85.	C1-76
101	2J-8	Potential Impacts from the Proposed Action Rezoning and Development Project – Schools, 1st full § – Provide a schedule of how the tax revenue to the school district would off-set the \$2,521,901 cost to educate all of the new students generated from the within the Rezoning Area.	C1-91
102	2J-8	<p>Potential Impacts from the Proposed Action Rezoning and Development Project – Recreation and Cultural Facilities, 1st § – This paragraph notes that there are “...<i>a number of nearby parks, playgrounds and cultural facilities that currently serve the residents of the rezoning area...</i>”, however, as noted on Page 2J-4, only City Hall Plaza and the Library are located within the Rezoning Area. This condition reflects a notable <i>lack</i> of proximate, neighborhood facilities. This deficiency would be exacerbated by the influx of new residents associated with the build-out of the Development Project and Rezoning Area.</p> <p>While it is noted that the Development Project includes a central courtyard and green space, it appears that this would be accessible to residents of the development project only, and not publicly available.</p> <p>It is not clear that the statement in the DGEIS on page 2J-9 that “...<i>the projected increase in population as a result of the Proposed Action or Development Project would not lead to a strain on nearby recreational or cultural resources</i>” can be justified.</p>	C1-92
103	2J-9	<p>Mitigation Measures – As noted in Comment #99, how can the statement that “... <i>estimated additional municipal service costs associated with the Proposed Action are expected to be fully offset by the anticipated PILOT payment to the City of Mount Vernon and MVCSD together with the annual net tax benefits resulting from full build-out within the Rezoning Area</i>” – when the financial terms of the PILOT have not yet been established, and as stated in the DGEIS on page 2J-6 “...<i>these payments may not fully offset the additional costs...</i>”</p> <p>This contradiction must be reconciled.</p>	C1-90
2K – Green Building & Sustainability			

COMMENT #	PAGE	COMMENT	
104	2K-5	Potential Impact from the Development Project – Operational Emissions – last § - Does the statement that “...no combustion of fossil fuels would happen on site...” remain true, given the lifting of the natural gas moratorium?	C1-93
105	2K-6	Potential Impact from the Development Project – Operational Emissions – first partial § - Can the “small percentage of GHG emissions be quantified?”	C1-94
106	2K-8	Mitigation Measures – 1st § - Clarify the statement that “ <i>The Development Project plans to pursue Passive House certification and comply with Enterprise Green Communities and NYSEDRA New Construction Housing requirements</i> ” Is this a definitive commitment, which can be established in the Findings Statement as the Applicant “shall” commit to complying with these programs?	C1-95
107	2K-9	Conclusions – 2nd §, 2nd sentence – “...no direct GHG emissions” – see comment 104.	C1-93
2L - Construction			
108	2L-10	Mitigation Measures – Traffic & Parking – Construction vehicle and delivery routes that minimize impacts on downtown Mount Vernon should be established.	C1-96
Chapter 3 – Analysis of Alternatives			
109	3-2	Alternative 2: As-of-Right Alternative – The conclusion that “...a smaller scale building is a more realistic maximum development scenario under the existing zoning regulations” should be more fully justified.	C1-97
110	3-8	Alternative 3: Full Build-Out Under DTOAD Alternative – Land Use, Zoning & Public Policy - Verify that the full build-out summarized in table 3-3, would be fully compliant with all DTOAD zoning provisions.	C1-98
111	3-9	Alternative 3: Full Build-Out Under DTOAD Alternative – Land Use, Zoning & Public Policy – Urban Design & Visual Character – As illustrated on Figure 3-2, full build-out would have a profound impact on the character of the Study Area. A more precise assessment of these visual character impacts is necessary.	C1-99
112	3-9-10	Alternative 3: Full Build-Out Under DTOAD Alternative – Infrastructure – The deficiencies in the existing sewer and water infrastructure noted in Comments #52, 60, 61, 64 & 65 should be reflected in this section.	C1-100
113	3-12	Alternative 3: Full Build-Out Under DTOAD Alternative – Traffic – Clarify what is meant by the statement that “ <i>Trips associated with the Study Sites will be disbursed through the Study Area resulting in less trips at each Study Area intersection and less potential for impacts.</i> ” This is counter	C1-101

COMMENT #	PAGE	COMMENT	
		intuitive when full build-out will add 234 AM peak hour and 367 PM peak hour trips to the area.	
114	3-12	Alternative 3: Full Build-Out Under DTOAD Alternative – Traffic – The statement that “...the additional trips associated with the potential Study Sited are unlikely to result in a significant adverse impact at the Study Area intersections” is insufficient. A more specific assessment of the additional traffic on the Study Area intersections is necessary. Will levels-of-service degrade? What would be the length of additional delays?	C1-101
115	3-13	Alternative 3: Full Build-Out Under DTOAD Alternative – Air Quality – 3rd § - “...the development Project Site is planned to be electrical...” Does this remain true with the lifting of the moratorium?	C1-102
116	3-14	Alternative 3: Full Build-Out Under DTOAD Alternative – Economic Development – 4th § - The number of existing jobs that would be displaced in an adverse impact, and must be more fully documented.	C1-103
117	3-15-16	Alternative 3: Full Build-Out Under DTOAD Alternative – Municipal Services – Document (perhaps in tabular form) that the municipal service costs would be off-set by new tax revenue.	C1-104
Chapter 4 – Adverse Impact That Cannot be Avoided			
118	4-7	Table 4-4 – Include displacement as an adverse impact.	C1-105



FERRANDINO & ASSOCIATES INC.
PLANNING AND DEVELOPMENT CONSULTANTS

MEMORANDUM

To: Mount Vernon City Council

From: Vince Ferrandino, AICP
Principal

Date: December 26, 2023

Re: DGEIS Comments and Recommendations
Mount Vernon East DTOAD Rezoning/Library Square Site-Specific Development

PREFACE

For purposes of full disclosure, in 2015 my firm was approached by the applicant to preliminarily guide them through the environmental review & rezoning process for what is now the Mount Vernon East Downtown Transit Oriented Arts District (DTOAD), which we did pro bono. At that time Marvin Church and Diana Williams, Mr. Church's wife [Comrie Enterprises], were leading the applicant team, and the concept was to construct mixed use housing & retail, and to develop around, and preserve/renovate, the YMCA building, through a limited rezoning of the existing NB District via a new special permit provision. The renderings for that concept were placed in the rotunda of City Hall at that time during the Davis Administration. At some point, Manhattan based developer and architect Carlton Brown became involved and the concept radically changed to demolishing the Y building, constructing housing in its place, and broadening the rezoning area to the current 9.4 acres, with greater density and potentially much taller buildings. Although my firm submitted a proposal for consulting services reflecting a much more limited rezoning, we parted ways in 2016, as the rezoning and development process morphed into something I had issues supporting from a planning perspective, and the applicant retained another consulting team [VHB]. I am now commenting, without prejudice, on this rezoning application as a Mount Vernon resident & professional planner who has prepared and reviewed numerous rezonings, site plans and environmental impact statements similar to the proposed DTOAD.

Questions to be answered and responses required are highlighted in **bold** below.

INTRODUCTION

I viewed the DGEIS hearing and the Council's ill-advised unanimous decision to close it, giving the public a scant 14 calendar days to submit written comments because the applicant's attorney claimed that "the development team is in a diminished position for funding in 2024 and 2025" and it would "help meet their project financing deadlines". That is disconcerting and yet another instance of "developer driven planning," as the hearing was on the entire 9.4 acre DTOAD rezoning that could potentially bring 1,397 housing units and 2,318 more people into that area, not only the so-called Library Square/20 South Second Avenue project/building. Scheduling this hearing on December 13, in the middle of the holiday season, prematurely closing it, and then allowing 14 days for written comments on or before December 27, also in the holiday season, does a great disservice to the community. The reason very few people attended and commented at the hearing is that they likely were unaware of it, or were otherwise distracted with the holiday, be it Christmas, Hanukkah or Kwanzaa. Continuing the hearing in January, which was the original plan, as expressed by Councilmember Cleason, would have been the prudent thing to do. **Please explain why, in the public interest, this hearing was closed and further verbal comments shut off.**

C2-1

There are many things wrong with the proposed DTOAD rezoning and the site-specific Library Square/20 South Second Avenue building, both of which run counter to many of the tenets of the yet to be completed *Downtown Vision Report/Phase I Comprehensive Plan*. Fast tracking the SEQR process flies in the face of any semblance of sound planning. For example, see my comments submitted to the Council on December 16, 2023 on the DGEIS's inadequate traffic & parking study. That is just one aspect of the DTOAD zone DGEIS that needs to be revisited -- there are many more, as noted below.

DGEIS / REZONING PROCESS

The purpose of the DGEIS is to elicit questions and comments from the public which the applicant is bound by law to answer, regarding information presented and any preliminary conclusions reached by the applicant therein, so that the Proposed Action -- the rezoning of the 9.4 acres and the site-specific Library Square development at South Second Avenue -- is informed by technical support data, and any deficiencies therein disclosed. That is, the technical data and studies in the DGEIS are intended to inform, and be the foundation for, the rezoning. Land use counsel should have advised Council members

of this at the outset of the hearing, as it is not an "in favor of" or "opposed to" scenario; those opinions would typically be voiced at the rezoning stage, and the Council was incorrect in framing it as such at the December 13, 2023 DGEIS hearing. **Please correct/amend the record to reflect this.**

In addition, comments by Councilmembers Copeland and Thompson expressing support for the project were also inappropriate, as their role as decision makers at this stage is to review the DGEIS, listen to public comments and reserve judgment until all the information has been submitted and responded to by the applicant in the FGEIS. Showing any bias "for or against" was premature and misplaced. Typically, questions/comments are heard from the public with no response -- although questions can be asked about DGEIS details, as was the case with Councilmembers Gleason and Poteat. **Therefore, any expressed bias by City Councilmembers should be stricken from the meeting minutes record. Please do so.**

C2-3

Further, with the closing of the DGEIS hearing on December 13, and the December 27, 2023 deadline for receipt of written comments, I understand the applicant will prepare a FGEIS responding to those comments, for further review and comment by the public at a subsequent FGEIS hearing to be scheduled. This would include any additional studies - traffic, parking, visual and fiscal for example -- suggested in the DGEIS. **Please re-confirm that this is the case.**

C2-4

Finally, with the ongoing preparation of the Comprehensive Plan, including the *Phase I Downtown Vision Report*, it is assumed that no decision on this proposed DTOAD rezoning will be made before that Plan, including SEQRA analysis, is adopted. To do otherwise would be putting the "cart before the horse" and constitute a "fragmented approach" to planning, as noted by the Westchester County Planning Board in their August 22, 2023 comment letter on the DGEIS. **Please confirm that this project will not be approved before the Comprehensive Plan is adopted.**

C2-5

SUBSTANTIVE COMMENTS ON THE DGEIS

Outlined below are comments/questions to be addressed in the FGEIS. They are keyed into DGEIS chapters to the extent possible.

Chapter One Project Description

1) Proposed Action - page 1-1: if the primary intent of the rezoning is to facilitate the mixed-use development of the South Second Avenue/Library Square site/building, why

wasn't the alternative of amending the existing NB zone to allow this use via a special permit provision pursued, as opposed to a massive rezoning of 9.4 acres, taking in 41 parcels over 2 existing zones? **I understand that a previous city planning official, long gone, may have suggested this, but now, what is the current city planning department's leadership thinking on this. Please cite and explain.**

2) Relationship to the Comprehensive Plan - page 1-6: this DGEIS was accepted by the City Council as "complete" on June 29, 2023, prior to the unveiling of the Draft *Phase I Downtown Vision Report* in September 2023, and the DGEIS was written by the applicant's consultants many months before in 2022. While the DGEIS repeatedly cites the RFP that was issued by the City to retain the current Comp Plan consultant, it fails to cite any sections of that draft Comp Plan as being supportive of what is now being proposed. **Please explain how what is being proposed for the DTOAD zone is compatible with the *Downtown Vision Report Phase I Comprehensive Plan*, as it was not available at the time the DGEIS was written.** Further, the DGEIS cites the DTOAD as being "well aligned" with the draft *2011 Comprehensive Plan*, including building heights of 8 to 12 stories, while what is being proposed in the DGEIS cites up to 19 stories -- a total disconnect. **Please explain these apparent inconsistencies in timing and substance.**

C2-7

3) Development Project - Arts Programming - page 1-16: states that 17 of the 317 units, approximately 5%, will be live-work loft units. This is a very small percentage for a project that touts its "arts identity". **Please explain why this number is not higher and how the applicant defines "artist" in order to qualify for these units.**

C2-8

4) Development Project - Mixed Income Development Without Displacement - page 1-16: The State of New York, for LIHTC and other state funded projects like Library Square, is unlikely to approve "local preferences" for Mount Vernon residents, obviating the DGEIS goal of addressing potential displacement and gentrification. **Please explain how the applicant plans to address displacement if the rezoning succeeds in its goals. Further, is there any estimate of the number of families and business that may be displaced? Please advise.**

C2-9

5) Development Project - Proposed Affordability - page 1-17: Table 1-7 states that of the 317 units, 285 (90%) will rent to tenants at 60% AMI, and 31 units (10%) will rent to tenants at 90% AMI, making this a predominantly work force development. **Please explain why the unit split cannot be more geared toward 90% AMI and above, making this a true mixed income project. Also, please provide the unit sizes by square footage and any amenities provided in the unit (washer dryer, etc.).**

C2-10

6) Proposed Action Purpose, Needs and Benefits - page 1-32 - YMCA Building: the proposed project posits the demolition of the YMCA building which has been vacant since 2013, as well as an adjacent public parking lot. In its prime, the Y building housed a myriad of youth programming activities serving hundreds of Mount Vernon youth, including a swimming pool, gym, play areas, etc. totaling more than 20,000 square feet. **Where will these youth activities be relocated and what role, if any, will the applicant play in their relocation? Also, where will the lost public parking spaces [and revenue] be relocated and at whose expense? Please explain.**

C2-11

Chapter Two Environmental Setting, Potential Impacts and Mitigation

2 A Land Use, Zoning, and Public Policy

1) Public Policy - pages 2A-8-11: All of the plans cited in support of the 9.4 acre rezoning, as well as the Project Development Site, call for enhanced infrastructure to support these initiatives. However, there is scant information in the DGEIS as to how this infrastructure, aging and inadequate as it is in downtown Mount Vernon, will be improved to facilitate the increased density that is proposed and which the build out details. **Please explain how this will be occasioned -- first for the Project Development Site -- and then for the entire rezoning area, including who will pay for it.**

C2-12

2) Future Conditions Without the Proposed Action - Land Use Study Area - pages 2A-11&12: The DGEIS cites 2 projects in the Land Use Study Area - a small townhouse project at 65 West Second Avenue (*sic* - there is no West Second Avenue) and *The Pointe*, a proposed multi-family development in an urban renewal area to the southwest. However, there is no mention of a major rezoning proposal adjacent to the Mount Vernon East station called the *Mount Vernon East TOD* which calls for high rise buildings, greater density, and reduced parking. This is a glaring omission because it will affect the DTOAD rezoning in a major way from an environmental impact perspective and there should be close coordination between both rezonings and site-specific developments therein. **Please provide narrative detailing this project, including its impacts on the DTOAD and vice versa, including traffic, parking, infrastructure, visual, etc. Please provide the same with regard to the draft Comprehensive Plan Phase I Downtown Vision Report, as it has now been made public and there are aspects of the draft Phase I Downtown Plan which differ markedly from what the applicant has proposed in the DGEIS. Please reconcile the two.**

C2-13

3) Potential Impacts from the Development Project - Land Use, Zoning and Public Policy - pages 2A -18-21: The applicant boasts Form Based Code zoning as a more

efficient tool for controlling land use, citing the Mount Vernon West TOD zone as an example of how that has worked. I submit that the two high rises that have been built in that zone are out of scale & character with the existing landscape and that two others which have received site plan approval and are awaiting tax abated approval are no better. **Please explain how what is proposed within the DTOAD zone will produce a better product based upon the Form Based Code model, given the questionable results of the Mount Vernon West TOD Form Based Code zoning.**

C2-14

2 B Urban Design and Visual Character

1) Potential Impacts From the Proposed Action Rezoning - page 2B-8: While the applicant admits there will be changes in visual character to the 9.4 acre Rezoning Area pertaining to increased height, bulk & density, and the introduction of new building types, etc., except for the Project Development Site, the DGEIS fails to provide any meaningful technical analysis pertaining to viewsheds, before and after photos, shadow studies, etc., nor any mitigation measures to address potential adverse impacts of up to 19 story buildings in much less dense neighborhoods. This is a major omission that needs to be addressed in detail as per *Section Gb. 2.2 a - e Urban Design and Visual Character* of the Scoping Document dated June 22, 2022 as adopted by the City Council, and the DGEIS should never have been accepted as "complete" by the City Council without these missing sections. **Please amend accordingly and include this chapter in the FGEIS. Please also indicate who on the City staff reviewed the DGEIS for "completeness" and when this occurred?**

C2-15

2) Potential Impacts From the Development Project - page 2B -10 - Figure B-2 Proposed Development - View Southwest on South Second Avenue: this viewshed starkly shows the difference in height, bulk, scale, color palette and character between the proposed Project Development Site and the surrounding area. **Please explain how this design is compatible with the surrounding area and how it contributes to "good urban design?"**

C2-16

2 F Infrastructure

Potential Impacts from the Proposed Action Rezoning - pages 2F 1-9: While there was discussion of the Project Development Site, there was scant analysis of the total 9.4 acre Rezoning Area regarding the potential impacts on infrastructure and potential mitigation measures, including the four (4) other potential development sites, merely stating that "all future developments would be subject to the site plan approval process". While I do not reasonably expect detailed site-specific level analysis, I do expect analysis of impacts beyond what has been stated in the DGEIS, as Mount Vernon's infrastructure is very old and in need of upgrading, and this should not fall on the taxpayer to

C2-17

fund. Please amend so that the reader has a better understanding of the environmental impacts of developing 1,397 residential units, with 2,318 people, plus 49,910 square feet of retail and office, etc. over time, and who will pay for that.

C2-17

2 G Transportation, Traffic, and Parking

Pages 2G 1-24: Please see comments submitted under separate cover dated December 15, 2023 and incorporated by reference herein. The only addition to these comments is to ask the applicant to provide examples of where the drastic reductions in on-site parking to less than one [1] space per five [5] dwellings units without density bonus, and one [1] space per seven [7] dwelling units with density bonus has succeeded in a setting similar to downtown Mount Vernon.

C2-18

2 I Economic Development

1) Potential Demographic Impacts From the Development Project and Proposed Action - pages 2I-3 -5: In projecting the number of school age children for the 317-unit Project Development Site, the DGEIS uses 22 South West Street, as well as the Rutgers multipliers, to arrive at a range of 47 to 54 school age children. This appears to be very low, as 100% of the units are work force or lower income, and any increase in the number of school age children will likewise increase the school costs to educate them. A better source might be *The LaPorte development in downtown Mount Vernon, also a TOD high rise building serving work force and lower income tenants*. Further, has the applicant reached out to the Mount Vernon School District to determine if they maintain a database detailing where their students live, categorized by housing development type, to serve as a more localized benchmark? Please research the latter two sources and update the analysis to be more realistic and inclusive of local conditions.

C2-19

2) Target Market - page 2I-7: per Section Gb 2.9 of the Scoping Document. as part of this DGEIS, has a *bona fide* market study been prepared and submitted to support the market for what is being proposed on the Project Development Site? Is it possible to increase the AMIs to support more market rate units, alongside the work force units, to create a truly economically integrated development? Please respond and advise, and include the market study as an Appendix to the FGEIS.

C2-20

3) Property Taxes With and Without a PILOT - pages 2L 8-9: Section 2.9 [h] of the Scoping Document calls for an economic analysis with and without a PILOT. The applicant has stated it intends to apply for a PILOT, potentially reducing any positive economic impact of the Project Development Site which, given the projected number of school children (see 2I-1 above), is already questionable. The PILOT "analysis" provided in the DGEIS is scant at best, providing little substantive information. **Please run and include in the FGEIS a scenario based upon a projected PILOT, say 30 years at 10% of shelter rent, based upon other recent lower income & work force projects before**

C2-21

the IDA, and estimate the cost-benefits to the City of Mount Vernon and School District..

C2-21

4) Residential and Business Displacement - pages 2L 10-11: Please clarify the last sentence in the third paragraph regarding displacement of tenants at Study Sites 2, 3, 4 and 5 in the Rezoning Area, as it is confusing.

C2-22

2J Municipal Services

1) Pages 2J 1-9: For this entire chapter, other than a perfunctory letter from the Mount Vernon Police Department, there is no substantiation of equipment costs, new personnel needed, etc., occasioned by construction of either the Project Development Site or build out of the 4 potential development sites in the Rezoning Area, from any school or municipal agency or the Mount Vernon Montefiore Hospital. For example, the applicant, by letter dated August 18, 2022, asked the Mount Vernon Fire Department to respond. Almost one and a half years later, there has been no response, leaving the applicant to rely on 1994 Urban Land Institute generic estimates. **How can impacts on municipal services, including infrastructure, police, fire, emergency services, etc. be determined without verification from local municipal sources? Please contact these agencies again for response and include the data in the FGEIS for recalculation of fiscal impacts on municipal services. Please recalculate impacts as needed.**

C2-23

2) Mitigation - page 2J-9: the mitigation measures posited are extremely generic/vague and do not speak to specific impacts on municipal services occasioned by gaps in information as noted in 2J 1-9 above. **Please amend this section to reflect specific impacts and any mitigation measures resulting from a true fiscal impact analysis.**

Chapter Three Analysis of Alternatives

This chapter examines 3 hypothetical alternatives, but fails to analyze a scenario that permits the applicant to build on the Project Development Site without rezoning the 9.4 acres around it, namely adding a special permit use provision to the existing DB zone wherein mixed use residential would be allowed. This was the applicant's original intent in 2015 before it morphed into an area wide rezoning. **I submit that this alternative should be explored and ask that it be analyzed in this chapter of the FGEIS before any rezoning determination is made.**

C2-24

Chapter Seven Conditions and Criteria Under Which Future Actions Will Be Undertaken or Approved, Including Requirements for Subsequent SEQR Compliance

This is a key chapter in that it suggests that if this 9.4 acre area rezoning is adopted, any subsequent actions to approve site specific projects within this area, which meet the thresholds established therein, would not need to undergo thorough SEQR analysis. Due to the experience in the Mount Vernon West TOD zone, cited many times within this DGEIS, wherein massive out of scale high rises have been approved and built with scant SEQR review, this should not be allowed to occur again. Over time, circumstances change and studies & data become obsolete; yet the Mount Vernon West TOD data, now several years old, is still being used as the benchmark for new approvals. The data in this DGEIS in support of the 9.4 acre area rezoning are extremely vague and, in time, will become obsolete. **Please strike this section from the DGEIS so that the mistakes of the past are not repeated, and provide for more thorough municipal review.**

C2-25

APPENDIX A Draft Downtown Transit Oriented Art District [DTOAD] Zoning [Draft December 3, 2021; Revised November 17, 2023]

The zoning text and map amendments prepared for the DTOAD zone appear to have been drafted to suit the needs of the 20 South Second Avenue/Library Square development (Project Development Site) and to facilitate its site plan approval without variances; it in effect appears to be a tailor made zone. This is manifested in the *Tower on Podium and Reduced Parking Standards & Density Bonuses* therein as follows:

Building Type Regulations Section 3 D. Tower on Podium calls for maximum building height from legal grade: the greater of 17 stories/180 feet (with density bonuses 19 stories / 200 feet). This is unique to this area and I question the rationale for these heights, given the existing scale and character of the neighborhood. **Please explain the rationale for including this specific building type and height as an option in the code.**

C2-26

Section 5. Incentives Density Bonus. Issues pertaining to reduced parking standards and density bonuses applicable to same have been addressed in my traffic & parking comments submitted under separate cover on December 15, 2023 and incorporated herein by reference. Some of the five [5] development sites are blocks away from the rail station, and it is questionable whether they are true TOD sites. **What is the rationale for reducing parking standards such that there would be one (1) parking space for every five [5] dwelling units and, with parking density bonuses, one (1) parking space for every seven (7) dwelling units? Please explain.**

The DTOAD zoning and map text amendments are vastly different from what the draft *Comprehensive Plan Phase I Downtown Vision Report* has recommended for this area, in that they do not include the Form Based Code methodology and mandate heights and parking standards at variance from what is proposed in this rezoning and DGEIS. **Please explain the rationale for the differences and how they may be reconciled in an adopted Comprehensive Plan.**

C2-27

Finally, regardless of the merits of this proposed DTOAD zone, it should not be considered by the City Council until such time as the final draft Comprehensive Plan is adopted and, at that time, this DGEIS and area rezoning should be re-evaluated. **Please explain why this rezoning is being put forth at this time.**

Thank you for giving me the opportunity to comment.

Thanks.

VJF

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FERRANDINO & ASSOCIATES INC.
PLANNING AND DEVELOPMENT CONSULTANTS

MEMORANDUM

To: Mount Vernon City Council

From: Vince Ferrandino, AICP
Principal

Stephan A. Maffia, P.E.
Senior Associate/Traffic Engineer

Date: December 15, 2023

Re: Library Square Rezoning -Traffic and Parking Analysis – *Appendix L of DGEIS*

We have reviewed the information provided in *Appendix L* of the DGEIS for the subject project. Our comments are as follows:

I. TRAFFIC STUDY

The Traffic Impact Study (the Study) is dated November 22, 2022 and was prepared by VHB Engineers of Albany New York. This Study is deficient in many ways and should be corrected in the FGEIS.

A. Existing Conditions:

Study Locations:

The Study references a Scoping Document that required detailed evaluation of four (4) intersections during the AM and PM peak hours.

Comment: For a 12-story building with 317 units plus community space, the analysis of only four (4) intersections in detail is inadequate. At a minimum, the Study should include intersections along East Prospect Avenue on the north side of the Metro North tracks; intersections on S. First Avenue east of the site; and key intersections to the west along E. First Street at S. Fourth/Gramatan Avenue and at S. Fifth Avenue. Further there was no overall analysis provided for the proposed DTOAD Zone, taking in approximately 9.4 acres in a four-square block area. That analysis should be provided as well.

C3-1

Traffic Volumes:

The Study references New York State Department of Transportation data collected in June 2016 and April 2017, along with turning movement counts at the four (4) study locations from 2017. A count in late July of 2022 was used to “adjust” the older counts. Also, the

north leg of the E. First Street/S. Third Avenue intersection was closed for bridge repairs in 2017, and the 2022 Study simply produced an “estimate” of turning movement volumes for that leg of the intersection.

Comment: Except for one July 2022 count, the volume data used in the analysis are from 2017. First, the July 2022 count is not a good sample upon which to establish valid non-summer peak hour counts. Second, the base counts were done in 2017. Typically, counts that are old (in this case **6 to 7 years old**) are not acceptable and new counts should be done. The north leg of the E. First Street/S. Third Avenue intersection should be counted (along with the original locations, plus the expanded study area intersections) during non-summer time periods and when schools are in session.

C3-2

B. Future Conditions:

Historic Growth:

The Study uses a 1/2% per year growth factor. It also identifies three (3) other proposed developments “in the study area,” but did not include traffic from those projects individually and in addition to the background growth.

Comment: The background traffic growth factor is low. Given the increased level of proposed development in Mount Vernon – particularly near the Metro North stations – a higher background growth factor should have been used. Also, traffic from the three developments cited in the Study AND from other projects that are planned in and near the Mount Vernon East TOD area should be identified and added to the estimated future traffic conditions.

C3-3

Site Generated Traffic Volumes:

The Study uses trip rates from the Institute of Transportation Engineers’ (ITE) *Trip Generation, 11th Edition*. Trip rates for High-Rise Multifamily residential and Recreational Community Center are cited. The study uses a 30% credit to account for transit availability.

Comment: The trip generation analysis uses an overly liberal (30% credit) reduction to determine the number of peak hour trips. A closer inspection of the ITE source indicates that a 15% credit is more appropriate. The ITE *Trip Generation Manual* allows a comparison of the rates for “close to transit” and “not close to transit” uses. Furthermore, that lower credit would be the more conservative approach, helping to avoid **underestimating** project impacts. All Level of Service analyses should be recalculated using current 2023 traffic volumes and expanded to include the additional key intersections. Please provide.

C3-4

Alternatives:

Comment: The Scope for the project required a trip generation comparison of alternative uses that could be developed on the site. That comparison was not in the traffic study. Please provide in the FGEIS.

C3-5

II. PARKING:

The 317 units plus community space project proposes 62 off-street parking spaces – 29 spaces less than what would be required by the proposed Code. A series of ‘incentives’ is listed to try to justify a concept that fewer spaces would be acceptable.

Comment: -- When compared with other TOD developments and zoning requirements, such as 115 South MacQuesten Parkway in the Mount Vernon West TOD Zone and the nearby MX-1 Zone, the standards proposed for this site are exceedingly low. Further, the proposed low DTOAD parking standards include density and amenity “bonus” provisions for reducing parking even more. Parking credit allowances in the DTOAD zone are astonishingly weak in that developers have a very easy path to providing only half of the required off-street parking. For example, simply because they can provide an electric vehicle charging station at each of the proposed 62 spaces, they get a 124-space credit (2 spaces per EV station). Another questionable parking provision in that Code is a one space reduction for every ten bicycles spaces. In this case, the developer is providing room for 187 bicycles, giving them an additional 18.7 vehicle parking space reduction credit. **In fact, when applied, the credit bonuses were computed to reduce the “required” parking at this site to only 46 spaces – for 317 residential units and a community center. That calculates to one (1) space for every seven (7) residential units. The 62-space proposal is only marginally better at one (1) space for every five (5) units.**

C3-6

Note the following comparisons:

- If the project were in the MX-1 Zone within 0.7 miles of the railroad station, parking requirements would be 0.75 spaces/unit for studios, 0.95 spaces/unit for one-bedroom units and 1.15 spaces/unit for 2-bedroom units. For Library Square, the required parking would be:
 - 99 studios x 0.75 = 75 spaces
 - 141 one-bedroom x 0.95 = 134 spaces
 - 77 two-bedroom x 1.15 = 89 spaces
 - Total Spaces = 298
 - **Blended Rate = 0.94 spaces/unit**
- If the project were in the Mount Vernon West TOD Zone within the “Hub” designated area, parking requirements would be 0.70 spaces/unit for studios, one-bedroom units and 2-bedroom units. For Library Square, the required parking would be:
 - 99 studios x 0.70 = 70 spaces
 - 141 one-bedroom x 0.70 = 99 spaces
 - 77 two-bedroom x 0.70 = 54 spaces
 - Total Spaces = 223
 - **Blended Rate = 0.70 spaces/unit**

For Library Square's 317 total residential units, the Study cites a total parking requirement of 85 spaces, or a blended rate of 0.27 spaces/unit. This would not be sufficient parking for the proposed project. When applied to the other four (4) potential development sites in the DTOAD Study Area with denser and taller buildings proposed, the parking would be even more deficient, leading tenants to park on the street.

C3-7

Moreover, the Study cites a County plan to build a parking garage at the Mount Vernon East station as the answer to restoring the existing off-street spaces lost to the developed site. The status of that County plan, or if it will happen in time to accommodate the lost parking supply, is unknown at this time. This "plan" should be documented by the County in a letter to the City Council and made a part of the FGEIS. Even if built, a garage at the train station is not likely to "work" for the demand generated in the neighborhood of the Library Square project – or even for the site itself when future residents' parking demands exceed the 62-space supply. That demand will likely look for parking closer than the station, putting additional strain on what remains of the on-street public parking supply. As proposed the parking standards are doomed to fail.

C3-8

Also, the Scope required the analysis to include a description of existing on- and off-street parking. That was not in the study and should be provided

C3-9

III. Comprehensive Plan

Also note that the City's ongoing work on the comprehensive plan for the downtown has not been completed and should provide a detailed traffic analysis. Downtown projects – like Library Square – are being done in a vacuum without a completed comprehensive plan in place. Library Square and other projects in the downtown area should either provide the detailed analyses noted above or else be denied approval in the absence of the comp plan.

C3-10

Please amend both the traffic and parking studies accordingly and re-submit for review in the FGEIS.



VIA EMAIL twalters@cmvny.com

September 29, 2023

Ms. Tanesia M. Walters JD, MPA
City Clerk
CITY OF MOUNT VERNON
1 Roosevelt Square North
Mount Vernon, NY 10550

RE: Draft General Environmental Impact Statement (DGEIS) and Supporting Documentation under SEQRA for the City of Mount Vernon's Downtown Transit Oriented Arts District (DTOAD)

Dear Ms. Walters:

Metro-North Commuter Railroad Company ("Metro-North") is in receipt of the SEQRA DGEIS which examines the potential environmental impacts resulting from the adoption of a proposed DTOAD zone as well as the potential environmental impacts associated with the first development project proposed under the DTOAD zone ("the Development Project").

As described, Phase 1 of the DTOAD zone is proximate to Metro-North's Mount Vernon East train station and uses a form-based code for a proposed rezoning of 41 parcels to provide approximately 340,000 square feet of mixed residential development and other amenities including approximately 317-320 mixed market rate and affordable housing units and up to 18,000 square feet of non-residential community space with approximately 62 parking spaces in up to 12 stories (plus basement). This area is described as encompassing the two square block area between East 1st and East 2nd Streets and between South 1st and South 3rd Avenues. The DGEIS also states that at full build out, there is the potential for approximately 1,400 (residential) units and additional residential population of approximately 2,300 over current levels (page 27) .

Metro-North works with local communities and developers to encourage mixed use development and Transit Oriented Development (TOD). Coordination with local communities who plan and implement mixed use and TODs benefits Metro-North, as the proximity of these projects to our service promotes environmentally sustainable development and increased rail ridership.

As the purpose and intent of the proposed DTOAD is defined as providing for a diverse array of uses in a compatible manner, oriented around the Mount Vernon East train station, and as transit operator within the DTOAD zone, and if Phase 2 (or beyond) of the DTOAD zone has potential to include properties either owned by Metro-North or located adjacent to our active Rail Operation on our New Haven Line, we look forward to continuing to review the SEQRA documentation and future designs being prepared by proposers within the DTOAD zone in the City of Mount Vernon.

Please consider Metro-North's comments on the DGEIS and Parts 1 & 2 of the SEQRA EAF:

- **General**

- Should any proposed development be located adjacent to Metro-North's active rail operations, the proposer will need to:
 - Consult with Metro-North regarding clearances and setbacks to Metro-North's active rail operation; C4-1
 - Consult with Metro-North to determine whether or not entry permits from Metro-North are required for investigative site work and/or for construction. Additionally, the construction means and methods as well as storm water, drainage, site preparation and other plans must be reviewed and approved by Metro-North. Entry permit and insurance requirements can be obtained by contacting Richard Ramkeesoon, Assistant Director, I&C at Ramkeesoon@mnr.org and Richard Webster, Assistant Director Specifications and Standards at RWebster@mnr.org; C4-2
 - Identify Metro-North as an "Involved Agency" and list Metro-North as a "State Agency" in the Government Approvals section of SEQRA; C4-3
 - Install and maintain an eight-foot non-scalable security fence separating the development parcel from the active rail operation; C4-4
 - Design the proposed development to have any and all stormwater runoff collected and discharged into a municipal storm water system. Additionally, any other utilities must also be connected to municipal systems and not create any discharge onto MTA property; and C4-5
 - Measure proposed vibration (Construction impacts). It is possible that dependent upon the construction equipment used, the Railroad Right-Of-Way and active rail operation could be temporarily impacted. Means and Methods for all construction activities will need to be reviewed and approved by Metro-North's I&C department. Should any blasting be required adjacent to the active rail operation, Metro-North's blasting specifications will be required. C4-6

- **Transportation and Potential Transit Impacts**

- The DGEIS indicates that at full build out of the DTOAD will have approximately 1,400 residential units. Though the EAF for Phase 1 indicates that the up to 320 units will have no impacts to transit, Metro-North is interested in understanding the number of potential cumulative new riders anticipated to be generated incrementally by all phases of the DTOAD. We request transit trip generation (particularly by Rail) for the AM and PM Peak hours be provided, as well as potential impacts to Metro-North's operation and/or infrastructure (Mount Vernon East station and its approaches), as well as proposed mitigation if required. C4-7
- Consideration should be given to the proximity of proposals within the DTOAD to the Mount Vernon East station on Metro-North's New Haven Line. Service from Mount Vernon East Station currently provides travel options along the New Haven Line to locations in Westchester and Fairfield Counties as well as Grand Central Terminal in Manhattan where Grand Central Madison service (LIRR) can bring travelers easily to Long Island.

- Such analysis should consider if the proposed action collectively places demands on surrounding infrastructure such as pedestrian and/or vehicular paths to the Mount Vernon East station as well as the public transportation system as a whole. Increased pedestrian access to Mount Vernon East Station could benefit from improved connections and facilities including, but not limited to sidewalks, lighting and streetscape between the development sites and the Mount Vernon East station. C4-8
- Metro-North is interested in the City of Mount Vernon's and the developer's ideas for improving station access from the new development sites, and addressing any impacts the development may have on the station and the transit system. C4-10
- Section D.2.J viii (page 7) indicates that the proposed action includes plans for pedestrian or bicycle accommodations for connections to existing pedestrian and bicycle routes. Metro-North is interested in learning more about this element of the proposal, specifically with respect to routes to the Mount Vernon East train station. C4-9
- Traffic studies for all phases of the DTOAD will need to measure potential traffic impacts to the entrance of the Mount Vernon East station which is located on East First Street. C4-11

- **Avoidance of Potential Impacts**

- Page 22 of the DGEIS indicates that this development will incorporate the City's Detailed Design Guidelines. As properties in future phases of the DTOAD may eventually include properties adjacent to Metro-North's active rail operation on its New Haven Line, Metro-North is interested in those guidelines as they have the potential to include measures to reduce impacts to Metro-North and its operation (specifically related to potential shadow impacts, etc.). C4-12
- Section D.2.n (page 8) indicates that there will be new outdoor lighting associated with the development. For any properties adjacent to Metro-North's active rail operation, the lighting plans will need to be coordinated with Metro-North to ensure that the active railroad operation is not negatively impacted by additional lighting in the area. C4-13
- Section E.1b (page 9) Land Uses on and surrounding the project site- landscape and planter areas. For any development parcels adjacent to Metro-North's active rail operations, Metro-North will need to review and approve any proposed planting along its property line with the development site. Note that all plantings proximate to the Metro-North property line may not grow to a size so as to interfere with train operations. Maintenance of the landscaping to be retained on the developer's property is to be at the developer's expense and any plantings that encroach onto Metro-North's property will be removed by Metro-North at the property owner's expense. C4-14

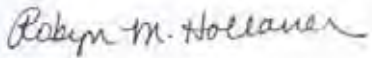
Letter to T. Walters JD, MPA

Page 4

September 29, 2023

Should you have any questions, or if you require any further information, please do not hesitate to contact me at 646-671-2907. Thank you for your consideration of these comments and we look forward to continuing to work together.

Sincerely,



Robyn M. Hollander, AICP
Director, Station Area Planning

Cc: MTA-Metro-North Railroad:

S. Sarch	M. Loney	A. Bonilla	A. Buder	J. Harrington
R. Ramkeesoon	R. Paley	R. Webster	L. Oliva	J. Urda

City of Mount Vernon:

J. Rausse	M. Molina	K. Mella	S. Brooks
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Westchester County Planning Board Referral Review
Pursuant to Section 239 L, M and N of the General Municipal Law and
Section 277.61 of the County Administrative Code

George Latimer
County Executive

Received
Aug 28, 2023
6:55 am

August 22, 2023

Tanesia Walters, City Clerk
City of Mount Vernon
One Roosevelt Square
Mount Vernon, NY 10550

**County Planning Board Referral File MTV 23-003 – Downtown Transit Oriented Arts District
Zoning Text and Map Amendments, Preliminary Site Plan Review
Draft Generic Environmental Impact Statement**

Dear Ms. Walters:

The Westchester County Planning Board has received a Draft Generic Environmental Impact Statement (DGEIS) to amend the Mount Vernon Zoning Ordinance for the creation of a new Downtown Transit Oriented Arts District (DTOAD). This new zone would be applied to two blocks located near the Mount Vernon East train station, bounded by East 1st Street to the north, South 1st Avenue to the east, East 2nd Street to the south, and South 3rd Avenue to the west. These blocks are currently zoned DB – Downtown Business and RMF-10 - Multiple Family Residence, and contain a mix of residential, commercial, and institutional buildings, including the Mount Vernon Public Library.

The proposed zone would implement a form-based code, providing design guidelines for the area and permitting a wide-ranging mix of uses that promote higher density, artist/creative-class development, and mixed-income housing. The zoning would also focus on transit-oriented design, utilizing the area's proximity to the train station and various bus routes that pass near the neighborhood.

Building types permitted in the proposed zone would include mixed-use, general commercial, multi-family apartment, tower-on-podium, and townhouse forms. Build-to lines would be implemented to create a consistent street-wall, and permitted heights would range between three stories for townhouses and 17 stories for towers. Density bonuses up to two stories would be provided for developers that provide specific civic improvements or amenities. As found in other form-based codes within the county, regulations and design guidelines would be included to require frequent building entrances, consistent ground-story windows, and landscaping requirements for parking lots.

Parking requirements for the zone would take into account the proximity of mass transit opportunities within the neighborhood, and would also be determined through a unique scale that lowers the parking requirement for developments that include affordable apartments targeted towards lower levels of income. Parking reduction incentives are also included for applicants that provide specific civic improvements or amenities.

Five sites were analyzed as potential redevelopment areas, which if built out under the proposed zoning would provide 1,397 residential units, and 49,410 square feet of retail/community facility space. The proposed zoning amendments are combined with a development proposal that is contemplated for one of these sites, a 0.998 acre City-owned property at 20 South 2nd Avenue (SBLs 165.70-3|12-11, 13, 37,

& 39), which is the site of a former YMCA building that has been vacant since 2013. The site is a through-lot with frontage on South 2nd and South 3rd Avenues. The development proposal would convey the property to the developer, demolish the existing building, parking lot, and community garden, and construct a 12-story mixed-use building containing 317 residential units (99 studio, 141 one-bedroom, 77 two-bedroom) and 12,548 square feet of youth and community facilities space. 285 units would be set as affordable at 60% area median income (AMI), and 31 units would be set as affordable at 90% AMI, with one superintendent unit. Parking for 62 vehicles would be situated in a basement garage, with a portion of the spaces including electric vehicle charging stations. Garage access would be provided from South 3rd Avenue, and pedestrian entrances would be provided from South 2nd and South 3rd Avenues. Amenities include a central courtyard on the rooftop of the garage, fitness center, co-working space, artist's workshop, lounges, and a bicycle storage room. The existing community garden on the site would be relocated within the proposed courtyard.

We previously reviewed the draft scoping document and provided a comment letter dated May 20, 2022. We have reviewed the DGEIS under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and we offer the following comments:

1. Consistency with County Planning Board policies.

The concept of increasing residential density in a neighborhood adjacent to a downtown train station is consistent with several County Planning Board policies set forth in *Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning*, adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended *strategies* set forth in *Patterns for Westchester: The Land and the People*, adopted December 5, 1995. We commend the applicant for including community facilities space within the proposed building that would provide youth services and arts programming to the neighborhood, synergizing with the neighboring Library.

2. Need for comprehensive review.

We continue to be supportive of the City's efforts to re-examine its zoning ordinance to expand the potential for mixed-use, transit-oriented development, and recognize that the City is in the process of developing a new comprehensive plan. Without the guidance of a full comprehensive plan, the City has had to rely on smaller, more neighborhood-focused initiatives to carry out new zoning, such as with the Mount Vernon West TOD zoning, the MX-1 and Mount Vernon East TOD districts, and this proposed DTOAD zone.

We note that for both this rezoning proposal and the Mount Vernon East TOD proposal, the impetus for rezoning has been a development application for a single site. While such proposals highlight the demand for development within these areas, the reactionary approach to rezone a neighborhood in response to an individual development proposal is a fragmented approach. For example, all of the zoning proposals surrounding the Mount Vernon East train station have included provisions for bicycle transportation. Yet if developed separately, the bicycle infrastructure included within each zone would not connect to the other areas, and have limited effectiveness. This and other examples are why we encourage the City to maintain progress towards a comprehensive plan update. We note that the applicant has been working with the City to incorporate the DTOAD into the future comprehensive plan, and recommend that the City consider extending form-based provisions to other suitable areas within Mount Vernon.

C5-1

3. Affirmatively furthering fair housing (AFFH).

We note the unique income-based parking requirement scale that would permit less parking for developments that incorporate affordable housing. We commend the applicant and City for including this novel means for incentivizing affordable housing. However, we continue to urge the City to consider the County's Model Ordinance Provisions for further guidance in providing affordable housing. The County developed these Provisions to standardize the affordable housing programs across Westchester to make it easier for both residents and developers to understand qualifications and requirements, and to provide fair housing throughout all municipalities. As the City develops its comprehensive plan, we caution against zoning provisions that could focus affordable housing into specific neighborhoods, and note that the Model Ordinance would require at minimum 10% affordable AFFH housing in all future multifamily buildings constructed within the City.

C5-2

4. Displacement.

We are pleased that the proposed structure would replace a currently vacant and dilapidated building, though we note that the DGEIS recognizes that the proposed zoning changes could instigate future redevelopment of occupied properties. Four other "study sites" were analyzed for potential development, which host a mix of residential and commercial tenants. As part of the DGEIS, we urge the City to consider the impacts of displacement that may arise with new growth, especially as the neighborhood currently hosts a large low-income population. Assistance measures should be considered in order to keep the negative aspects of gentrification at bay. Policies such as moving cost subsidies and real estate assistance provided by developers should be included as the City updates the comprehensive plan and undergoes increased development.

C5-3

We also recommend that the location of the replacement community garden be notated on the site plans, as the DGEIS only states its replacement in the narrative. Indication should also be made as to how the public would access the new replaced garden area, as the proposed courtyard would be fenced-in with access only through the building. If public access to this garden is not provided, a new garden should be established within the neighborhood that is publicly accessible.

C5-4

5. Building mass and orientation.

We note that while the proposed building would have windows and pedestrian access points along both street fronts, the structure of the building is visually massive and would form a continuous sheer facing of 11 and 12 stories for 200 feet, longer than most buildings in the City and especially longer than the other buildings in the neighborhood. We recommend that upper story step-backs be included along the street frontages in order to avoid an excessively massive, visually imposing building. We note that the other taller buildings in the neighborhood orient their courtyards towards the streets. As the proposed courtyard would be located on the rooftop of the garage, orienting it to the street would provide a visual break from the building mass (at least on one street frontage) while still maintaining privacy for those using the amenity.

C5-5

We encourage the City to review sections of the Code related to building mass to ensure that the design of any new buildings are formulated in a manner harmonious with the existing streetscape, and provide aesthetic consideration for the whole downtown. Specifically, incorporating step-back requirements at the fourth or fifth story may help "break up" the mass of the building, and provide more access to the sky for pedestrians on the street and neighboring shorter buildings.

C5-6

6. County sewer impacts.

We appreciate the discussion within the DGEIS regarding inflow and infiltration (I&I), and note the intended adherence to the County Department of Environmental Facilities (WCDEF) policy to identify mitigation measures that will offset the projected increase in sewer flows to County operated wastewater facilities.

7. Bicycle parking.

We commend the applicant for including a 1,662 square foot bicycle storage room within the building. We note that as the popularity of e-mobility devices grows, having a centralized, sprinklered storage facility with appropriate outlets for charging is the best way to prevent fires and accommodate this form of transportation to and from the building. We recommend that charging facilities be provided within the bicycle storage room, and bicycle racks be provided for visitors at the building entrances.

C5-7

8. Green building technology and transportation demand management.

We commend the applicant for including green roofing within the courtyard and solar arrays on the towers, as well as the intent to apply for passive house and other green building accreditations. We also appreciate the inclusion of electric vehicle charging stations within the garage. While not stated as such within the document, we note that many aspects of Transportation Demand Management (TDM) are included within the proposed zoning regulations, including shared parking, car-share provisions, and a focus on pedestrian connectivity. We recommend the City reference the County's *Transportation Demand Management Toolkit* for further means to incorporate TDM policies, especially within the comprehensive plan update.

C5-8

9. Universal Design.

We encourage the City to consider the principles of universal design in this development. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of allowing household residents to age in place as well as to provide access for persons with mobility issues.

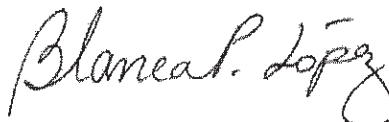
C5-9

Please inform us of the City's decision so that we can make it a part of the record.

Thank you for calling this matter to our attention.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD

By:



Blanca P. Lopez
Acting Commissioner



To: City of Mount Vernon City Council

From: James Rausse, FAICP, Commissioner, Planning & Community Development

CC: Brian Johnson, Corporation Counsel
 Tanesia Walters, City Clerk
 Donna Jackson, Deputy City Clerk
 Brad Schwartz, Zarin & Steinmetz, LLP
 Patrick Cleary, Cleary Consulting

Re: DTOAD DGEIS Comments from Department of Planning & Community Development

Overall Comments

- ✓ The document discusses the proposed project as a starting point for the Arts and Transit-Oriented Development Zoning District but provides minimal insights into how said proposed development is an impetus for the DTOAD zone, which is described only conceptually. C6-1
- ✓ Could the project be reworked and re-conceptualized to scale back the actual residential portion of the project in favor of something more mixed-use, wide ranging and befitting the actual supposed promise of the proposed DTOAD zone? C6-2

Arts District

- ✓ Project offers a residential development to attract young artists and professionals but doesn't provide any overt commercial or arts-related plans for the future of the proposed district. They discuss the future potential for a public open space amenity, community recreation facility or community cultural facility such as a theater, museum, gallery, or performance center; however, the substance towards those ideas within the document is minimal, and they are more alluded to than presented as a true element of the development that is being proposed by the DGEIS. C6-3
- ✓ The language surrounding uses for artists and artist studio development is confusing, often blurring the line between residential and commercial properties ("artist-in-residence" is noted as a commercial space in the uses, but the 17 proposed live/work units for the artists in the proposed development seem to contradict this?). There is also no marketing plan presented that is geared towards artists. C6-4
- ✓ The document does not reference any data or previous reports or studies (e.g. the 2018 Mount Vernon Arts, Culture, and Heritage Master Plan) to substantiate the focus on an arts district and how any proposed related amenities are addressing existing local needs or priorities for the creative community. C6-5

Unit Mix and Resident Targets

- ✓ Unit mix is seemingly aimed at young single professionals, but the document does not consider the actual demographics in the City of Mount Vernon in terms of the kinds of units within the proposed development (with the vast majority being studio to 2-bedroom units). Only 24.3% (77) of the 317 units are two-bedrooms, without any three-bedrooms. Could they provide more 2- or 3-bedroom units for young families, or existing families within the city in need of housing? C6-6
- ✓ It should be reconsidered who the intended residents of the proposed development will be and how they will benefit from the walkable proximity to the Mount Vernon East train station. Do artists and young professionals in the city require this housing? Is it intended to attract young professionals not from Mount Vernon? Where will they be traveling to and from? C6-7





Open Space and Public Engagement

- ✓ Open communal space is not considered within the scope of work of the proposed development, beyond the vague promise that the courtyard proposed at the center of the development will provide relief to other parks in the surrounding area. C6-8
- ✓ Should a space intended for public engagement, such as a park or outdoor location for concert events, art festivals and galleries, be included as a component of the proposal? Other nearby cities, towns and villages have spaces intended for this use. There are several additional properties in the proposed DTOAD zone area with an existing zoning use for institutional or public assembly that could be considered for this in the future. C6-9

Comprehensive Plan

- ✓ The document references meeting the requirements of the former draft 2011 Comprehensive Plan, which was not adopted at the time. All references to this should be removed from the document, as it is not in the interest of the city to reference the compatibility of a project with a Comprehensive Plan that was not adopted. C6-10
- ✓ The document also references working with the city to maintain compatibility with the currently underway Comprehensive Plan and the scope outlined in the Requests for Proposals (RFP) released by the city in 2022. The scope of work should additionally be reworked to address the concerns that such a large-scale project could be compatible with both the interests of the City's public and its infrastructure. C6-11
- ✓ The proposed parking ratio is a concern. While the first phase of the Comprehensive Plan, which covers this site, will see a reduction in required residential parking due to its transit-oriented nature, the proposed ratio of less than .2 is egregiously low, and is based on project feasibility, rather than need. C6-12

Infrastructure and Commercial Activity

- ✓ The document brings up a framework of transit, pedestrian and bicycle systems that provide alternatives to driving and create a more walkable, pedestrian-oriented area of the community. However, the document does not reference any specific investments being made by the developers to support these efforts. Incorporating the Complete Streets initiative and ideas for how the roadways will be impacted and improved would be beneficial to both the proposed development and the proposed DTOAD zone. C6-13
- ✓ Should additional commercial businesses (restaurants, art galleries, health and fitness facilities, microbreweries) be more at the forefront of a proposal for creating the proposed DTOAD zone? C6-14

Design

- ✓ The mass and scale of the proposed 317-unit project should be reconsidered, as it would be a rather grand shift in scale for the proposed area on South 2nd Avenue. In the Comprehensive Plan Community Conversation discussions, multi-story residential buildings were raised as a concern by the public that do not desire this to become the norm in the city. C6-15
- ✓ The building provides no setbacks before the top floor. The current model does not fit in what is anticipated being proposed in the Comprehensive Plan. C6-16
- ✓ The design of the building lacks in detail and has a more industrial feel with form and coloring. Overall, it does not fit into the character of the area. C6-17



B

Public Hearing Transcripts

1 CITY OF MOUNT VERNON

-----x

2 MINUTES OF

3 CITY OF MOUNT VERNON CITY COUNCIL

4 PUBLIC HEARING ON THE

5 DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

6 DOWNTOWN TRANSIT-ORIENTED ARTS DISTRICT

7 WEDNESDAY, AUGUST 9, 2023 - 7:00 P.M.

8 AT

9 MOUNT VERNON CITY HALL

10 ONE ROOSEVELT SQUARE

11 MOUNT VERNON, NEW YORK

12 -----x

13 B E F O R E:

14 DANIELLE BROWNE, President

15 LISA A. COPELAND, Council Member

16 CATHLIN GLEASON, Council Member

17 EDWARD POTEAT, Council Member

18 DERRICK THOMPSON, Council Member

19 TANESIA M. WALTERS, JD., MPA, City Clerk

20 DONNA M. JACKSON, Deputy City Clerk

<p style="text-align: right;">Page 2</p> <p>1 PRESIDENT BROWNE: Good evening, 2 everyone. 3 AUDIENCE MEMBERS: Good evening. 4 PRESIDENT BROWNE: Welcome to -- 5 actually, we're doing a City Council Public 6 Hearing today so welcome to the chambers. Just 7 before we get started, I want to do some general 8 housekeeping. 9 So, first and foremost if we have cell 10 phones, please put them on mute or vibrate, so 11 that they're not a distraction during the public 12 session or the public hearing or the City 13 Council. Bathrooms, if you need to use the 14 restroom, please the men's bathroom is outside 15 these double doors here straight ahead by the 16 main staircase on the right-hand side. The 17 women's restroom is outside the doors and it's 18 going to be on your right-hand side as well. If 19 we need to exit in case of emergency, you can go 20 through the back door which is labeled exit and 21 there's a set of staircase on the right-hand 22 side it'll take you down to the exits. 23 Alternatively you can come through you can go 24 through the double doors in the front, you can 25 exit down the main staircase.</p>	<p style="text-align: right;">Page 4</p> <p>1 District and Multi-Family Residence, RMF-10, 2 zoning districts, to a new Downtown Transit 3 Oriented Arts District. The proposed action 4 also includes the first development project 5 proposed under the DTOAD zone consisting of 6 approximately 340,000 square feet of mixed 7 residential development and other amenities, 8 including approximately 320 mixed market rate 9 and affordable housing units and up to 18,000 10 square feet of non-residential community space, 11 which is called Development Project. 12 The proposed DTOAD includes two square 13 block area between East 1st and East 2nd Streets 14 and between South 1st and South 3rd Avenue. The 15 proposed Development Project site comprises four 16 tax lots, Section 165.70, Block 3112, Lots 11, 17 13, 37, and 39. 18 As we all know the time and the location 19 is today, Wednesday, August 9, 2023, at 7 p.m. 20 in the City Council Chambers located at One 21 Roosevelt Square. 22 The proposed -- the public hearing was 23 advertised in the Journal News as required on 24 July 21st, July 28, and again on August 4th of 25 this year 2023.</p>
<p style="text-align: right;">Page 3</p> <p>1 If you need to take a take a phone call, 2 please step outside you can take that phone 3 call. 4 We are going to go ahead and start with 5 the pledge of allegiance recited by Councilman 6 Derrick Thompson. 7 (Pledge of allegiance.) 8 PRESIDENT BROWNE: All right. So we do 9 as I mentioned the public hearing session today. 10 Before we get started with public comments, I do 11 want to bring up our attorney Brad Schwartz to 12 just explain the process. 13 Give me one second, Brad. 14 So before Brad speaks, we're going to 15 have the City Clerk read the notice do the call 16 of the meeting. 17 MS. WALTERS: Thank you, Council 18 President Browne. As Council President Browne 19 stated this is a public hearing, a public 20 hearing, I apologize. The purpose of a public 21 hearing is to receive public comment from all 22 interested persons on the Draft Generic 23 Environmental Impact Statement for the proposed 24 action which involve rezoning 41 parcels of land 25 currently located in the Downtown Business</p>	<p style="text-align: right;">Page 5</p> <p>1 PRESIDENT BROWNE: Thank you Clerk 2 Walters. 3 So just as, and we'll have our attorney 4 Brad Schwartz come up and give an overview of 5 the application. 6 MR. SCHWARTZ: Good afternoon, Council 7 President and Members of Council, Staff. So we 8 are here tonight for a public hearing on the 9 project that is generally known as the Library 10 Square. I'm going to give a brief overview of 11 the proceedings for tonight. Pat Cleary, with 12 council outside planning consultant will speak 13 next and give a brief overview of the SEQRA 14 process. That's the New York State 15 environmental -- 16 MS. COPELAND: Excuse me, Mr. Schwartz, I 17 think we need a roll call, Madam Clerk. 18 PRESIDENT BROWNE: Yes, I'm sorry. 19 MS. WALTERS: I totally apologize. Yes, 20 we do need a roll call. 21 PRESIDENT BROWNE: Roll call. 22 MS. WALTERS: Thank you. 23 Councilwoman Copeland. 24 MS. COPELAND: Here. 25 MS. WALTERS: Councilwoman Gleason.</p>

<p style="text-align: right;">Page 6</p> <p>1 MS. GLEASON: Here.</p> <p>2 MS. WALTERS: Councilman Poteat.</p> <p>3 MR. POTEAT: Here.</p> <p>4 MS. WALTERS: Councilman Thompson.</p> <p>5 MR. THOMPSON: Here.</p> <p>6 MS. WALTERS: Council President Browne.</p> <p>7 PRESIDENT BROWNE: Here.</p> <p>8 MS. WALTERS: Thank you. We do have a</p> <p>9 quorum.</p> <p>10 PRESIDENT BROWNE: Continue.</p> <p>11 MR. SCHWARTZ: So Pat Cleary will speak</p> <p>12 next. And he will give an overview of the SEQRA</p> <p>13 process and how the application has gotten to</p> <p>14 the point to where we are tonight for a public</p> <p>15 hearing on this supposed Draft Generic</p> <p>16 Environmental Impact Statement.</p> <p>17 After Pat speaks, the applicant will</p> <p>18 begin their presentation to the Council, to the</p> <p>19 public. Twenty minutes give or take maybe 30.</p> <p>20 Describing the project, the site specific</p> <p>21 Development Project as well as the larger area</p> <p>22 rezoning that's being proposed and all the</p> <p>23 environmental studies that have been prepared to</p> <p>24 date as required by the Council pursuant to</p> <p>25 what's called the scoping document. Once the</p>	<p style="text-align: right;">Page 8</p> <p>1 as Library Square. Pat Cleary is the City</p> <p>2 Council's outside planning consultant, will</p> <p>3 speak after myself for a couple of minutes</p> <p>4 describing the SEQRA process and how the</p> <p>5 application has progressed to this point in the</p> <p>6 process. After Pat gives his overview on SEQRA,</p> <p>7 the applicant will make the presentation of</p> <p>8 about 20 minutes or so describing its proposed</p> <p>9 site specific development project as well as the</p> <p>10 larger rezoning that's being proposed. The</p> <p>11 applicant has performed a number of</p> <p>12 environmental studies as required by the City</p> <p>13 council scoping document, so I'm sure the</p> <p>14 applicant will be describing the studies that's</p> <p>15 have been performed to date and the outcome of</p> <p>16 those analyses.</p> <p>17 Once the applicant completes its</p> <p>18 presentation, that's when the public will have</p> <p>19 an opportunity to make public comments. I'm not</p> <p>20 going to time the length of the comments, we</p> <p>21 just ask that folks not be repetitive. All the</p> <p>22 questions and comments are being taken down by</p> <p>23 the court reporter. It's not a Q&A, it's not</p> <p>24 going to be a back-and-forth. No answers will</p> <p>25 be provided tonight. There's a point later in</p>
<p style="text-align: right;">Page 7</p> <p>1 applicant completes the presentation, that's</p> <p>2 when the Council will turn it over to the public</p> <p>3 for public comments tonight. We're not going to</p> <p>4 clock or time the length of time, we just ask</p> <p>5 folks not be repetitive. It is not a</p> <p>6 question-and-answer session. Folks can make</p> <p>7 comments, asks questions. Under the SEQRA</p> <p>8 process as Pat will explain, there will be time</p> <p>9 later on when every question, every comment will</p> <p>10 have to be answered in writing in the Final</p> <p>11 Environmental Impact Statement. So again</p> <p>12 tonight is not a back-and-forth discussion.</p> <p>13 Comments will be made. The court reporter is</p> <p>14 here to take them down and the applicant -- my</p> <p>15 mic is not on?</p> <p>16 (Brief pause.)</p> <p>17 MR. SCHWARTZ: Is that better?</p> <p>18 (Brief pause.)</p> <p>19 MR. SCHWARTZ: What's that? Start over?</p> <p>20 How's that?</p> <p>21 AUDIENCE MEMBER: Much better.</p> <p>22 MR. SCHWARTZ: All right. I wish you</p> <p>23 guys interrupted me in the beginning.</p> <p>24 Okay. So, where was I? So we're here</p> <p>25 tonight for a public hearing on a project known</p>	<p style="text-align: right;">Page 9</p> <p>1 the SEQRA process where the applicant will be</p> <p>2 required to respond in writing to each and every</p> <p>3 question and comment that's raised tonight.</p> <p>4 At the end of the public comments, I want</p> <p>5 to be crystal clear at the outset absolutely no</p> <p>6 decisions are being made tonight. The public</p> <p>7 hearing will be adjourned to a date later this</p> <p>8 fall to allow the comp plan process to continue</p> <p>9 to proceed. The Council can pick that date</p> <p>10 towards the end of the meeting. But again no</p> <p>11 decisions are being made tonight. The public</p> <p>12 hearing will be adjourned and continued to a</p> <p>13 date early in the fall.</p> <p>14 Mr. Cleary.</p> <p>15 MR. CLEARY: Thank you, Brad. So I'll</p> <p>16 just provide you with a very brief summary of</p> <p>17 the SEQRA process.</p> <p>18 (Court reporter requested appearance.)</p> <p>19 MR. CLEARY: Patrick Cleary. I'm</p> <p>20 Principal of Cleary Consulting. And I'm the</p> <p>21 City Council's Special Consultant in this</p> <p>22 matter.</p> <p>23 So, about a year ago the applicant filed</p> <p>24 and application and you determined that that</p> <p>25 application had the potential of creating one or</p>

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<p style="text-align: right;">Page 10</p> <p>1 more environmental impacts. That triggered the 2 process we're moving through tonight which is a 3 Generic Environmental Impact Statement process. 4 So last summer you adopted something 5 called a scoping document. You heard Brad refer 6 to that. And that basically said these are the 7 things the applicant must study in order for you 8 to make an informed judgment on this 9 application. The applicant then went off and 10 did those studies and they're reflected in a 11 document that's before you this evening. It's 12 publicly available, it's on online. It's called 13 the Generic Environmental Impact Statement. And 14 it studies two things, the proposed zoning for 15 the area, the DTOAD's zoning. I love that name. 16 Tanesia and I disagree on how to pronounce that, 17 but it's the Downtown Transit Oriented Arts 18 District, DTOAD. And as well as a specific 19 project within the DTOAD area as well. 20 Tonight we are having a public hearing on 21 that Draft Generic Environmental Impact 22 Statement. So this is an opportunity for 23 involved agencies, the public, your staff and 24 consultants, to provide you with commentary 25 regarding the studies that the applicant has</p>	<p style="text-align: right;">Page 12</p> <p>1 satisfactorily mitigate all of those issues that 2 may exist so that there are no adverse 3 environmental impacts. 4 So that's the process. Once you get 5 through the SEQRA process, the applicant would 6 then have an opportunity to file the application 7 for the individual project. You, the City 8 Council would have the opportunity to adopt the 9 new DTOAD zoning. 10 So in summary that's the environmental 11 process. And again as Brad indicated tonight is 12 an opportunity for the public to deliver 13 comments to you, any comments that willing you 14 may have will all go into the record. Your 15 staff and consultants are delivering written 16 comments as well all of that becomes documents 17 that get responded to in the Final Environmental 18 Impact Statement. 19 Any questions for me, other than that I 20 think -- 21 MR. POTEAT: There is one question. 22 MR. CLEARY: Yes. 23 MR. POTEAT: Before the adoption of that 24 FGIS, or adoption of the draft DGEIS, will there 25 be another public hearing or no?</p>
<p style="text-align: right;">Page 11</p> <p>1 done. And as Brad indicated, this process is 2 frustrating for some because there is no give 3 and take tonight. There's simply the 4 opportunity to deliver comments which the court 5 reporter will record. And at the end of this 6 process when the public hearing is closed, all 7 of those comments will be recorded and delivered 8 back to the applicant. And it then becomes the 9 applicant's obligation to provide a written 10 response to every single one of those comments. 11 It then becomes our job to determine that 12 they've adequately responded to those comments 13 and those comments come back to us in what's 14 called a Final Generic Environmental Impact 15 Statement. You will determine the status of 16 whether those comments have been satisfactorily 17 addressed. And if you find that they had been 18 addressed properly, the final step in this 19 process is the adoption of what are called 20 Environmental Findings. And that's a document 21 where you will determine that each of the issues 22 that were studied are being satisfactorily 23 mitigated or addressed in one way or another. 24 And in order for this project to move forward, 25 it is the obligation of this applicant to</p>	<p style="text-align: right;">Page 13</p> <p>1 MR. CLEARY: So there is no requirement 2 for a public hearing on a Final Generic 3 Environmental, but you can choose to have it. 4 You can have public hearings whenever you want. 5 So it's up to your discretion to do that. The 6 more issues, the more changes, the more 7 modifications the more likely you would want to 8 hear the public's response to those issues. 9 MR. POTEAT: Understood. Thank you. 10 MR. SCHWARTZ: Just want to add one more 11 comment building up to what Pat just said about 12 it could be modifications along the way. Right. 13 So the pictures, the diagrams that are put up on 14 the screen tonight, this may not be final 15 project. Right? As a result of comments that 16 are made; the design, the color, architecture, 17 you name it, could change and evolve between 18 tonight at this point in the process that the 19 Draft Environmental Impact Statement through the 20 Final. Just want to clarify that. You're going 21 to see a lot of pretty pictures tonight, but as 22 a result of comments throughout the process that 23 may evolve as the process continues to unfold. 24 PRESIDENT BROWNE: Awesome. Thank you, 25 Brad and Pat.</p>

<p style="text-align: right;">Page 14</p> <p>1 At this point we can have the applicants 2 proceed with their presentation. 3 MR. BIGBY: I'm a little shorter, so this 4 thing may work for. Can everyone hear me okay? 5 AUDIENCE MEMBERS: Yes. 6 MR. BIGBY: All right. Good evening, 7 Council Members, thank you for having us 8 tonight. And Members of the Community for 9 joining us to walk through the findings that 10 we've been working on for quite sometime here. 11 We do have a PowerPoint. Are you able to pull 12 that up? 13 (Court reporter requested appearance.) 14 MR. BIGBY: Yes, I was going to say, 15 while that's happening, introduce myself. My 16 name is Kenan Bigby. I am Managing Director for 17 Trinity Financial. And we are the development 18 partner along with Comrie Enterprises for this 19 redevelopment effort. 20 We're going to do a -- we'll try to be 21 brief. There's a lot of information to cover. 22 We'll try to get through this presentation so 23 that we can get public comments, which is what 24 this meeting is all about. 25 Before I dive into that, I just want to</p>	<p style="text-align: right;">Page 16</p> <p>1 and engineering firm, oversaw all of these 2 studies that led to the DGEIS. Mark Blanchard 3 representing Blanchard and Wilson is our local 4 attorney. And then Nixon Peabody is our real 5 estate transactional attorney. They'll be 6 engaged more down the road. 7 Next slide. Just a little bit about 8 Trinity Financial. We're a 35-year-old 9 development company. We have offices both in 10 Boston and in New York City and we operate sort 11 of between those two offices along the East 12 Coast. Over 275 employees between our 13 development and our property management 14 companies. And over those 35 years we've done 15 more than 3 billion in development in those New 16 England and associated states. We own and 17 operate over 10,000 units of residential housing 18 and about 600,000 square feet of commercial and 19 retail. 20 As I said, key elements of our approach 21 to development, we lean heavily into community 22 engagement. We lean heavily into local 23 partnerships especially with non-profits and 24 minority and women business enterprises. We 25 work collaboratively not with just our partners,</p>
<p style="text-align: right;">Page 15</p> <p>1 say that we at Trinity very much appreciate and 2 believe in the value of this community 3 processes. Yes, we're developers. We've done 4 lots of work, but one of the things that I think 5 separates us, I'd like to say from other 6 developers, is that we very much take to heart 7 comments from the community. We think that 8 input from folks that will be living, working, 9 both in our development and in the surrounding 10 neighborhood are critical for a successful 11 development. And so we welcome this process 12 with open arms hoping that will lead to an even 13 stronger project when we come out the other end. 14 Next slide. So just a quick introduction 15 of the development team. As I said, Trinity 16 Financial, we are the co-developer along with 17 Comrie Enterprises. Comrie is a local Mount 18 Vernon based company. I'll tell you a little 19 bit more about them as we proceed. Along with 20 Direct Invest Development, the third development 21 partner. And then we have a whole host of very 22 experienced real estate professionals that are 23 part of the team. Perkins Eastman is our 24 architect and lead designer. Elizabeth Kennedy 25 is our landscape architect. VHB our planning</p>	<p style="text-align: right;">Page 17</p> <p>1 but with funders and the community. We think 2 that leads to stronger projects. We're very 3 experienced with creative financing solutions. 4 This type of urban infill in emerging 5 neighborhoods, this is a difficult type of 6 development and requires creative financial 7 solutions. We're also one of the leading 8 developers around passive house environmentally 9 friendly green design and resilient design as 10 well as wellness-focused development 11 opportunities. 12 Next slide. These are just some examples 13 of work we've done that represents those, those 14 factors that I talked about. 425 Grand 15 Concourse in the Bronx is currently the largest 16 multi-family passive house in North America. 277 17 mixed-income units ranging from deeply 18 affordable at 30 percent of AMI up to workforce 19 housing at 100 percent of AMI. Certified 20 passive house have received many awards from 21 NYSERDA, from Phius, the National Passive House 22 Institute. That building also includes 23 non-residential components including CUNY HOSTOS 24 College, clinic and wellness space as well as 25 cultural space and a supermarket. This is an</p>

<p style="text-align: right;">Page 18</p> <p>1 example of the type of development that we're 2 looking to bring to the south side of Mount 3 Vernon. 4 Next slide. Another example, this one 5 also close to Mount Vernon, work we've done in 6 White Plains. Working in partnership with the 7 Housing Authority there to redevelop some 8 troubled and aging public housing into new 9 mixed-income housing. And again, a lot of the 10 same elements that we talked about. Mixed-use. 11 We added a cultural center to that building, 12 brand new highly efficient units and in this one 13 it's a mix of public housing to make sure that 14 no one gets displaced from the existing public 15 housing as well as work force housing. 16 Next slide. Comrie Enterprises, our 17 local partner, is a Mount Vernon-based minority 18 and women-owned business. They are focused on 19 energy efficiency and making sure that the 20 community has access to those technologies to 21 better their lives, to invest in their 22 properties and to invest in their community. 23 And they're bringing that know-how to this 24 development as well as to the surrounding 25 community. In addition to the work that they do</p>	<p style="text-align: right;">Page 20</p> <p>1 to lean into Environmental Leaders of Color and 2 the work they've done with Y-COP and with the 3 City of Mount Vernon Youth Bureau. So as we 4 walk through the project, you'll see the spaces 5 in the project that we've identified for these, 6 for these operators. 7 Next slide. And again, just a little bit 8 of information about Environmental Leaders of 9 Color and the programs that they offer. 10 Next slide. Just to quickly walk you 11 through the rest of the team, and you'll hear 12 from some of them this evening. Perkins Eastman 13 is an award-winning architect firm, design firm. 14 They work throughout the world, but have a 15 strong practice here in New York. 16 Next slide. And have a highly 17 experienced team, highly recognized team that 18 had lots of experience working in Westchester 19 County and in New York. 20 Next slide. And these are just some 21 examples of projects that Perkins Eastman has 22 done nearby. 23 Next slide. And then as I said, VHB 24 really led the team in putting together these 25 impact studies. Taking that scoping document</p>
<p style="text-align: right;">Page 19</p> <p>1 in the green energy space, Comrie is also very 2 active in youth programming in Mount Vernon. 3 Next slide, please. And that includes 4 summer programs. They've established a 5 non-profit called Environmental Leaders of 6 Color, where they host not just in Mount Vernon, 7 but throughout Westchester County. Children 8 during the summer, again, teaching them about 9 environmental impacts, teaching them about new 10 technologies and preparing the youth to take 11 over for the future and betterment of the 12 community. 13 Next slide. 14 Again, Comrie has been recognized for 15 their work. Designated by NYSERDA to administer 16 their programs throughout Westchester County and 17 continue to do that work working directly with 18 members of the community to improve their, their 19 properties. 20 Next slide. And again, just some images 21 and examples of work that Comrie has done 22 through ELOC and also partnering with other 23 local providers such as Y-COP. 24 Next slide. And next slide. For the 25 specific project that we're proposing, we want</p>	<p style="text-align: right;">Page 21</p> <p>1 and preparing the analyses that are going to 2 answer the question about potential impacts of 3 both the specific project but also the Transit 4 Oriented Arts District proposed rezoning. 5 At this point I'll turn it over to Abi 6 from VHB to walk us through those findings. 7 MS. RUDOW: Good evening. Can you hear 8 me? Okay. Don't have to hold it or it's better 9 to hold it? I can hold it. Okay. That works. 10 Perfect. Yeah, thank you. 11 Good evening, President Browne, and 12 Members of the Council, my name is Abi Rudow. 13 I'm from VHB. I'm a Senior Environmental 14 Planner. We have offices at 50 Main Street in 15 White Plains. 16 MS. GLEASON: Can you speak a little 17 louder. 18 MS. RUDOW: I can, yeah. Absolutely. Of 19 course. So I'm going to talk about a high level 20 overview of the DGEIS, and then I'm going to 21 pass it along to teammate Reza to talk a little 22 bit more about the site specific project that 23 we're proposing. 24 So the zoning actions that we looked at 25 as part of the proposed action is basically</p>

<p style="text-align: right;">Page 22</p> <p>1 establishing the DTOAD, the Downtown Transit 2 Oriented Arts District -- I'll go with DTOAD. A 3 zoning tax amendment to establish the zoning in 4 the zoning code and then a zoning map amendment 5 to establish the zoning on the City zoning map. 6 In addition, we looked at the, what would 7 be the first project approved under the DTOAD 8 zoning and that's the proposed development 9 project at 20 South 2nd Avenue. 10 Can I have the next slide. So, this 11 zoning, the proposed DTOAD zoning takes the form 12 of a form-based code. And it's somewhat unique 13 in that form-based code really focuses on the 14 physical form of development as opposed to kind 15 of a more common form of zoning that looks at 16 specifically at regulating the uses. This 17 zoning was modeled after the Mount Vernon West 18 rezoning which was adopted in 2020. We 19 understand that it was a very successful 20 initiative undertaken by the City and wanted to 21 model this zoning after what you've already seen 22 and experienced in Mount Vernon. 23 There's five permitted building types 24 which are listed here as well as, we do regulate 25 the uses that are proposed which would be multi-</p>	<p style="text-align: right;">Page 24</p> <p>1 applicant is fully aware of the ongoing 2 Comprehensive Plan update that's being 3 undertaken. The project's made every effort to 4 follow some of these, what we consider best 5 planning practices and some of the goals that I 6 just went over. And we would anticipate that 7 that would align pretty well with some of the 8 comprehensive planning process. 9 Anyway, so in terms of the analysis 10 framework of the DGEIS, every environmental 11 topic that we looked at, which I'll go over a 12 little later, looks at kind of two areas of 13 impact analysis. The first is what we're 14 calling a theoretical full build-out scenario. 15 I'm about to get further into that. Any impacts 16 associated with the full rezoning of the 17 two-block area. And then in addition to the 18 theoretical full build-out scenario, we look at 19 the site specific potential impacts associated 20 with the proposed development at 20 South 2nd 21 Avenue. 22 So the full build-out study sites are 23 shown here, that's 20 South 2nd Avenue in black 24 outline. And also we've identified four 25 additional conceptual development sites. So</p>
<p style="text-align: right;">Page 23</p> <p>1 family dwellings as residential, a range of 2 commercial uses as well as community purposes, 3 which includes schools or Municipal uses for 4 example. 5 The DTOAD also offers incentives in 6 exchange for increased density or parking 7 reductions. Developers would need to implement 8 public benefits or kind of community amenities 9 that could include provision of open space on 10 their site, recreational amenity or kind of a 11 community cultural facility as some examples. 12 The goals of the DTOAD are really to 13 develop a downtown mixed-use cultural district 14 in this area in this two-block area which you 15 can see outlined in dotted red line here. To 16 promote new job opportunities particularly in 17 creative economy, we're really focused on 18 facilitating a green building design and public 19 realm improvements to the area. Our project in 20 particular is focused on children and youth- 21 focused community facilities. And finally 22 allowing for a range of multi-family housing 23 opportunities to service current and future 24 residents in Mount Vernon. 25 I just wanted to point out that the</p>	<p style="text-align: right;">Page 25</p> <p>1 that's sites 2, 3, 4, and 5. These were 2 theoretical. They were based on a set of 3 criteria that we thought would be associated 4 with more likelihood to be redeveloped, but 5 these are not associated with any development 6 proposals that we're aware of that are in front 7 of you. It's really just identified for the 8 purposes of this that required exercise in order 9 to analyze the potential impacts associated with 10 the rezoning. 11 Next slide, please. So this is the 12 maximum theoretical full build-out scenario by 13 the numbers. Really this is including the 14 development site at 20 South 2nd. If all of the 15 sites that we looked at would be developed to 16 their maximum development potential under the 17 zoning, this is what we would estimate to see. 18 And, again, I just want to emphasize the purpose 19 of this exercise is to be conservative so that 20 we're making sure we're analyzing the potential 21 for adverse impacts associated with this 22 project. This is not based on any future 23 planned development aside from the development 24 that we're talking about today. 25 So overall you would see, we would</p>

<p style="text-align: right;">Page 26</p> <p>1 estimate about 1.6 million total square feet in 2 floor area, about 1,400 residential units, 3 50,000 square feet of community facility and 4 retail space, 469 parking spaces and a maximum 5 building height of up to 210 feet or up to 19 6 stories. 7 Okay. I'm going to hand it over to Reza 8 to talk a little about the site specific 9 project. 10 MR. RAHIMPOUR: Thank you. Hello, 11 Council Members. I'm Reza Rahimpour from 12 Perkins Eastman Architects, and I'm the 13 architect -- 14 (Low audio.) 15 MR. RAHIMPOUR: Better? So it's a 16 pleasure being here with you and the public. 17 (Court reporter requested appearance.) 18 MR. RAHIMPOUR: My name is Reza Rahimpour 19 from Perkins Eastman. 20 (Court reporter requested spelling.) 21 MR. RAHIMPOUR: R-e-z-a, 22 R-a-h-i-m-p-o-u-r. 23 Okay. So we are talking about the site 24 specific, 20 South 2nd Street project. 25 Maybe we can go to the next slide. So</p>	<p style="text-align: right;">Page 28</p> <p>1 the transit orient, transit-oriented development 2 here. And given the nature of this, it's going 3 to bring a lot of, you know, residents that are 4 going to be living next to transit, transit 5 facilities. And there's going to be a lot of 6 benefit that is going to bring the environment 7 given that they're going to be in proximity to 8 transit facilities here. 9 Can we go to next one. So, the overall 10 project is around 317 units and includes 11 studios, one-bedrooms and two-bedrooms. And as 12 you see the majority of the units are geared 13 towards one-bedrooms and two-bedrooms to, you 14 know, promote families living here. 15 And we have, we're going to have around 16 12,000 square feet of community facility that is 17 going to be dedicated to non-profits that our 18 client mentioned before. And as I mentioned 19 we're going to have 4,000 square feet of urban 20 farm for the youth programming. 21 And one fascinating thing is, this is 22 going to be an all electric building. It's 23 geared towards passive house and it incorporates 24 a lot of sustainable features in the building. 25 Next slide. These are some images of</p>
<p style="text-align: right;">Page 27</p> <p>1 the project is going to be around 175 million 2 dollars investment in the downtown overall with 3 upgrading the part of the infrastructure. And 4 all that is happening here. 5 (Low audio.) 6 Oh, I'm sorry. So this is mixed-use, 7 mixed income and mixed use development. There's 8 going to be affordable housing with some units 9 dedicated for artists who will live, work and 10 sell, you know, artists environment, a community 11 environment with a lot of community features 12 that is happening within the building so it's a 13 big addition to actually in the neighborhood. 14 You know so to speak. 15 The proposed amenities includes, you 16 know, a courtyard which partially is dedicated 17 to urban farms that is going to be used for, you 18 know, teaching farming to youth. And that's 19 going to be for the public. And there's going 20 to be access of a roof for residents, fitness 21 centers, full working spaces that is going to 22 used both by residents and also art community 23 that's going to be residing there and also some 24 recreational spaces there. 25 We're creating this project as part of</p>	<p style="text-align: right;">Page 29</p> <p>1 existing condition. This is the view from, from 2 South 2nd Street. And you see the building to 3 the right that is, you know, the abandoned 4 building, old YMCA I believe that is going to 5 be, is a part of the site that is going to 6 demolished. 7 So go to next one. This is view from 2nd 8 Street looking at the site you see surface 9 parking at the front and you see part of the 10 extension of the building, the YMCA building in 11 the back. 12 Next slide. So this is a bird's eye view 13 an overall view from the site, you know, as we 14 see today and you see it's a through lot between 15 South 2nd Avenue and South 3rd Avenue. 16 Next slide. This will be the proposed 17 project. The proposed project, you know, we try 18 to make that, you know, something that fits in 19 the neighborhood in terms of, you know, how it's 20 been divided into scale. The courtyard is 21 facing south so we can benefit, you know, all 22 the activity that is going to happen in 23 courtyard including the urban farm. And we're 24 trying to make that porous so it's not, we're 25 not going to be facing blank walls that much and</p>

<p style="text-align: right;">Page 30</p> <p>1 we see some, you know, repetition at the facade. 2 Let's go to next one. We have a lot of 3 sustainable features. We are, you know, we have 4 green roofs, we have solar panels that is going 5 to be dedicated to provide some electricity. We 6 have geothermal. We have rain water harvesting 7 for, for urban farm. And we have high 8 efficiency mechanical units and also we have 9 very efficient envelope basically that is going 10 to help making it a very resilient building. 11 This diagram shows a little bit more of 12 what we're talking about, you know, in the 13 photovoltaic arrays and the hot water heat 14 exchangers and the geothermal as we mentioned. 15 And this is getting be a, you know, very 16 efficient and sustainable building. Addition to 17 the neighborhood. 18 Next. So talking about the program a 19 little bit. So, we have -- this is a through 20 lot, through lot site. And there's a difference 21 between elevation between South 2nd Avenue and 22 South 3rd Avenue. It's almost one level. And we 23 are trying to take advantage of that. Sometimes 24 it's challenging and sometimes we try to take 25 advantage of the terrain. So as you see the red</p>	<p style="text-align: right;">Page 32</p> <p>1 facility space is around 5,000 square feet but 2 it's facing South 3rd Avenue. This is going to 3 be one level above, as you see the blue is 4 another 7,000 square feet of community facility 5 space that is going to be cater the urban farm 6 around 4,000 square feet in the courtyard. And 7 there is the goal which is basically the 8 residential use for residents. 9 Next. These are some of the precedents 10 of the community spaces and outdoor facilities, 11 you know, that have been incorporated in some of 12 the other projects that have been done before as 13 an example. And, you know, coming to the 14 facade, as I mentioned before, you know, I'm 15 trying to, you know, break the facade, you know, 16 make it more the scale of the facade and 17 materiality to be coherent with, you know, what 18 we have in context so it's not going to be just 19 one big, you know, building, one big block of 20 building and at the same time a ground floor. 21 We see a lot of transparency that encourages 22 activation at street level and on top you see 23 the solar arrays of the building. 24 Next. And this is a view of the 25 courtyard. You know. You're standing somewhere</p>
<p style="text-align: right;">Page 31</p> <p>1 that we see here, represent the community 2 facility that are going to be along South 2nd 3 Avenue and South 3rd Avenue. They're both all 4 active frontage. You know, we're not dealing 5 with any blank walls, you know, that encourages 6 interactions with the neighborhood and makes it 7 more active. 8 The orange use that we see on the left, 9 that is the residential lobby, how you get into 10 the building. And the gray which is going to be 11 basically from 2nd Avenue. And the gray at the 12 bottom is going to be the parking that is going 13 to be under the courtyard. That is going to be 14 accessed from 3rd Avenue. So we have, you know, 15 multiple points of entries from both, from both 16 streets. 17 Next. So this is our site plan. As I 18 mentioned we are showing the residential entry 19 from 2nd Avenue and community facility access 20 are from both, both streets on both sides. And 21 in the middle you see the courtyard and also 22 photovoltaic arrays and green roof. 23 Next. This is our lower level in our 24 quote, unquote, basement which has, you know, 25 exposure to 3rd Avenue. And you see a community</p>	<p style="text-align: right;">Page 33</p> <p>1 around that 4,000 square feet of urban farm and 2 we're looking at the building in the courtyard. 3 MS. RUDOW: Okay. So as Pat mentioned 4 SEQRA requires that we look at a pretty 5 comprehensive list of environmental topic areas. 6 Any that that would have potential to have, for 7 the proposed project to have significant adverse 8 impacts in that area. So, this is the list of 9 environmental topic areas that were covered in 10 DGEIS. I'm not going to read through all of 11 them, but we picked out a few which are 12 highlighted or bolded, and we'll talk a little 13 bit more about those. I just wanted to say that 14 there are a lot of topic areas here. They're 15 covered in extreme level of detail in the DGEIS. 16 The DGEIS is available on the City's website and 17 we encourage anyone who has not had a chance to 18 look it yet, to please do so. Submit your 19 comments if you don't submit them here tonight. 20 For anyone listening in, we look forward to 21 receiving comments and questions and all of 22 those will be responded to in a comprehensive 23 manner in the Final Generic Environmental Impact 24 Statement. 25 From the perspective of urban design and</p>

<p style="text-align: right;">Page 34</p> <p>1 visual character, the DGEIS found that the 2 proposed action would, would facilitate infill 3 development on parcels that are either vacant or 4 maybe aren't developed to their full development 5 potential. It would result in an increased 6 height in density concentrated around the Mount 7 Vernon East Train Station. And overall 8 redevelopment is expected to improve the 9 aesthetic character of the area especially as 10 it's guided by the form-based code and by a set 11 of design guidelines that's been outlined in the 12 zoning.</p> <p>13 As part as the analysis VHB conducted a 14 traffic impact study. We looked at the four 15 intersections that are shown in red here at the 16 four corners of the block on which the 17 development site is located.</p> <p>18 The traffic impact study, if you can go 19 to next slide, please. It evaluated existing 20 traffic conditions as they are today. We looked 21 at what's called a no-build condition which is 22 essentially the future condition where there is 23 to be no re-zoning proposed and then compare 24 that to what we call the future-build condition 25 essentially our full build-out scenario and the</p>	<p style="text-align: right;">Page 36</p> <p>1 would be provided that would be expected to 2 reduce the demand for parking in the area. So 3 that's things like accommodations for shared 4 vehicles, bicycle storage, drop-off and pickup 5 locations for car sharing services and what we 6 consider the provision of live/work spaces which 7 would cut down on kind of those commuter trips 8 in the morning and evening peak hours.</p> <p>9 The DGEIS includes an assessment of 10 economic development and municipal services. 11 Again, this is, these numbers that you're 12 looking at here, are if all five of the study 13 sites including the proposed development site 14 were to be developed to their maximum 15 development potential. And the DGEIS found an 16 estimated increase of about 2,300 residents, 205 17 public school children at full build-out, a 18 marginal cost of about 2.5 million dollars to 19 Mount Vernon City School District, 96 permanent 20 jobs in the area and overall found that the 21 estimated tax revenues would fully offset the 22 additional costs to provide services to the 23 additional population that would be anticipated. 24 Again at full build-out of all five sites that 25 we looked at here.</p>
<p style="text-align: right;">Page 35</p> <p>1 increment of that is what we based our traffic 2 analysis on. And we also looked at vehicle 3 crash data and analysis of future traffic 4 operations for the surrounding roadway network.</p> <p>5 The TIS found that traffic operations 6 would operate at acceptable level of service in 7 the future-build condition. And that the 8 development site and other potential 9 developments would be adequately serviced by the 10 roadway network. While our TIS does take into 11 account the full theoretical build-out scenario 12 that I talked about, future applicants or future 13 development proposals that would be in front of 14 you, would need to take a hard look at several 15 site specific impacts they may have including 16 making sure that they would be within the realm 17 of what was an analyzed in this Traffic Impact 18 Study.</p> <p>19 The Traffic Impact Study also took a look 20 at parking. If you can move to the next slide, 21 please. Specifically the parking requirements 22 and the DTOAD parking reduction regulations that 23 I talked about, the analysis found that the 24 parking requirements would be reduced but they 25 would be in exchange for certain amenities that</p>	<p style="text-align: right;">Page 37</p> <p>1 Okay. I'm going to turn it back to Kenan 2 and he will bring us through to the end.</p> <p>3 MR. BIGBY: Just a few more slides here, 4 I know this is going long. As part of the 5 impact studies, we were asked to look at the 6 site specific impacts as it relates to city 7 services and potential tax revenue. So we did 8 look at the site specific impacts of 317 units 9 of housing, it's just over a one percent 10 increase to the number of housing units in the 11 City of Mount Vernon projecting a site 12 population of 526 people would occupy those 13 units. That's less than a one percent increase 14 to the current population. And projecting 15 approximately 49 school-age children again less 16 than one percent increase to that current 17 population.</p> <p>18 Our analysis showed that per pupil 19 marginal cost to the school district are about 20 12,000. So with those 49 additional school-age 21 children, that's a total of approximately 22 \$600,000.</p> <p>23 In terms of City of Mount Vernon 24 services; police, fire, emergency, trash, et 25 cetera. It's about \$868 per capita cost. And</p>

<p style="text-align: right;">Page 38</p> <p>1 based on the 526 potential residents, that's 2 \$456,000 increase to the cost of services. 3 We were asked to look at this project 4 both with a pilot and without a pilot. At this 5 stage we have not applied for a pilot. Any 6 pilot discussions would occur with the City and 7 with the IDA, but we presented two scenarios 8 here. Full taxation we estimated would be 9 approximately \$965,000 per annum. And then 10 looking at a pilot scenario, we estimated about 11 half a million dollars in annual taxes that 12 would increase at two percent per year. 13 Obviously with that level of taxation we would 14 need to offer additional community benefits. So 15 we've just listed some of those benefits here. 16 The 1.5 million dollar acquisition payment to 17 the City, approximately 4 million dollar 18 infrastructure investment that this project 19 would make into new water and sewer stormwater 20 detention, roads, sidewalks, both onsite and 21 off-site parking. We talked about the community 22 facility space. We're projecting about 5 23 million dollars would be invested into those 24 spaces. They would be completely built out and 25 finished with equipment basically a turnkey for</p>	<p style="text-align: right;">Page 40</p> <p>1 And then finally the project will comply 2 with passive house, green communities, NYSERDA, 3 sort of the laundry list of environmental 4 checklist and guidelines that are required here. 5 And then the last thing that I would say 6 is that as has been mentioned several times, we 7 undertook not just a site specific SEQRA and 8 approval process, but the larger 9 Transit-Oriented Arts District in large part 10 because we wanted to participate fully in the 11 Comprehensive Plan exercise that the City is 12 undertaking. We've made all of our findings 13 available to that team and look forward to 14 continuing to work with that team to incorporate 15 our proposal, the findings into the 16 Comprehensive Plan so that it is truly part and 17 parcel of looking at development in the whole of 18 Mount Vernon. 19 I think that's our proposal. You just 20 see -- or our presentation -- you just see here 21 again some of the elements of this proposed 22 district; proximity to transit, proximity to 23 existing services and sort of wanting to build 24 up the south side. Not lose what makes it work 25 today, strengthen it and make it available to</p>
<p style="text-align: right;">Page 39</p> <p>1 our non-profit partners in ELOC and Y-COP and 2 the youth bureau. 3 Next slide. Additionally, our operating 4 budget includes dollars to help those 5 organizations year over year to occupy that 6 space. 7 And then one of the key components of 8 what we're proposing to do in our development, 9 is development without displacement. You saw 10 that we are targeting rents that are affordable 11 to working families currently living in Mount 12 Vernon specifically on the south side. We're 13 incorporating local preferences so that we make 14 sure Mount Vernon residents have access to the 15 new housing including a preference for artists 16 as well leaning into that arts district 17 initiative and the creative economy. 18 We're also, as was described, doing 19 significant investments in green building 20 technology not just in the building, but also 21 this building would be the first and largest 22 supporter of a proposed district geothermal 23 installation which would bring highly efficient 24 cost effective energy to other buildings in the 25 district.</p>	<p style="text-align: right;">Page 41</p> <p>1 more, more residents. 2 Next slide. And, again, just some 3 highlights of, of the benefits of the proposed 4 arts district, pedestrian friendly, reduced auto 5 dependency, reduced green house gas emissions, 6 support to the creative economy, access to 7 transit and larger regional amenities and 8 equitable development. 9 So I think that concludes, and I know we 10 went way over 20 minutes. I apologize for that. 11 But we wanted to get that information out to you 12 guys. And I think we'll turn it over to City 13 Council to hear some comments. 14 PRESIDENT BROWNE: Thank you. 15 So as we just mentioned, we're going to 16 open the floor up for public comment. I just 17 ask that when you come up, you state your name 18 and address for the record. And, yeah. 19 Clerk Walters. So the speakers will have 20 four minutes, there will be a timer on it. And 21 we can start to line up. We are going to take 22 general comments. 23 So after the three-minute mark, I just 24 want to give people notification that you will 25 hear a buzzer and then there will be an</p>

<p style="text-align: right;">Page 42</p> <p>1 additional minute. So keep that in mind. 2 Also, I want to reiterate what was said 3 earlier, there won't be comments back from the 4 Council. So as a public hearing, we're only 5 taking in your comments today so I don't want 6 anyone waiting around expecting a comment on the 7 public hearing today. 8 And, Mr. Justino, you can start. 9 H1 PUBLIC SPEAKER JUSTINO: Good evening, 10 thank you very much. Good evening, everyone 11 here including the public. I'm sorry, I need to 12 get my glasses otherwise I'm not going to be 13 able to read this. So I'm here tonight -- it's 14 Michael Justino. My address is 47 Clinton 15 Street. 16 (Court reporter requested spelling.) 17 PUBLIC SPEAKER JUSTINO: Justino, 18 J-u-s-t-i-n-o. I'm here as a member of the 19 Comprehensive Plan Advisory Board. 20 PRESIDENT BROWNE: Mr. Justino, can you 21 just speak into the mic. Just raise it up. 22 PUBLIC SPEAKER JUSTINO: I'll pick it up. 23 PRESIDENT BROWNE: Thank you. 24 PUBLIC SPEAKER JUSTINO: Okay. Is that 25 better?</p>	<p style="text-align: right;">Page 44</p> <p>1 wanted to add some things to the letter which we 2 did not have time to do. But unfortunately, 3 what's the number? 26 or so, or 40-something 4 did not -- I'm sorry, 26 did not respond at all, 5 so. But, so, just that you know it's not the 6 complete Committee that is standing here 7 tonight, it's a group of concerned people of 8 that Committee. 9 So we are writing regarding the August 9, 10 2023, public hearing on the Draft Generic 11 Environmental Impact Study, DGEIS, to the 12 Downtown Transit Oriented Arts District in 13 Downtown Mount Vernon. We strongly recommend 14 that consideration of this zoning amendment and 15 the project it represents be held for 16 determination until completion of the City's 17 Comprehensive Plan, which as you know is in 18 progress led by the City Planning Department and 19 a trio of consultants and supported by an 20 advisory committee of city residents, numerous 21 community conversations, topical roundtables and 22 public workshops have all been conducted. 23 During this time only as-of-right projects have 24 been allowed to go forward. We are now awaiting 25 a phase one draft plan for the Downtown</p>
<p style="text-align: right;">Page 43</p> <p>1 MS. JACKSON: Yes. 2 H1 PUBLIC SPEAKER JUSTINO: I'm here as a 3 member of the Comprehensive Plan Advisory 4 Committee. And there was a group of concerned 5 members of that Committee who wanted to just 6 make a statement about this process right now 7 and as it relates to the Comprehensive Plan. 8 And I'd like to thank Mr. Bixby, is that 9 correct? Your name. 10 MR. BIGBY: Bigby. 11 PUBLIC SPEAKER JUSTINO: Bigby, I'm 12 sorry. For mentioning the Comprehensive Plan 13 and how you want to work with that, with the 14 group that is putting that together, so. And 15 that's really what I'm here to talk about. And 16 the reality is it's not just Library Square, 17 it's many more acres of property that will be 18 rezoned and it's important that that rezoning 19 fits into the Comprehensive Plan as that phase 20 one is decided. 21 So, I will read you the letter. And also 22 for total transparency, this letter was sent to 23 46 members of this Committee. We got 12 back 24 that said, yes, we got one back that said, no, 25 and we got one back that said, maybe, and they</p>	<p style="text-align: right;">Page 45</p> <p>1 District. The plan will then be subject to 2 public hearing and adoption by the City Council. 3 Only thereafter should any necessary rezoning by 4 -- be enacted to facilitate implementation of 5 the plan. 6 It is critical that we adopt and adhere 7 to a Comprehensive Plan hence ending the 8 piecemeal development that has characterized the 9 City for many decades. The Council cannot 10 effectively evaluate the DTOAD apart from the 11 rest of the Downtown District particularly the 12 adjacent Mount Vernon East area. 13 The DTOAD project description itself 14 states on page 1 through 6 that the proposed 15 DTOAD zone is located within the Phase One study 16 area of the Comprehensive Plan update. 17 Approving the proposed DTOAD in isolation is 18 what the Comprehensive Plan is designed to avoid 19 and is contrary to the views that have 20 overwhelmingly been expressed by the Community 21 in the public meetings. It should also be noted 22 that the DTOAD proposal is approximately 250 23 pages with many details to analyze. Meaningful 24 public hearings on rezoning require wide-spread 25 participation which is difficult to achieve in</p>

<p style="text-align: right;">Page 46</p> <p>1 August when so many residents are away. 2 We are asking you not to make any 3 decisions concerning this rezoning until 4 completion of Phase One of the Comprehensive 5 Plan to preserve the integrity of the 6 Comprehensive Plan process. 7 Respectfully, concerned Members of the 8 Mount Vernon Comprehensive Plan Advisory 9 Committee. 10 So I think what we're really all on the 11 same page. I did have a conversation with 12 President Browne. And again the words from the 13 developer themselves that they wanted to 14 incorporate the Phase One and Comprehensive Plan 15 and Mr. Poteat's question about further public 16 hearings. 17 And I would ask that this Council do 18 continue to have further public hearings because 19 there is so much detail to both the specific 20 project and the rezone that it's important that 21 people have time to review it and the Council 22 itself to review it and dig through the details 23 to ask those important questions and have them 24 answered publicly. Thank you. 25 H2 PUBLIC SPEAKER MACK: Good evening. My</p>	<p style="text-align: right;">Page 48</p> <p>1 name is Wendy Attipoe. I live at 30 Hudson 2 Avenue. I'm also a member of the Comprehensive 3 Plan Citizen's Advisory Committee, but I'm 4 speaking on my own. Understanding of this plan. 5 I did read the 274-page plan. I'm concerned 6 that it's basically an affordable housing plan 7 with a veneer of art tacked on top of it. It 8 will have 317 rental units with the potential 9 down the road for 1,397 units where 90 percent 10 of the units are allocated to residents whose 11 Area Median Income would be 45,000 to about 12 \$53,000, which is already below Mount Vernon's 13 already low median income of \$59,000. Only 17 14 units or a paltry five percent of the units are 15 designated for artists, as such how can it be 16 designated as an art district? 17 The City of Mount Vernon promised the 18 community that the 2023 Comprehensive Plan will 19 be complete in two phases. The first phase is 20 focused on the City's Downtown, which impacts 21 and unites all Mount Vernon stakeholders. The 22 plan's website says, quote, Downtown has been 23 facing a lot of development pressure, so we want 24 to ensure that residents and local businesses 25 are the ones making the decisions on critical</p>	<p style="text-align: right;">H3-1</p>
<p style="text-align: right;">Page 47</p> <p>1 name is Delores Mack. 55 Ehrbar Mount Vernon, 2 New York. 3 Council Browne, Members, and Community. 4 As a long life resident here, born and raised 5 here in the City of Mount Vernon, I am totally 6 100 percent agree with the South 2nd Avenue 7 project. Anything that is going to spruce up 8 this community, I'm down for it. 9 We have to work -- I'm part of the 10 Mayor's Comprehensive Group, Plan, And this 11 project is so important. This is so important 12 because at 2nd Avenue we have one of our most 13 precious resources in that area and that's the 14 Mount Vernon Public Library and I'm one of the 15 Board Trustees too on the library. We gotta 16 work together to see this through and I strongly 17 believe somewhere down in history that we go 18 ahead with this, your names will be up there. 19 That y'all did it. So I believe in this project 20 100 percent. I've been active in this community 21 sat on over 12 boards here in my 49 years of 22 activism in the City of Mount Vernon and this 23 project gotta go on. So important. Thank you. 24 H3 PUBLIC SPEAKER ATTIPOE: Good evening. 25 Thank you for holding this public hearing. My</p>	<p style="text-align: right;">Page 49</p> <p>1 issues like density, design and land use, end 2 quote. Jumping the gun and considering this 3 plan outside of the promises made to residents 4 is a violation of trust for an inclusive and 5 transparent process. Already the contours of 6 this plan fly in the face of what participants 7 in the 2023 Comprehensive Plan town hall through 8 community conversations have told the City about 9 what they wanted to see in the future for 10 Downtown Mount Vernon. Number one, no more 11 pilots. So hopefully that's not going to be 12 tacked on that you did. Only developments that 13 contribute significantly to the taxpayers. 14 Second, revitalization of Downtown with 15 upscale, lifestyle amenities. Things like 16 sit-down restaurants, boutiques, cafes, family 17 entertainment, art, and a population that can 18 economically support those things as well as 19 generate a better quality of life. 20 Third, the opportunity for home 21 ownership. Any extensive development like this 22 with the potential for four additional sites 23 should be governed under the 2023 Comprehensive 24 Plan. What other city in Westchester County 25 would allocate their most valuable property to a</p>	<p style="text-align: right;">H3-2</p> <p style="text-align: right;">H3-3</p>

<p style="text-align: right;">Page 50</p> <p>1 pilot. Hopefully it won't be that. 2 At the last Citizen's Advisory 3 Comprehensive Plan meeting, one of the 4 consultants who has reviewed Mount Vernon's many 5 prior planning documents, said that Mount Vernon 6 is littered with great plans from knowledgeable 7 consultants that have never been put into effect 8 due to poor governance. Meaning lack of 9 implementation and follow-through. Approval of 10 rezoning within the context of this plan will be 11 a repeat of history and send the 2023 12 Comprehensive Plan down the same road of poor 13 governance. Thank you. 14 H4 PUBLIC SPEAKER BROWN: Good evening. My 15 name is George Brown, 54 South 2nd Avenue, Mount 16 Vernon, New York. I would like to say, good 17 evening to all of the Council folks, Council 18 President and the Council. I'm here today to 19 support this program, this project. For all the 20 reasons above, but before I, I talk about -- 21 PRESIDENT BROWN: Can you turn your mic 22 towards you, Mr. Brown. 23 MS. GLEASON: Pull the mic. 24 PUBLIC SPEAKER BROWN: Oh, okay. Is that 25 better? Before I start moving forward, I'd just</p>	<p style="text-align: right;">Page 52</p> <p>1 project will bring a long overdue and immediate 2 facelift to the community. We do not want this 3 project to be a political football like Memorial 4 Field. Let's get it done and upgrade our 5 community. 6 Now, hopefully, and listen very 7 carefully, because I know I have so some key 8 words that will bring to focus, we are excited 9 and look forward, does that sound familiar? We 10 look forward to our community and I make that 11 word in capital, because I know the people on 12 the Council believe in moving forward. I heard 13 them say forward, forward, forward. So I'm 14 giving it right back to you, let's move this 15 project forward for our neighborhood's new 16 development. 17 I do have the 50 signatures here. Like I 18 said, I didn't have anything, not anything to 19 do, but I did a few things today. But this was 20 easy to get. And anybody who gets people to 21 sign petitions know how hard it is to get people 22 to sign petitions. So this was a quick 50 and 23 I'm sure I could've easily get -- I did not go 24 to the supermarket, I did not go to the railroad 25 stations. This was just people on the block.</p>
<p style="text-align: right;">Page 51</p> <p>1 like to give you a little background. I did 2 have the pleasure of serving City of Mount 3 Vernon as the clerk, and became very familiar 4 with a lot of these processes. And, and I heard 5 comments tonight about delaying this project. 6 And I live on that block. I don't want this 7 project delayed. There's always a way to work 8 it out. That's how we got the Broad Street 9 project. We worked it out. That's how we got 10 the project on Macquesten Parkway. We worked it 11 out. There's always a way of working it out. 12 The neighborhood wants this project. And how do 13 I know that? Because just today I decided just 14 let me see how many people on, that lives on 2nd 15 Avenue would support this project. Well, it 16 might not be a lot, but just today I collected 17 50 signatures. Fifty signatures of people who 18 want to see this project erected and done. We 19 need a facelift. As a matter of fact, I wrote 20 letter to you, Council. It said, to the City 21 Council, City of Mount Vernon, we the 22 undersigned and residents of the Mount Vernon 23 support, endorse and strongly encourage approval 24 of the zoning for the project known as Library 25 Square, 20 South 2nd Avenue. We believe this</p>	<p style="text-align: right;">Page 53</p> <p>1 On the block. So I wanted to say that it's 2 really important to get this project going, 3 because this project has some very good tangible 4 you see the things that they offer to the 5 citizens. You see that they're offering things 6 to the youth, they're offering green space. 7 This project has really got it going on. And we 8 need it on 2nd Avenue. I've been there for a 9 long time. We need a facelift, we need 10 something to encourage us to be glad about the 11 block that we live on. And if you lived in that 12 area, you would want something glare -- actually 13 we got the pastor -- oh, he's gone -- the pastor 14 of the church of Mount Calvary Baptist Church, 15 Reverend -- okay. Well, he's here also in 16 support just physically, but it's very important 17 that you hear the community. The community is 18 very excited. We're very excited. I never 19 gotten petitions other than for political 20 purposes for running for office. Everybody 21 thought I was running for office. I says, I'm 22 not running for anything, I'm running to get 23 this project done in the City. Okay. So, 24 please let's use our forward attitude and let's 25 move this project forward. We did it in the</p>

H4-1

<p style="text-align: right;">Page 54</p> <p>1 past and we can do find a reason to do it again. 2 The community supports it and wants it. Thank 3 you very much for your time tonight. Again, 4 let's move Mount Vernon, what? 5 AUDIENCE MEMBERS: Forward. 6 PUBLIC SPEAKER BROWN: Forward. Thank 7 you. 8 H5 PUBLIC SPEAKER BACQUIE: Good evening. 9 Can you hear me? Good evening my name is -- 10 United States Air Force veteran Jean Bacquie. I 11 reside on that same block, on 2nd Avenue. I'm a 12 renter of an apartment in Mount Vernon on that 13 block. The rent is kind of reasonable, but the 14 amenities are definitely not quite as 15 reasonable. The landlord is one of Mount 16 Vernon's famous slumlord millionaires. I'm not 17 mentioning his name, but we all know. The 18 building is not well-maintained. I have worked 19 for construction companies in the past. One 20 being Turner Construction. I worked for the 21 management team to see that these buildings 22 aren't being maintained at all. I feel the 23 raising of the building would greatly improve 24 the neighborhood. I'm in an area that is very 25 diverse. The mold smell that comes out of that</p>	<p style="text-align: right;">Page 56</p> <p>1 Because your destination stops but the journey 2 continues on and on and on. Thank you so much 3 for your time tonight. 4 PUBLIC SPEAKER WHEELER: Hello, my name 5 is Rev. Dr. Jeff Wheeler. 6 MS. GLEASON: Welcome. 7 PRESIDENT BROWNE: Pastor Wheeler, put 8 the mic up to your mouth, please. 9 H6 PUBLIC SPEAKER WHEELER: I knew I would 10 be harassed when I came here but it's okay. To 11 Council President and to all of the Council 12 Members, thank you for allowing me this space 13 this evening. Once again my name is Rev. 14 Dr. Jeff Wheeler. I am the Senior Pastor at 15 Mount Calvary Christian Methodist Episcopal 16 Church at 38 South 2nd Avenue, Mount Vernon, New 17 York. Where I would be neighbors to 20 South 18 2nd Avenue. I am going to take a bit of 19 personal privilege, I don't know who's in charge 20 of sharing the screen, but would it be possible 21 to go back to the proposed sketch so the -- 22 would it be possible? I don't know who is -- 23 because that take probably all of my time -- if 24 it's possible for us to flip back to the 25 proposed 20 South 2nd Avenue?</p>
<p style="text-align: right;">Page 55</p> <p>1 building is deplorable. The windows have been 2 busted out by the homeless people that used to 3 live on there. We saw a lot on that block. The 4 neighborhood would be greatly improved by the 5 amenities and all the extra things they offer. 6 In an area that is so blighted, that's a 7 no-brainer to put a building like that up. The 8 impact that it will have on the community, the 9 children. I see the land, the water -- the 10 land, the air, and the water. The land is 11 moldy. The air is moldy. And the water is full 12 of rust. Because I see the old pipes in the 13 building where I live. So that's the law. And 14 being a veteran, I try my best to obey the law, 15 but the building really needs to go up. The 16 kids need to see and live in an area that is not 17 blighted. That there are no homeless people 18 hanging out in the park, that there are no 19 bottles broken up in the parks. That they can 20 feel safe. They can actually see flowers grow. 21 I know we all want to get somewhere but then 22 this thing we call life, it is a journey. Sure 23 enough it is a journey. We've gotta enjoy the 24 journey and do good while we're here. Because 25 the journey is surely not the destination.</p>	<p style="text-align: right;">Page 57</p> <p>1 MS. JACKSON: Give me one quick second. 2 PUBLIC SPEAKER REV. WHEELER: Give you 3 one quick second. Okay. Once again, thank you. 4 This -- can we zoom in on it more? I'm asking 5 for a lot, right? This particular rendition, 6 unlike George Brown I did not collect 7 signatures, but this evening I walked the 8 streets, that area. And I appreciate the 9 Advisory Committee. I appreciate those that are 10 concerned citizens of Mount Vernon. But unless 11 you have an vested interest in that immediate 12 area, you don't know, you would not understand 13 the plight of those persons that live there. 14 AUDIENCE MEMBER: That's right. 15 PUBLIC SPEAKER REV. WHEELER: I walked 16 with this particular, I walked through the 17 neighborhood today, a three-block radius, 18 showing this picture. And people came to me, 19 they said, Pastor, you're going to do this for 20 us? And as bad as I wanted to take credit, I 21 said, I said, I'm a partner, so I tried to find 22 some loophole. But they were excited and they 23 grew hope just by looking at a picture. My 24 sentiment or my statement tonight is if a 25 picture can bring hope, can you imagine what the</p>

<p style="text-align: right;">Page 58</p> <p>1 fulfillment of this project would do. It would 2 be bring life to a dying community. It will 3 give exposure to our young people who will, once 4 they have exposure they now have a new destiny. 5 A lot of our young people are stuck because all 6 they see is an abandoned building next to a 7 church. All they see is a library that needs to 8 be refurbished. But they don't, they see 9 garbage cans that are now overflowing. And once 10 we have a project like this in place, it will 11 speak to not only the minds, but to the hearts 12 of our children, our community, our 13 stakeholders. There will be people that will 14 love 2nd Avenue like when we were growing up. I 15 use to love visiting 2nd Avenue. And I didn't 16 live anywhere near 2nd Avenue. So I hope and my 17 sincere wish is that this project will get full 18 participation of our City of our City Council of 19 the Advisory Committee and if I can come speak 20 to y'all, I would love to. Just to share the 21 sentiments of those that live in that immediate 22 area. They need life, they need hope and this 23 speaks of life and it speaks of hope. 24 Thank so you much for this time and I'll 25 see you all next Sunday in church.</p>	<p style="text-align: right;">Page 60</p> <p>1 me? 2 MS. GLEASON: Barely. 3 PUBLIC SPEAKER CURTIS: Barely? Is that 4 better? 5 PRESIDENT BROWNE: Give us one second. 6 We're turning it up in-house. 7 MS. JACKSON: Try it now. 8 PRESIDENT BROWNE: Can you try it again, 9 Ms. Curtis? 10 PUBLIC SPEAKER CURTIS: Yes, I'm Jane 11 Curtis. Can you hear me? 12 PRESIDENT BROWNE: If you can project as 13 much as possible, that will be helpful. 14 H7 PUBLIC SPEAKER CURTIS: Okay. I'm Jane 15 Curtis at 98 Pearsall Drive. I'm also a member 16 of The Comprehensive Plan Advisory Committee. 17 This DGEIS covers 9.4 area of acre area from 18 East 1st Street to East 2nd Street between South 19 1st Avenue and South 3rd Avenue. It lies 20 between the South 4th Avenue Corridor and Mount 21 Vernon East in the heart of the Downtown 22 Comprehensive Planning Area. It is a major 23 rezoning described in a 273-page report. It 24 should be inconceivable that the Council would 25 consider rezoning such a large and significant</p>
<p style="text-align: right;">Page 59</p> <p>1 (Audience applause.) 2 PRESIDENT BROWNE: Do we have anymore 3 speakers in the Council Chambers who would like 4 to speak about the project? Any more speakers 5 inside Council Chambers who would like to speak 6 about the project? And one final time, are 7 there any speakers inside City Council Chambers 8 who would like to speak about the project? 9 All right. Do we have any speakers 10 online who would like to speak about the 11 project? 12 MS. JACKSON: Jane Curtis. 13 PRESIDENT BROWNE: Ms. Curtis, you can 14 come off mute. 15 PUBLIC SPEAKER CURTIS: I'm off mute. 16 Can you show my video? Okay. I'll start, Jane 17 Curtis. My address is 98 Pearsall Drive and I'm 18 also a member of the Comprehensive Plan Advisory 19 Committee -- 20 (Low volume in Chambers.) 21 PRESIDENT BROWNE: Ms. Curtis, could you 22 start over? Our court reporter didn't hear your 23 initial statement about your name and your 24 address. 25 PUBLIC SPEAKER CUTIS: Yes, can you hear</p>	<p style="text-align: right;">Page 61</p> <p>1 area prior to completing the Comprehensive Plan. 2 Yet sadly it is not entirely unexpected. There 3 are those who have participated in the 4 Comprehensive Plan process and served on the 5 Advisory Committee who have been concerned that 6 the many meetings would simply be window 7 dressing. A public relations display that the 8 final plan would ultimately favor developers 9 over residents and make no real difference in 10 the future of the City or change its trajectory. 11 Tonight we are witnessing evidence that this was 12 a correct perception. At no time during the 13 many public meetings of the Comprehensive Plan 14 process, has anyone promoted a vision consistent 15 with the proposed project and yet not only is it 16 being considered, it is front running the 17 release of the draft Phase One Downtown Plan. 18 To be clear it is a zone designed to accommodate 19 a single developer not the community as a whole. 20 With this action, the Council is irreparably 21 damaging the fragile new hope that had grown out 22 of enthusiastic widespread resident 23 participation. As well as belying the insurance 24 that our needs and our vision for the City's 25 future would be the basis for the Comprehensive</p>

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<p style="text-align: right;">Page 62</p> <p>1 Plan. Although there may be little we can do to 2 stop this miscarriage of process, we can and 3 will bear witness to what is happening. Thank 4 you. 5 PRESIDENT BROWNE: Thank you. Any 6 additional speakers online? 7 I will ask one more time. I'm sorry, 8 Ms. Wertheim? 9 PUBLIC SPEAKER WERTHEIM: Can you hear 10 me? 11 PRESIDENT BROWNE: We could. Can you 12 hear us? If you're speaking, we cannot hear 13 you. Are there any additional speakers online? 14 PUBLIC SPEAKER WERTHEIM: You still can't 15 hear me? 16 PRESIDENT BROWNE: We can hear you now. 17 PUBLIC SPEAKER WERTHEIM: All right. All 18 right. Let me just say that this presentation 19 is very impressive. And I have no objections to 20 a good well thought out development -- 21 MS. GLEASON: Speak up. 22 PUBLIC SPEAKER WERTHEIM: For me tonight 23 what is at issue more than the project, it's 24 something that I see as more basic. 25 MS. WALTERS: Ms. Wertheim, can you speak</p>	<p style="text-align: right;">Page 64</p> <p>1 engagement and belief in some positive change. 2 Will our Comprehensive Plan be a pointless 3 exercise leaving Mount Vernon out 200,000 plus 4 dollars? And with a document containing 5 unfulfilled common community visions. 6 As for the proposal, will it be in 7 keeping with the Mount Vernon residents' desire 8 for less density, less height and more green. 9 The community space in urban garden that was 10 referred to tonight, hardly seems adequate in 11 the terms of number of residents that we would 12 be anticipating. You know, is this art 13 component a mere distraction from what will 14 actually turnout which is the usual multi-family 15 rental stressing further our infrastructure, 16 securing pilots and other tax exemptions. But 17 what is really important to me is will this 18 project help to broaden a concept of community 19 and not be the start of infusing our city with 20 occupants disconnected from our suburban way of 21 life. 22 In the context of Mount Vernon history, 23 this proposal could be potentially but another 24 example of Mount Vernon's disappointing 25 performance in the arena of development. Is it</p> <p style="text-align: right;">H8-1</p> <p style="text-align: right;">H8-2</p>
<p style="text-align: right;">Page 63</p> <p>1 up please so we all can hear? 2 PUBLIC SPEAKER WERTHEIM: That's fine. 3 Okay. Shall I start again? 4 MS. WALTERS: Yes. Please introduce 5 yourself. 6 H8 PUBLIC SPEAKER WERTHEIM: Okay. I'm 7 Marlene Wertheim. I live at 100 Sycamore 8 Avenue. I'm also on the Advisory Committee. I 9 found the presentation was very impressive. I 10 really have no objections to good needed well 11 thought-out development. My concern this 12 evening is not so much the project, it's 13 something more basic. The lack of trust from 14 you our City Council. We are in the process of 15 Phase One of a Comprehensive Plan. The Advisory 16 Committee was told only as-of-right proposals 17 would possibly be considered. This project 18 calls for major rezoning. You called for the 19 start of this public hearing when the community 20 and this advisory group were less likely to be 21 an able to have any input. And now committing 22 to an indefinite hold is not very reassuring 23 based on the precipitous introduction of this 24 significant draft to begin with. There have 25 been community conversations which have inspired</p>	<p style="text-align: right;">Page 65</p> <p>1 possible to get past this mistrust? And have 2 transparent productive collaboration around new 3 projects where our citizen's voices are heard by 4 an administration that is truly focused on 5 polishing the jewel of Westchester, not 6 tarnishing it. Thank you. 7 PRESIDENT BROWNE: Thank you. Any 8 additional speakers online? 9 PUBLIC SPEAKER EBERMAN: Yes. Can you 10 hear me? 11 PRESIDENT BROWNE: Can you speak up, 12 Mr. Abraham. 13 PUBLIC SPEAKER EBERMAN: I can speak up, 14 but the problem appears to be on your side. 15 Everybody is sounding fine on Zoom. Can you 16 hear me now? 17 PRESIDENT BROWNE: We're having a hard 18 time hearing you. 19 MS. GLEASON: Mr. Eberman, hold on a 20 minute before, so we can hear you properly. 21 PUBLIC SPEAKER EBERMAN: Let me know when 22 you guys are ready. 23 PRESIDENT BROWNE: We'll, let you know. 24 Thank you. 25 (Brief pause to fix low audio.)</p>

<p style="text-align: right;">Page 66</p> <p>1 Mr. Eberman, can you try again.</p> <p>2 H9 PUBLIC SPEAKER EBERMAN: Yes, of course.</p> <p>3 Axel Eberman, 61 Magnolia Avenue. Can you hear</p> <p>4 me?</p> <p>5 MS. JACKSON: Yes.</p> <p>6 MS. GLEASON: Yes, we can hear you now.</p> <p>7 H9 PUBLIC SPEAKER EBERMAN: Excellent.</p> <p>8 Thank you. I'm also a member of the</p> <p>9 Comprehensive Plan Advisory Committee. And I</p> <p>10 was one of the undersigning -- undersigners of</p> <p>11 the letter that Mr. Justino read in the</p> <p>12 beginning. I want just want to clarify one</p> <p>13 thing, at least as far as I'm concerned, I'm not</p> <p>14 against development in that area. That area is</p> <p>15 blighted as the previous speakers said, needs</p> <p>16 development badly, right? I think most of us</p> <p>17 agree on that. But what we disagree with is</p> <p>18 that we are having a Comprehensive Plan Advisory</p> <p>19 Committee and we're doing a Comprehensive Plan.</p> <p>20 And the first phase that we've been looking at</p> <p>21 for months right now is Mount Vernon East. That</p> <p>22 is the very area where that project will be.</p> <p>23 And now with this, we're negating that the</p> <p>24 entire effort. We don't need to have a</p> <p>25 Comprehensive Plan for Phase One for Mount</p>	<p style="text-align: right;">Page 68</p> <p>1 everyone. This is the last thing I really wanted</p> <p>2 to do. My name is Arthur Davis. I live at 261</p> <p>3 East 4th Street. When I came back from Vietnam,</p> <p>4 I came to Mount Vernon. Not a son of Mount</p> <p>5 Vernon, but I've been here since the '70s. And</p> <p>6 I watched Mount Vernon grow. And I've also</p> <p>7 watched Mount Vernon deteriorate. And</p> <p>8 especially on the south side. The buildings,</p> <p>9 the stores, everything has been catch as, catch</p> <p>10 can, with very little planning. And the</p> <p>11 development that I do see is all on the north</p> <p>12 side of the City. You got a vacant building,</p> <p>13 you have several vacant buildings in this</p> <p>14 vicinity. And I don't understand why you would</p> <p>15 reject a project to help revitalize the south</p> <p>16 side of Mount Vernon. I have, I've raised my</p> <p>17 sons here. I'm raising my grand kids. And I'm</p> <p>18 sure they would love to see the south side get</p> <p>19 some type of new development. And really bring</p> <p>20 some upwardly mobile young people into Mount</p> <p>21 Vernon who are either commuting to the City or</p> <p>22 building businesses and homes right here. And</p> <p>23 it's, it would be a shame to bypass this</p> <p>24 project, which is pretty much being laid in our</p> <p>25 laps. And it's really a disappointment to hear</p>
<p style="text-align: right;">Page 67</p> <p>1 Vernon East, we're on a parallel track we're</p> <p>2 already developing a large track of that area,</p> <p>3 that just doesn't make any kind of sense. And</p> <p>4 Mount Vernon East, that area is going to be</p> <p>5 finished first. So let us finish that area</p> <p>6 holding the Comprehensive Plan, it's not a</p> <p>7 matter of years, it's a matter of months, right?</p> <p>8 Once those parameters are defined, then bring</p> <p>9 them into the project and see they fit into the</p> <p>10 vision that the community has laid out</p> <p>11 throughout many meetings. But right now to do</p> <p>12 this on a parallel track, it doesn't make any</p> <p>13 kind of sense, waste time and money of</p> <p>14 everybody.</p> <p>15 Thank you.</p> <p>16 PRESIDENT BROWNE: Thank you. Any</p> <p>17 additional speakers online? Any additional</p> <p>18 speakers online? Third and final time, are</p> <p>19 there any additional speakers online?</p> <p>20 We'll come back to the chambers. Are</p> <p>21 there any additional speakers in the City</p> <p>22 Council Chambers? Going once. Are there</p> <p>23 additional speakers in the City Council</p> <p>24 Chambers? Final call. Any -- I knew it.</p> <p>25 H10 PUBLIC SPEAKER DAVIS: Good evening,</p>	<p style="text-align: right;">Page 69</p> <p>1 folks try and shoot it down. And, you know,</p> <p>2 like I said, this is the last thing I really</p> <p>3 expected to do or wanted to do. I'm not a</p> <p>4 public speaker, but when I see something that is</p> <p>5 wrong, I have to get up and speak. So, thank</p> <p>6 you for giving me this time and I do appreciate</p> <p>7 the opportunity. You have a good evening.</p> <p>8 PRESIDENT BROWNE: You too. All right.</p> <p>9 Any additional speakers in the City Council</p> <p>10 Chambers? Any additional speakers in City</p> <p>11 Council Chambers? Any additional speakers in</p> <p>12 Council Chambers? Had to do that quickly. But</p> <p>13 any additional speakers in the City Council</p> <p>14 Chambers? All right.</p> <p>15 And at this point, we will -- so just in</p> <p>16 general about the public hearing process, this</p> <p>17 is the first of the public hearings for this</p> <p>18 project. It is perceived that we'll do one in</p> <p>19 late October an additional public hearing. And</p> <p>20 so I think there's been some confusion about how</p> <p>21 the process works. But there is absolutely</p> <p>22 going to be another public hearing on the</p> <p>23 project and it will come along with the</p> <p>24 Comprehensive Plan being completed and the draft</p> <p>25 plan being presented to the City of Mount</p>

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<p style="text-align: right;">Page 70</p> <p>1 Vernon. So just want to provide that clarity. 2 Phase one, not the entire Comprehensive Plan, so 3 Phase One of that process. 4 So at this point, do we have a motion to 5 close the public hearing or adjourn the public 6 hearing? 7 MS. GLEASON: I make a motion to adjourn 8 it. It's not a situation to close it. Because 9 we are going to have other public hearings. But 10 interested in what the Clerk has to say 11 regarding that. 12 MS. WALTERS: Yes, Councilwoman Gleason 13 we are not closing the public hearing as Council 14 President stated and you as well, because, yes, 15 we will have several more public hearings with 16 this regard so we're just adjourning it for 17 tonight. 18 MS. GLEASON: Okay. So I'd like to make 19 a motion to adjourn the public hearing. 20 MR. THOMPSON: I second. 21 PRESIDENT BROWNE: All right. Roll call. 22 MS. WALTERS: Council Woman Copeland. 23 MS. COPELAND: Aye. 24 MS. WALTERS: Council Woman Gleason. 25 MS. GLEASON: Aye.</p>	<p style="text-align: right;">Page 72</p> <p>1 could have been potentially violent to yourself. 2 But I appreciate you calming down the situation. 3 And I just wanted to recognize you for that 4 because a lot of people don't get involved in 5 that. And a lot of people at the end of these 6 meetings end up walking out before we could 7 thank you. So I think what you did very 8 courageous although I advised you to stand down 9 until we can control the situation. But I 10 appreciate you, because you're on 2nd Avenue, 11 right? George? You're on 2nd Avenue? This is 12 a very important process for the City of Mount 13 Vernon. And I think that sometimes the rumor 14 mill gets out there and it's like, oh, we're 15 going rule on something and we're going to vote 16 for something. 17 The one thing that this Council finds to 18 be very important is to listen to the residents. 19 Right? And your comments, we write down, we 20 consider, and we go back to the developer. And 21 I thank the developer for wanting to invest in 22 Mount Vernon. And that's just something I just 23 wanted to say to everybody here tonight. This 24 is not a open-and-closed situation. This is 25 something where we're going to have ongoing</p>
<p style="text-align: right;">Page 71</p> <p>1 MS. WALTERS: Councilman Poteat. 2 MR. POTEAT: Aye. 3 MS. WALTERS: Councilman Thompson. 4 MR. THOMPSON: Aye. 5 MS. WALTERS: Council President Browne. 6 PRESIDENT BROWNE: Aye. 7 MS. GLEASON: Madam President, may I make 8 a statement? 9 PRESIDENT BROWNE: Sure. 10 MS. GLEASON: One thing I just want to 11 say is number one, Ms. Jean Bacquie, thank you 12 for being a veteran. I see we have a couple of 13 veterans in the audience tonight. And I want to 14 thank you all for your service, because I think 15 that your voice is really important to us. As 16 residents but also as members of service. 17 I also want to thank everybody for coming 18 out tonight because this is really a very 19 important process here in the City of Mount 20 Vernon. To have the fact that our former Clerk 21 George Brown is here, Jean Bacquie, you know, I 22 witnessed her two weeks ago trying to interfere 23 with a potential situation on 2nd Avenue and I 24 really appreciate it. Because not a lot of 25 people would get involved in something that</p>	<p style="text-align: right;">Page 73</p> <p>1 onward conversations that are really important 2 for us to hear what you have to say. Right? 3 So, I just wanted to say that tonight and thank 4 you for allowing me to have my comments. 5 PRESIDENT BROWNE: Thank you, 6 Councilwoman Gleason. Any other Council 7 members? Councilman Poteat. 8 MR. POTEAT: Thank you, Council 9 President. If I can have ask very quickly, 10 Commissioner Rouse, if you can let us know when 11 you anticipate the first phase of the 12 Comprehensive Plan being complete? Then I have 13 further comments. 14 MR. ROUSE: Thank you, Council Members. 15 Can you everyone hear me okay? 16 PRESIDENT BROWNE: Yes. 17 MR. ROUSE: Great. So, again, I'm 18 Commissioner James Rouse of the Department of 19 Planning and Community Development. As was 20 mentioned tonight there's a Comprehensive Plan 21 underway. Many of you know. We're near the end 22 of what we call Phase One which will provide a 23 downtown framework. It does not mean that the 24 entire Comprehensive Plan will be adopted, but 25 generally a 50'ish-block area that includes this</p>

<p style="text-align: right;">Page 74</p> <p>1 site in an area that we have called downtown, 2 that's generally between Mount Vernon East Train 3 Station and Mount Vernon Hospital running with 4 Gramatan and South 4th Avenues as its spine. 5 We anticipate to have a draft in hand 6 Labor Day week. We're looking at September 7 7 for that. So that we can do an internal review 8 of what's being proposed. We are meeting next 9 week with our consultants to talk about just 10 potential capital projects and capital 11 infrastructure that needs to be invested in 12 terms of for this, for this area. And then in 13 September we will review it. We're going to 14 send a copy to City Council and the Advisory 15 Committee towards the end of the month. And 16 it's our understanding that we're targeting for 17 the October 11th City Council hearing, for City 18 Council to consider adoption of the first phase. 19 We hope to staying on schedule and we're going 20 to be quite aggressive with that. And, you know, 21 we have spoken with the developers for quite 22 sometime. We have been aware of this project. 23 And I know some Advisory Committee Members have 24 been concerned, even though in the last few 25 months we have not been in contact. We have</p>	<p style="text-align: right;">Page 76</p> <p>1 need to hear from all of the community. So how 2 dare we not listen to the residents that live in 3 that community. 4 AUDIENCE MEMBER: Hello. 5 AUDIENCE MEMBER: Thank you. 6 MR. POTEAT: So these public hearings are 7 an opportunity to hear everyone's voice. And 8 then after the Comp Plan is done, we'll come 9 back and have another round of public hearings 10 and then make a decision based on everything 11 that we heard. 12 Thank you, Council President. 13 AUDIENCE MEMBER: Thank you. 14 PRESIDENT BROWNE: Thank you. 15 Councilwoman Copeland. 16 MS. COPELAND: Yes. The only thing I 17 would like to say is I cannot remember, and I've 18 been around this government for about 30 years, 19 since I was young where a development project of 20 this size was being proposed by people who live 21 in the community, who live in the community, who 22 live in the community. That's my statement. 23 Thank you. 24 MS. GLEASON: I'd just like to add to 25 that and also give back on a regular basis.</p>
<p style="text-align: right;">Page 75</p> <p>1 reviewed the DGEIS and provided comments back to 2 the developer which we don't see 100 percent 3 eye-to-eye, but we have provided a memo to City 4 Council to consider and will be having 5 discussions with City Council about how this 6 would fit in into Phase One of the Comprehensive 7 Plan. And any future conversations at future 8 public hearings that are needed. 9 MR. POTEAT: And Council President, I 10 just have one quick comment, which is, I know 11 this is funny with me saying this in this seat, 12 but this is why I don't like politics, because 13 people get stuck on messages and not facts. 14 Right? And so the message was City Council's 15 doing something underhanded because we're not 16 waiting for the Comprehensive Plan. We are 17 charged with running a City, right? So we can 18 walk and chew gum at the same time. 19 AUDIENCE MEMBER: Amen. 20 MR. POTEAT: The facts are that the Comp 21 Plan will be done sometime by early October. 22 But the facts are that we're going to have a 23 second public hearing in late October. So any 24 conversation about we are violating the trust of 25 the community is just plain wrong. Secondly, we</p>	<p style="text-align: right;">Page 77</p> <p>1 PRESIDENT BROWNE: Councilman Thompson. 2 MR. THOMPSON: Yes, I, I just appreciate 3 every resident who came in every facet of this 4 development because it's important that everyone 5 be heard. No matter what position that everyone 6 is playing, it's important that everyone's voice 7 is heard. We also, all of us have different 8 visions of what we would like our City to look 9 like. Right? But we all have to have a common 10 ground. And our common ground it should always 11 be what is the need for our community? And when 12 we see the need, we have to address and meet 13 those needs. So continue to bring your 14 concerns, continue to bring your voices, but 15 always be cognizant of what the need of our 16 community is. Okay. Thank you so much. 17 AUDIENCE MEMBER: Thank you. 18 PRESIDENT BROWNE: I think we're good, 19 thank you, Commissioner Rouse. 20 MR. ROUSE: Thank you. 21 PRESIDENT BROWNE: Any additional 22 comments from the Council? All right. 23 At this point we can move to the public 24 comment section. We're going to go to our 25 regular, regularly scheduled -- just kidding.</p>

<p style="text-align: right;">Page 78</p> <p>1 Before we get to the public comment section, we 2 have a presentation from Commissioner Bush on 3 the sewers. 4 (Time Noted: 8:42 p.m.) 5 (City Council meeting continued as 6 scheduled.) 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	
<p style="text-align: right;">Page 79</p> <p>1 CERTIFICATION 2 3 STATE OF NEW YORK) 4) ss. 5 COUNTY OF WESTCHESTER) 6 7 I, LYNNETTE MAZZA, a Court Reporter and 8 Notary Public within and for the State of New 9 York, do hereby certify: 10 11 That I reported the proceedings that are 12 hereinbefore set forth, and that such transcript 13 is a true and accurate record of said 14 proceedings. 15 16 I further certify that I am not related 17 to any of the parties to this action by blood or 18 marriage, and that I am no way interested in the 19 outcome of this matter. 20 21 IN WITNESS WHEREOF, I have hereunto set my 22 hand. 23 24  25 LYNNETTE MAZZA, COURT REPORTER</p>	

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DGEIS FOR THE DOWNTOWN TRANSIT ORIENTED
ARTS DISTRICT (DTOAD)

Public Hearing
December 13, 2023
6:00 P.M.

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VHB,

<p style="text-align: right;">Page 2</p> <p>1 PUBLIC HEARING</p> <p>2 MS. BROWNE: Good evening, Mount</p> <p>3 Vernon. Today is December 13th. It</p> <p>4 is Wednesday. We are starting at 6</p> <p>5 P.M. today because we have two public</p> <p>6 hearings scheduled for today. Before</p> <p>7 we get into our public hearings, what</p> <p>8 I would like to do is have the Pledge</p> <p>9 of Allegiance recited by our D.C.</p> <p>10 Jackson.</p> <p>11 (Pledge of Allegiance.)</p> <p>12 MS. BROWNE: So before we get</p> <p>13 into the public hearing, Clerk</p> <p>14 Walters, can we have the reading of</p> <p>15 the notice please.</p> <p>16 MS. WALTERS: Thank you, Council</p> <p>17 President Browne. This is a public</p> <p>18 hearing for the DGEIS for the Downtown</p> <p>19 Transit Oriented Art District. This</p> <p>20 public hearing was published in the</p> <p>21 Journal News and the notice of public</p> <p>22 hearing and public comment period on</p> <p>23 the draft environment impact statement</p> <p>24 related to the proposed Downtown</p> <p>25 Transit Oriented Arts District in the</p>	<p style="text-align: right;">Page 4</p> <p>1 PUBLIC HEARING</p> <p>2 MS. WALTERS: Councilman Poteat.</p> <p>3 MR. POTEAT: Here.</p> <p>4 MS. WALTERS: Councilman</p> <p>5 Thompson?</p> <p>6 Councilman Thompson is not here.</p> <p>7 MS. WALTERS: Council President</p> <p>8 Browne.</p> <p>9 MS. BROWNE: Here.</p> <p>10 MS. WALTERS: You have a quorum.</p> <p>11 MS. BROWNE: Thank you. We are</p> <p>12 going to have the applicant come up</p> <p>13 and do a very brief presentation. We</p> <p>14 are looking around ten minutes or so.</p> <p>15 We would like them to come and</p> <p>16 present. Are they online?</p> <p>17 MS. WALTERS: No, they are not</p> <p>18 here yet. How far out is he?</p> <p>19 So, because the public hearing</p> <p>20 technically starts at 6:00, if you</p> <p>21 would like to not say any words we can</p> <p>22 proceed to the public comments. So</p> <p>23 we'll give it all of one minute and in</p> <p>24 not, we will proceed to the public</p> <p>25 comment period.</p>
<p style="text-align: right;">Page 3</p> <p>1 PUBLIC HEARING</p> <p>2 City of Mount Vernon, New York, and</p> <p>3 the proposed zoning map and text</p> <p>4 amendment to create the proposed</p> <p>5 Downtown Transit Oriented Arts</p> <p>6 District. And the purpose of this</p> <p>7 meeting is to receive public comments</p> <p>8 from all interested persons on the</p> <p>9 draft generic environmental impact.</p> <p>10 Notice was published in the journal</p> <p>11 News on November 29th, December 6th</p> <p>12 and again on December 11th. And as</p> <p>13 Council President stated, it's being</p> <p>14 held in the council chambers today,</p> <p>15 December 13th at 6 P.M.</p> <p>16 MS. BROWNE: Thank you very much,</p> <p>17 Clerk Walters. Before we move any</p> <p>18 further, can we have a role call,</p> <p>19 please.</p> <p>20 MS. WALTERS: Role call.</p> <p>21 Councilwoman Copeland.</p> <p>22 MS. COPELAND: Here at city hall.</p> <p>23 MS. WALTERS: Councilwoman</p> <p>24 Gleason?</p> <p>25 MS. GLEASON: Here.</p>	<p style="text-align: right;">Page 5</p> <p>1 PUBLIC HEARING</p> <p>2 That minutes has expired so from</p> <p>3 this point forward we will be moving</p> <p>4 forward with speakers in favor of the</p> <p>5 downtown transit oriented arts</p> <p>6 district zoning.</p> <p>7 Before you start, Ma'am, just the</p> <p>8 rules. When you come up, you have</p> <p>9 four minutes to speak. After three</p> <p>10 minutes you will hear a buzzer</p> <p>11 indicating you have one minute left</p> <p>12 and this is for all speakers, not you</p> <p>13 only.</p> <p>14 Actually, I'm going to let the</p> <p>15 applicant have a presentation.</p> <p>16 Welcome.</p> <p>17 MR. BLANCHARD: I've never done</p> <p>18 something with that much coordination.</p> <p>19 First of all, I do apologize for being</p> <p>20 a few minutes behind schedule.</p> <p>21 So just to start off, I'll</p> <p>22 introduce myself again. I'm Mark</p> <p>23 Blanchard from of the law firm of</p> <p>24 Blanchard and Wilson on behalf of the</p> <p>25 applicant, the Library Square project.</p>

<p style="text-align: right;">Page 6</p> <p>1 PUBLIC HEARING</p> <p>2 Our goal this evening is to be very</p> <p>3 streamlined in what we are presenting</p> <p>4 to you. We are not going to do the</p> <p>5 same presentation that we did last</p> <p>6 time; however, I have borrowed the</p> <p>7 exact same slides from last time so</p> <p>8 that the council is not presented with</p> <p>9 something unique or new or something</p> <p>10 that's changed, if you will, from last</p> <p>11 time. That's just my part of the</p> <p>12 presentation. Diana Williams will</p> <p>13 come up and she will be presenting an</p> <p>14 important piece of the project that we</p> <p>15 didn't focus on last time, which has</p> <p>16 to do with the community benefits that</p> <p>17 the project is putting forward. Last</p> <p>18 time we focused more on architecture,</p> <p>19 density, zoning, those kinds of</p> <p>20 things, and this is an important part</p> <p>21 of the project, the community</p> <p>22 benefits. So you'll see more of that</p> <p>23 this evening. So really without any</p> <p>24 further introduction I can just get</p> <p>25 into the presentation. I'll be going</p>	<p style="text-align: right;">Page 8</p> <p>1 PUBLIC HEARING</p> <p>2 dotted line is our goal when we</p> <p>3 started out with being a district.</p> <p>4 The goal for us is not to be a one --</p> <p>5 sort of a one off for our parcels but</p> <p>6 this is our district goal. So you see</p> <p>7 that red dotted line is the full</p> <p>8 proposed new district that we are</p> <p>9 offering and the black solid line is</p> <p>10 our project. We can touch 3rd and 2nd</p> <p>11 so we are in between those two</p> <p>12 avenues. That's us around the beige,</p> <p>13 sort of block solid, and the black</p> <p>14 line is the district we are proposing.</p> <p>15 We can advance. Thank you.</p> <p>16 Again, this goes back to our</p> <p>17 bullet points. Our goal when we met</p> <p>18 earlier on in with the issue was not</p> <p>19 to be a list of variance. Our goal</p> <p>20 was to try to be that catalyst. We're</p> <p>21 hoping this district leads to a</p> <p>22 revitalization of our neighborhood.</p> <p>23 Of course taking which comes in later</p> <p>24 in close proximity to the train</p> <p>25 station is a huge part of our project.</p>
<p style="text-align: right;">Page 7</p> <p>1 PUBLIC HEARING</p> <p>2 through it rather quickly actually.</p> <p>3 We appreciate your patience while we</p> <p>4 are getting loaded up, being set for</p> <p>5 this evening it's been a long process</p> <p>6 but we appreciate being here. This is</p> <p>7 it. Great. Thank you very much.</p> <p>8 So this is literally the same</p> <p>9 slide as we had last time. If we can</p> <p>10 advance. The development team has</p> <p>11 remained the same so everything that</p> <p>12 has -- everything that was before you</p> <p>13 in August -- actually back in July, we</p> <p>14 had our hearing in August, nothing has</p> <p>15 changed of any significance with our</p> <p>16 development team, our community</p> <p>17 facility providers. They will be --</p> <p>18 that's what Diana will be speaking to</p> <p>19 you about in a little while, that has</p> <p>20 to do more with community benefits.</p> <p>21 This is of course is the same</p> <p>22 rendering from the street. This</p> <p>23 really here, from my perspective as</p> <p>24 zoning land use counsel this is the</p> <p>25 most important slide for me. The red</p>	<p style="text-align: right;">Page 9</p> <p>1 PUBLIC HEARING</p> <p>2 We can advance.</p> <p>3 Again, this is the goals -- I</p> <p>4 just want to hit on this -- but our</p> <p>5 goals are the economic development --</p> <p>6 the way that (inaudible) the way</p> <p>7 Trinity developed and is, it's not</p> <p>8 just let's look at our building and</p> <p>9 our bottom line, it's much more of a</p> <p>10 community focused approach to</p> <p>11 development and that's really what's</p> <p>12 tied in with our goals for this</p> <p>13 district is having hopefully the goal</p> <p>14 is to spur economic development within</p> <p>15 our district and of course it's not</p> <p>16 just limited to that dotted line. We</p> <p>17 are hoping that we spur growth and</p> <p>18 development in the blocks around up.</p> <p>19 I think the Mount Vernon East train</p> <p>20 station is this wonderful opportunity.</p> <p>21 Mount Vernon West has received a lot</p> <p>22 of attention, Mount Vernon East now we</p> <p>23 think is a wonderful opportunity for</p> <p>24 the same kind of growth. We can</p> <p>25 advance.</p>

<p style="text-align: right;">Page 10</p> <p>1 PUBLIC HEARING</p> <p>2 So you are probably getting tired</p> <p>3 about hearing about this. SEQR</p> <p>4 analysis, SEQR framework, we are still</p> <p>5 in the DGEIS portion of this. This</p> <p>6 public hearing is of course an</p> <p>7 extension of that process. So once</p> <p>8 you get -- of course as was mentioned</p> <p>9 earlier, we are walking head in hand</p> <p>10 with our comprehensive plan. After</p> <p>11 Ms. Williams speaks I'm going to come</p> <p>12 up and conclude and provide you with</p> <p>13 our ask which relates to this public</p> <p>14 hearing and SEQR process. We can</p> <p>15 advance.</p> <p>16 There is -- I deleted a slide I</p> <p>17 shouldn't have. That's on me, but</p> <p>18 anyway, with the SEQR framework we go</p> <p>19 into the final and then we go into</p> <p>20 written statement of findings there is</p> <p>21 a lot more work to do. Again, same</p> <p>22 slides as we had last time. So just</p> <p>23 for members of the public who are here</p> <p>24 or viewing online, this presentation</p> <p>25 is available through the city website</p>	<p style="text-align: right;">Page 12</p> <p>1 PUBLIC HEARING</p> <p>2 The city, you as lead agency was</p> <p>3 quite focused on, rightfully so, on</p> <p>4 our economic impact, our fiscal impact</p> <p>5 on the city, so I want to remind the</p> <p>6 public and members of the lead agency,</p> <p>7 we have provided -- this information</p> <p>8 has not changed for us. We had</p> <p>9 provided the fiscal impact, not just</p> <p>10 in terms of the services we are going</p> <p>11 to be requiring, but also what we are</p> <p>12 providing into the city, for example,</p> <p>13 an increase in real property tax base,</p> <p>14 things of that nature.</p> <p>15 We can advance quickly through</p> <p>16 these. This is of course the street</p> <p>17 views. We are -- as part of the SEQR</p> <p>18 review process, it's important that we</p> <p>19 show existing conditions, which we</p> <p>20 have done equally both through</p> <p>21 photographs and here is the rendering</p> <p>22 where we are superimposing. And then</p> <p>23 talking about superimposing, if we go</p> <p>24 one more you'll see -- that's sort of</p> <p>25 the first iteration of our building</p>
<p style="text-align: right;">Page 11</p> <p>1 PUBLIC HEARING</p> <p>2 and also I believe it's at the library</p> <p>3 as well. But it's on the city</p> <p>4 website. During this process of SEQR,</p> <p>5 we did do -- our project is in the</p> <p>6 black, thicker line here now. You see</p> <p>7 the green projects, the four projects,</p> <p>8 two above, two below us. Those are</p> <p>9 for purposes of environmental review,</p> <p>10 those have been studied and they have</p> <p>11 taken full advantage of the zoning we</p> <p>12 are proposing and then are fully</p> <p>13 populated with new tenants or</p> <p>14 inhabitants. So part of our studies</p> <p>15 do show the city, and you as lead</p> <p>16 agency to the counsel, what our whole</p> <p>17 build out scenarios are. That takes</p> <p>18 into the thought process traffic,</p> <p>19 density, school system, fiscal impact,</p> <p>20 that's how we got to those numbers for</p> <p>21 the full build out. Thank you.</p> <p>22 Again, this goes back to our</p> <p>23 cover page. This is the rendering of</p> <p>24 the building. And again, if we can</p> <p>25 advance one more.</p>	<p style="text-align: right;">Page 13</p> <p>1 PUBLIC HEARING</p> <p>2 that's giving the city and members of</p> <p>3 the public a good idea of where we</p> <p>4 stand. And again this is more of a</p> <p>5 reminder, not to go into detail</p> <p>6 tonight, but part of our project, part</p> <p>7 of the environmental review in any</p> <p>8 project, and especially here, is you</p> <p>9 are showing the state does require</p> <p>10 that you do your environmental review</p> <p>11 one of those items is what kind of</p> <p>12 impact is your building having on the</p> <p>13 built environment, on the surrounding</p> <p>14 environment, so we did provide a lot</p> <p>15 of information for the public to see</p> <p>16 the emissions of our building, our</p> <p>17 green building practices, things of</p> <p>18 that nature. This slide is in here to</p> <p>19 remind that that has been studied, we</p> <p>20 have presented that. Also we have a</p> <p>21 detailed site plan in with our</p> <p>22 materials, that's another reminder.</p> <p>23 As you see as I mentioned earlier we</p> <p>24 are showing on the street level</p> <p>25 community facilities as they are on</p>

<p style="text-align: right;">Page 14</p> <p>1 PUBLIC HEARING</p> <p>2 grade, they are not even I'll segue</p> <p>3 the community on grade, they are not</p> <p>4 even but they are on grade with 3rd</p> <p>5 and 2nd Avenue. Another final</p> <p>6 elevation from the side looking at</p> <p>7 this, this is another elevation. On</p> <p>8 the next slide is our open space.</p> <p>9 It's important that we are not doing</p> <p>10 something that is just choking the</p> <p>11 block, we have a lot of open -- our</p> <p>12 U-shaped concept, we have some great</p> <p>13 open space there. And just the last</p> <p>14 issue -- one more slide. We have the</p> <p>15 comprehensive DGEIS analysis, we are</p> <p>16 showing where the highlighted or I</p> <p>17 should say maybe the bolded text there</p> <p>18 shows where we directly intersect with</p> <p>19 the process of the comm plan. So for</p> <p>20 example, urban design, visual</p> <p>21 character, we are identically aligned</p> <p>22 right there with the comm plan,</p> <p>23 transportation, municipal services,</p> <p>24 those are directly related and</p> <p>25 directly inside of the comprehensive</p>	<p style="text-align: right;">Page 16</p> <p>1 PUBLIC HEARING</p> <p>2 everyone is going to be excited that</p> <p>3 I'm almost done. This is really the</p> <p>4 last slide. We are -- this one right</p> <p>5 here. This map of course has been</p> <p>6 included. That's a big part of us.</p> <p>7 You can see we are considered</p> <p>8 pedestrian access to the train station</p> <p>9 in terms of walkability and in terms</p> <p>10 of distance to get there. That of</p> <p>11 course is one of the originating</p> <p>12 factors behind this selection of this</p> <p>13 location and the desirability for</p> <p>14 creating a zone rather than just a</p> <p>15 building with lots of variances. So</p> <p>16 really the train station forms sort of</p> <p>17 the hub, the genesis from which our</p> <p>18 concepts arise and then hopefully you</p> <p>19 can see -- hopefully the public and</p> <p>20 leading agency council members see our</p> <p>21 thought process behind proposing the</p> <p>22 district. I'm sorry to keep going</p> <p>23 back to that. I know it's somewhat</p> <p>24 repetitive but it's an important part</p> <p>25 for us, going back to a district</p>
<p style="text-align: right;">Page 15</p> <p>1 PUBLIC HEARING</p> <p>2 plan studies and again let me pause</p> <p>3 and say it's not as if we have the</p> <p>4 same text, what I'm saying is we share</p> <p>5 those areas of analysis, that's all.</p> <p>6 And then just we picked one, the</p> <p>7 urban design and visual character, the</p> <p>8 goal there is to see the infield</p> <p>9 development on underutilized parcels,</p> <p>10 increasing height and density</p> <p>11 concentrated around the train station,</p> <p>12 that's of course our transit oriented</p> <p>13 theme for the zoning. We are seeing</p> <p>14 that a lot around any of the Metro</p> <p>15 lines coming out of New York City,</p> <p>16 we're seeing that concept for years</p> <p>17 now, it's hardly novel.</p> <p>18 Redevelopment, improving the aesthetic</p> <p>19 character of zoning area, that goes</p> <p>20 back to our original goal of hopefully</p> <p>21 being a catalyst for redevelopment</p> <p>22 that surrounds us. Of course that's a</p> <p>23 big deal. And then really the last</p> <p>24 piece of the puzzle, if we can go back</p> <p>25 just one, second to last. Well now</p>	<p style="text-align: right;">Page 17</p> <p>1 PUBLIC HEARING</p> <p>2 concept rather than just one building.</p> <p>3 So that's my goal for just</p> <p>4 reintroducing the major concepts for</p> <p>5 the members of the council and like I</p> <p>6 said I would like to ask Diana</p> <p>7 Williams to come up. She will provide</p> <p>8 some brief remarks on the community</p> <p>9 benefit aspect of our project.</p> <p>10 MS. BROWNE: I just want to keep</p> <p>11 it brief because we want to get to the</p> <p>12 public comments and make sure they</p> <p>13 have ability to talk. Thank you.</p> <p>14 MS. WILLIAMS: Good evening. My</p> <p>15 name is Diana Williams. I'm a Mount</p> <p>16 Vernon resident and the participants</p> <p>17 in this project, I co-developed this</p> <p>18 project and I also have other</p> <p>19 community duties. So if you'll show</p> <p>20 the first slide please. While you are</p> <p>21 doing that I am the acting executive</p> <p>22 director of a new upcoming</p> <p>23 organization in Mount Vernon called</p> <p>24 the Environmental Leaders of Color</p> <p>25 that was started during the pandemic</p>

<p style="text-align: right;">Page 18</p> <p>1 PUBLIC HEARING</p> <p>2 and what we are -- next slide please.</p> <p>3 So what Environmental Leaders of</p> <p>4 Color is, we are not-for-profit who</p> <p>5 advocates and educates communities</p> <p>6 that are socially and economically</p> <p>7 vulnerable about climate change. And</p> <p>8 one of the first things that I know I</p> <p>9 want to do -- I want to do with this</p> <p>10 project is to make sure that it has</p> <p>11 real community benefit, it was not</p> <p>12 going to be a building with a room</p> <p>13 with one or two computers and a table.</p> <p>14 We've seen that happen, right? We</p> <p>15 wanted to set up a new standard of</p> <p>16 what community partners would be for</p> <p>17 projects in Mount Vernon because there</p> <p>18 are lots of needs in Mount Vernon and</p> <p>19 we want to make sure we can create a</p> <p>20 city where people are thriving. It</p> <p>21 was important to us to bring good</p> <p>22 partners who are doing things. So the</p> <p>23 tenants for the building, the</p> <p>24 community service tenants, are the</p> <p>25 Mount Vernon (inaudible), the Mount</p>	<p style="text-align: right;">Page 20</p> <p>1 PUBLIC HEARING</p> <p>2 Housing Committee. We are taking them</p> <p>3 to Albany and I say White House,</p> <p>4 nobody believes me, we're taking them</p> <p>5 all the way for this project and they</p> <p>6 also have been invited to participate</p> <p>7 in the Bedford 2030 Greenlight Awards.</p> <p>8 For those of you who don't know, the</p> <p>9 Bedford 2030 is a very prestigious</p> <p>10 award. Many schools participate in</p> <p>11 it, not just schools is Westchester,</p> <p>12 but school in the City of New York and</p> <p>13 we think our students at Wyckoff have</p> <p>14 a good chance to win. Next slide</p> <p>15 please.</p> <p>16 So on January ELOC is starting a</p> <p>17 technology program. Now, I still can</p> <p>18 use an abacus, but if you are 15 right</p> <p>19 now you better know how to use</p> <p>20 technology and a class in computer</p> <p>21 training is something Mount Vernon</p> <p>22 (inaudible).</p> <p>23 MS. BROWNE: Women in the back,</p> <p>24 the acoustics in here are great so we</p> <p>25 can hear. If you want to have a</p>
<p style="text-align: right;">Page 19</p> <p>1 PUBLIC HEARING</p> <p>2 Vernon (inaudible) and Environmental</p> <p>3 Leaders of Color and we want to</p> <p>4 produce real programs for our young</p> <p>5 people. Next slide, please.</p> <p>6 So one of the most enduring</p> <p>7 programs that ELOC has is the summer</p> <p>8 energy and environmental program for</p> <p>9 kids and it started in 2021 with 17</p> <p>10 students of Wyckoff and this last</p> <p>11 summer we had 166 students from places</p> <p>12 as far as Ossining, Peekskill,</p> <p>13 Portchester, Yonkers and New Rochelle.</p> <p>14 And what we do for the summer is teach</p> <p>15 young people about climate change.</p> <p>16 It's a six week program. This program</p> <p>17 we had a competition among the</p> <p>18 students so literally on the last day</p> <p>19 we have a science fair and the</p> <p>20 students from Wyckoff won first prize</p> <p>21 for their project the dangers of</p> <p>22 pouring oil down the drain. And you</p> <p>23 should know that that project was so</p> <p>24 successful that they presented it to</p> <p>25 the Westchester Board of Legislation</p>	<p style="text-align: right;">Page 21</p> <p>1 PUBLIC HEARING</p> <p>2 conversation, please step out.</p> <p>3 MS. WILLIAMS: So we have some</p> <p>4 great board members and one of our</p> <p>5 board members, Boots Jackson, he is</p> <p>6 high ranking official of Microsoft, he</p> <p>7 helped bring the TEAL program, which</p> <p>8 is the technology education and</p> <p>9 learning support program from</p> <p>10 Microsoft to the Mount Vernon High</p> <p>11 School and in January ELOC is going to</p> <p>12 host a free advanced computer class</p> <p>13 for Mount Vernon High School students</p> <p>14 at the SUNY campus downtown. It's</p> <p>15 free. We are going to teach AI,</p> <p>16 robotics, cyber security, coding, it's</p> <p>17 going to be a multi-year project. We</p> <p>18 are getting a lot of help from our</p> <p>19 board member. Just as an aside, if</p> <p>20 you have training in cyber security</p> <p>21 with a college degree, you start with</p> <p>22 a six figure salary. So those are the</p> <p>23 things we want to do for our students</p> <p>24 here in Mount Vernon. If anyone is</p> <p>25 interested in participating, either as</p>

<p style="text-align: right;">Page 22</p> <p>1 PUBLIC HEARING</p> <p>2 a student or who wants a job, to be an</p> <p>3 intern, www.ELOC.earth, please tell</p> <p>4 your friends and family about this.</p> <p>5 This begins in January. Next please.</p> <p>6 So what are some of the future planned</p> <p>7 projects we have for Mount Vernon.</p> <p>8 Well, we are going to be working with</p> <p>9 the city as we did last year for Earth</p> <p>10 Day. We are looking for significant</p> <p>11 infrastructure for Mount Vernon. What</p> <p>12 does that mean? The way the Inflation</p> <p>13 Reduction Act was written, it's easier</p> <p>14 for not-for-profits to get money than</p> <p>15 for municipalities to get money.</p> <p>16 There is money out there for</p> <p>17 not-for-profits. In partnership with</p> <p>18 a not-for-partnership can get as much</p> <p>19 as 20 million dollars for</p> <p>20 infrastructure. That's not available</p> <p>21 to municipalities. So ELOC is going</p> <p>22 to work along with other</p> <p>23 not-for-profits to get infrastructure</p> <p>24 money into Mount Vernon. In summer we</p> <p>25 are going to start a 24-month program,</p>	<p style="text-align: right;">Page 24</p> <p>1 PUBLIC HEARING</p> <p>2 community benefits are going to derive</p> <p>3 from ELOC's participation in our</p> <p>4 building as a tenant.</p> <p>5 So really, to get to the public</p> <p>6 comment, our request would be we are</p> <p>7 tied together, not tied, but walking</p> <p>8 hand in hand with the comprehensive</p> <p>9 plan review process. I understand</p> <p>10 that there is a vision document that</p> <p>11 is potentially going to be reviewed</p> <p>12 and approved in January. Our ask is</p> <p>13 that we can conclude the draft hearing</p> <p>14 process so that we can move forward</p> <p>15 with our final comments to get to</p> <p>16 you -- so that we can move forward</p> <p>17 with you the comprehensive plan</p> <p>18 documents. You have as lead agency</p> <p>19 at; east two more actions to take and</p> <p>20 at least one more public hearing to</p> <p>21 schedule, so this is not the last</p> <p>22 approval by far. So that is our</p> <p>23 request, that we close this evening,</p> <p>24 let us do our final comment, and let</p> <p>25 us come back to you with our final</p>
<p style="text-align: right;">Page 23</p> <p>1 PUBLIC HEARING</p> <p>2 not a summer program, but a 24-month</p> <p>3 program around waste and you are going</p> <p>4 to hear all kinds of good things about</p> <p>5 that. And we are considered now</p> <p>6 unofficially the organization that</p> <p>7 represents Mount Vernon on</p> <p>8 environmental justice issues and now</p> <p>9 the City of Westchester has asked us</p> <p>10 to participate with them on</p> <p>11 environmental justice issues. Next</p> <p>12 slide please.</p> <p>13 So it does take a village to</p> <p>14 raise a child. And we have to decide</p> <p>15 what kind of village we want to be.</p> <p>16 And ELOC has decided we want to create</p> <p>17 that village. There is contact</p> <p>18 information for our program. You can</p> <p>19 go to our website. And thank you very</p> <p>20 much. It's been a pleasure.</p> <p>21 MR. BLANCHARD: So just to</p> <p>22 conclude, the ELOC momentum that they</p> <p>23 are creating here in the city will be</p> <p>24 a tenant within our billing and that's</p> <p>25 going to be the nexus of many of our</p>	<p style="text-align: right;">Page 25</p> <p>1 PUBLIC HEARING</p> <p>2 generic environmental impact</p> <p>3 statement. If there are any</p> <p>4 questions.</p> <p>5 MS. BROWNE: Are you heading out</p> <p>6 or sticking around?</p> <p>7 MR. BLANCHARD: Absolutely not.</p> <p>8 I am staying.</p> <p>9 MS. BROWNE: I want to get to</p> <p>10 public comments and we can ask for any</p> <p>11 outstanding questions.</p> <p>12 MR. BLANCHARD: Sure thing.</p> <p>13 Thank you.</p> <p>14 MS. BROWNE: So for everyone on</p> <p>15 Zoom, everyone inside council</p> <p>16 chambers, as I was saying, you will</p> <p>17 have four minutes. Three minutes will</p> <p>18 go by, you will hear a buzzer</p> <p>19 indicating you have one minute to</p> <p>20 speak. We will cut you off after your</p> <p>21 four minutes have concluded. When you</p> <p>22 come up, please state your name and</p> <p>23 address for the record. And also some</p> <p>24 housekeeping that I didn't do and I</p> <p>25 should have done in the beginning, if</p>

<p style="text-align: right;">Page 26</p> <p>1 PUBLIC HEARING</p> <p>2 you have any phone calls or anything</p> <p>3 like that, please step out into the</p> <p>4 hallway to have your conversation.</p> <p>5 The acoustics in here, they are good.</p> <p>6 For those who need to use the</p> <p>7 restroom, there's a mens restroom</p> <p>8 straight out the double doors, make a</p> <p>9 right at the staircase. For the</p> <p>10 ladies, there is a restroom right out</p> <p>11 the double doors to the right. If we</p> <p>12 have the need for emergency exit, you</p> <p>13 see there are two doors here, double</p> <p>14 doors in the middle of chambers and</p> <p>15 also in the back. If you take the</p> <p>16 double doors straight out, it will</p> <p>17 lead you to the main staircase which</p> <p>18 will bring you down to the exit. Also</p> <p>19 if you go out the back door, there is</p> <p>20 a set of stairs on the right hand side</p> <p>21 and that will take you down to the</p> <p>22 ground level as well.</p> <p>23 So we are going to get into the</p> <p>24 public comments. For those in favor</p> <p>25 of the DTOAD, please this is your</p>	<p style="text-align: right;">Page 28</p> <p>1 PUBLIC HEARING</p> <p>2 were going up people had concerns.</p> <p>3 Again, I'm delighted about this</p> <p>4 project. It is the first project as</p> <p>5 far as I'm concerned that speaks to</p> <p>6 the south side and I know we don't</p> <p>7 like to talk about north and south</p> <p>8 side, but let's be real. All the</p> <p>9 development has basically been on the</p> <p>10 north side and yet Mount Vernon</p> <p>11 started on the south side. So I just</p> <p>12 want to say that I definitely endorse</p> <p>13 this particular project. I think it's</p> <p>14 very, very necessary. That's all I</p> <p>15 have to say. Thank you.</p> <p>16 MS. BROWNE: Any additional</p> <p>17 speakers inhouse to speak about the</p> <p>18 DTOAD? Come up.</p> <p>19 No, we're doing in favor. I'll</p> <p>20 get to against in a minute. Any</p> <p>21 speakers inhouse that would like to</p> <p>22 speak in favor of the DTOAD? Come up.</p> <p>23 And you can feel free to line up. You</p> <p>24 don't have to wait for me to call you.</p> <p>25 H12 Mr. Howell: Kadeem Howell, Dr.</p>
<p style="text-align: right;">Page 27</p> <p>1 PUBLIC HEARING</p> <p>2 opportunity to speak. I'm going for</p> <p>3 those in-house first.</p> <p>4 H11 MS. JOHNSON: My name is Lavern</p> <p>5 Johnson. I live at 51 Lorraine</p> <p>6 Terrace, Mount Vernon, New York. I am</p> <p>7 a person who grew up in Mount Vernon</p> <p>8 and I have left Mount Vernon for many</p> <p>9 years and then I came back and I'm</p> <p>10 very concerned about the loss of a</p> <p>11 sense of community here and I've been</p> <p>12 to many council meetings. I've seen</p> <p>13 many developments. And this is the</p> <p>14 first one that to me speaks of</p> <p>15 connecting to the community and</p> <p>16 specifically has a component that is</p> <p>17 tied into youth. If we don't think</p> <p>18 about where we are moving forward,</p> <p>19 we've lost it. And I have been</p> <p>20 concerned over the years about many,</p> <p>21 many tall buildings, too tall, this</p> <p>22 one to me seems to be reasonable in</p> <p>23 terms of height. We certainly have</p> <p>24 across the train tracks very tall</p> <p>25 buildings that I remember when they</p>	<p style="text-align: right;">Page 29</p> <p>1 PUBLIC HEARING</p> <p>2 Kadeem Howell, resident of East</p> <p>3 Prospect. Professionally I'm a doctor</p> <p>4 of physical therapy. I actually was</p> <p>5 looking to open up my practice right</p> <p>6 next door to the building right now</p> <p>7 and to be honest with you -- I'm a new</p> <p>8 resident to Mount Vernon. My wife has</p> <p>9 been here for about 25 years. The</p> <p>10 amount of blight in the city really</p> <p>11 turned me off. So a project like</p> <p>12 this, a little different how they're</p> <p>13 trying to incorporate the community</p> <p>14 with the commercial space. It's a</p> <p>15 nice change, it's not just a pure</p> <p>16 apartment building and I think it's a</p> <p>17 positive for the neighborhood. So</p> <p>18 with a building like that proposed,</p> <p>19 maybe I would revisit next door. But</p> <p>20 for now, I know as it is, it can't</p> <p>21 exist. And I think this is going to</p> <p>22 be a positive for that neighborhood.</p> <p>23 MS. BROWNE: Anyone is city</p> <p>24 council chambers who would like to</p> <p>25 speak in favor of the DTOAD, anyone</p>

<p style="text-align: right;">Page 30</p> <p>1 PUBLIC HEARING</p> <p>2 else in city council chambers who</p> <p>3 would like to speak in favor of the</p> <p>4 DTOAD? Anyone else in chambers who</p> <p>5 would like to speak in favor of the</p> <p>6 DTOAD?</p> <p>7 Anyone on Zoom who would like to</p> <p>8 speak in favor of the DTOAD?</p> <p>9 MS. WALTERS: There is no one on</p> <p>10 Zoom.</p> <p>11 H13 MS. BROWNE: We will go to the</p> <p>12 speakers against the DTOAD. Anyone in</p> <p>13 city council chambers who would like</p> <p>14 to speak against the DTOAD?</p> <p>15 MS. BELL: Good evening. Kathy</p> <p>16 bell. I live at 32 South Field Road</p> <p>17 in Mount Vernon. I've been here for</p> <p>18 22 years and my comments are not</p> <p>19 really against the project, it's more</p> <p>20 so I have questions about it. And</p> <p>21 those questions stem from looking at</p> <p>22 the impact statement that state that</p> <p>23 the additional residential population</p> <p>24 that's expected from the potential</p> <p>25 full build out of all five of the</p>	<p style="text-align: right;">Page 32</p> <p>1 PUBLIC HEARING</p> <p>2 the Dole Center Carlton Brown</p> <p>3 introduced this development to a</p> <p>4 curious community group. He said</p> <p>5 people don't live in buildings, but in</p> <p>6 communities. I agree. But his and my</p> <p>7 concept of community deviated from</p> <p>8 that point on. I think we need to</p> <p>9 look at the larger picture. Intended</p> <p>10 on a 9 acre area, this would be but</p> <p>11 one of five multi-story developments</p> <p>12 which could be ranging from 12 to 19</p> <p>13 floors, as I understand it. Taller</p> <p>14 than our 42 West Broad with density</p> <p>15 bonuses. The lower structures in the</p> <p>16 neighborhood would be dwarfed by this</p> <p>17 extensive project. Affordable housing</p> <p>18 would undoubtedly dominate. Pilots</p> <p>19 would be essential to the completion</p> <p>20 of the work, and it would impose</p> <p>21 itself on a crumbling city</p> <p>22 infrastructure and already soaring</p> <p>23 taxes, 7.7 right now. I just heard a</p> <p>24 figure of over 2000 in terms of what</p> <p>25 these large numbers would be that</p> <p style="text-align: right;">H14-1</p>
<p style="text-align: right;">Page 31</p> <p>1 PUBLIC HEARING</p> <p>2 study sites is 2,318 people. And it</p> <p>3 goes on to say it's anticipated that</p> <p>4 the tax revenue from these projects</p> <p>5 will offset the costs of providing</p> <p>6 additional services to this new</p> <p>7 population. But at the same time it</p> <p>8 states that they don't have any idea</p> <p>9 what those tax revenues will be. So</p> <p>10 how can they say that they expect it</p> <p>11 will offset the costs of providing</p> <p>12 additional services to this addition</p> <p>13 to the population? You've got to have</p> <p>14 a number, an estimate, a ballpark,</p> <p>15 you've got to have some assumption.</p> <p>16 You just can't continue to add to the</p> <p>17 city's population without accounting</p> <p>18 for the additional costs of providing</p> <p>19 sanitation, police, and other city and</p> <p>20 municipal services to that addition to</p> <p>21 the population. Thank you.</p> <p>22 H14 MS. WERTHEIM: Good evening. I'm</p> <p>23 Marlene Wertheim. I live at 100</p> <p>24 Sycamore Avenue. I think I have a</p> <p>25 different perspective. On May 2018 at</p> <p style="text-align: right;">H13-1</p>	<p style="text-align: right;">Page 33</p> <p>1 PUBLIC HEARING</p> <p>2 would represent the influx of new</p> <p>3 residents that Mount Vernon would have</p> <p>4 to accommodate. People coming from</p> <p>5 the city interested more in the</p> <p>6 convenience of being near the city and</p> <p>7 basically disconnected from our</p> <p>8 suburban character. Mr. Brown</p> <p>9 continues, there would be all sorts of</p> <p>10 unrelated arts, culture and youth</p> <p>11 services. My question was by whom? I</p> <p>12 am very impressed by what was said</p> <p>13 this evening as far as youth being</p> <p>14 engaged and focused on the environment</p> <p>15 of the future. That is the important</p> <p>16 issue of today. But to me, in terms</p> <p>17 of art, it would be far more</p> <p>18 meaningful to have a downtown art</p> <p>19 district created by refurbishing</p> <p>20 existing, blighted, low-rise</p> <p>21 buildings. Working artists would</p> <p>22 invigorate a dormant downtown site.</p> <p>23 As for the vital needs of the youth,</p> <p>24 can this complex offer sports, a</p> <p>25 swimming pool, summer camp, family</p> <p style="text-align: right;">H14-2</p> <p style="text-align: right;">H14-3</p>

<p style="text-align: right;">Page 34</p> <p>1 PUBLIC HEARING</p> <p>2 support services, after school</p> <p>3 programs, tutoring? And there appears</p> <p>4 to be very little, in terms of the</p> <p>5 size of what we're dealing with, the</p> <p>6 green space does not seem very</p> <p>7 adequate. And why is so little</p> <p>8 devoted to gardens, green parks, open</p> <p>9 space, trees, moderate these heights</p> <p>10 and cultivate significant nature's</p> <p>11 gifts at the ground level. It's the</p> <p>12 above alternatives that I see beautify</p> <p>13 a community, giving it a sense of</p> <p>14 belonging that promotes good health</p> <p>15 and mental well being. Perhaps your</p> <p>16 offering might work well in New York,</p> <p>17 but I don't think it belongs here.</p> <p>18 And I'm wondering why you are</p> <p>19 continuing this hearing when the draft</p> <p>20 of phase one of the comprehensive plan</p> <p>21 is not yet completed? But on second</p> <p>22 thought, maybe this is the answer and</p> <p>23 not the question. Are we operating in</p> <p>24 two universes? Isn't the</p> <p>25 comprehensive plan supposed to change</p>	<p style="text-align: right;">Page 36</p> <p>1 PUBLIC HEARING</p> <p>2 live at 47 Vernon Place. I am not</p> <p>3 against the project, per se. I think</p> <p>4 development, especially on the south</p> <p>5 side, is a good thing. But we didn't</p> <p>6 talk about, nothing came up about</p> <p>7 pilots. Maybe that's going to be on</p> <p>8 another agenda. But I just want to</p> <p>9 say I am totally against that. Mount</p> <p>10 Vernon has done it too much. I think</p> <p>11 we're bankrupting this city by</p> <p>12 bringing in a lot of residents without</p> <p>13 the tax revenues to support all the</p> <p>14 services that go along with that. At</p> <p>15 the same time, you guys keep raising</p> <p>16 our taxes like crazy, 20 percent over</p> <p>17 the last four years is too much. What</p> <p>18 you're doing is making us supplement</p> <p>19 or subsidize, offset the cost of new</p> <p>20 residents. I don't have a problem</p> <p>21 with the new residents but the</p> <p>22 companies that build these new</p> <p>23 buildings need to pay their share.</p> <p>24 That's all I have to say.</p> <p>25 MS. BROWNE: Ladies and</p>
<p style="text-align: right;">Page 35</p> <p>1 PUBLIC HEARING</p> <p>2 our age old unsuccessful policies and</p> <p>3 not carve them into towering brick and</p> <p>4 concrete as exemplified here? Thank</p> <p>5 you.</p> <p>6 MS. BROWNE: Any speakers in</p> <p>7 council chambers who want to speak</p> <p>8 against the DTOAD?</p> <p>9 H15 MR. KELLER: Thomas Keller. 12</p> <p>10 Pasadena Place. I haven't had a</p> <p>11 chance to review this presentation</p> <p>12 from the first go around (inaudible).</p> <p>13 I guess there is going to be another</p> <p>14 one. I'll try to make that. I agree</p> <p>15 with just about all of Ms. Wertheim</p> <p>16 said. What is this group</p> <p>17 environmental justice of color?</p> <p>18 Social justice? Environmental</p> <p>19 justice? What is this group doing?</p> <p>20 Why are they in existence? It's a</p> <p>21 joke. It sounds racist to me. I'm</p> <p>22 against it. Goodbye.</p> <p>23 MS. BROWNE: Anyone in council</p> <p>24 chambers?</p> <p>25 H16 MS. FORD: Constance Ford. I</p>	<p style="text-align: right;">Page 37</p> <p>1 PUBLIC HEARING</p> <p>2 gentlemen, please hold applause,</p> <p>3 especially while speakers are</p> <p>4 speaking. It's disruptive. Are there</p> <p>5 any speakers inhouse who would like to</p> <p>6 speak against the DTOAD.</p> <p>7 H17 MR. GALLAGHER: Good evening.</p> <p>8 John Gallagher. I reside at 156 East</p> <p>9 Livonia Avenue and I've lived in this</p> <p>10 community for over 45 years. I am not</p> <p>11 against projects, developments, I am</p> <p>12 not against developments that benefit</p> <p>13 the community. This legislative body,</p> <p>14 not necessarily the present occupants</p> <p>15 of the seats of this body, as well as</p> <p>16 the mayor over the last many years</p> <p>17 have been entertaining projects in</p> <p>18 Mount Vernon that have cost the city's</p> <p>19 honest, hardworking, taxpayers of</p> <p>20 Mount Vernon a lot of the money, a lot</p> <p>21 of undue payment of money. As I said</p> <p>22 before, I don't know too many details</p> <p>23 about the specifics of this project</p> <p>24 however the young lady in the back</p> <p>25 made a very good point and it's my</p>

<p style="text-align: right;">Page 38</p> <p>1 PUBLIC HEARING</p> <p>2 point that I've been talking about for</p> <p>3 about 45 years when I come here and we</p> <p>4 talk about budgets and whatnot. What</p> <p>5 are the expenses of this project to</p> <p>6 the city going to be? What are the</p> <p>7 expenses with regard to the fire</p> <p>8 service, police service, sanitation?</p> <p>9 And what are we going to get out of</p> <p>10 revenues? Pilots are a dirty, dirty</p> <p>11 word in this community. People are</p> <p>12 going to find out about it people</p> <p>13 because we are going to make it known</p> <p>14 what has been going on here. These</p> <p>15 developers come in, pay no taxes, it's</p> <p>16 called payment in lieu of taxes, and</p> <p>17 for example, a perfect example of what</p> <p>18 happened here is the project on</p> <p>19 Graverton Avenue by Hartley Park. We</p> <p>20 were told at the time when they were</p> <p>21 building that project that there would</p> <p>22 be 8 to 10 kids going into our school</p> <p>23 system. We haven't talked about the</p> <p>24 school system yet. You're going to</p> <p>25 need to pay for children going to</p>	<p style="text-align: right;">Page 40</p> <p>1 PUBLIC HEARING</p> <p>2 and giving breaks to developers. But</p> <p>3 you should be asking yourself over and</p> <p>4 over again because you represent the</p> <p>5 tax payers and the citizens of Mount</p> <p>6 Vernon, what is this going to cost the</p> <p>7 city? And what are the benefits?</p> <p>8 That's the most important bottom line.</p> <p>9 What is it going to cost our city,</p> <p>10 what is it going to cost this school</p> <p>11 district -- I know it's a separate</p> <p>12 entity and autonomous body, -- but</p> <p>13 what is it going to cost them and what</p> <p>14 are we going to get out of it and who</p> <p>15 is going to pick up the (inaudible)</p> <p>16 the developers are not paying their</p> <p>17 fair share. Thank you.</p> <p>18 MS. BROWNE: Any speakers inhouse</p> <p>19 who would like to speak against DTOAD?</p> <p>20 Any speakers in the city council</p> <p>21 chambers who would like to speak</p> <p>22 against DTOAD? Anyone in chambers who</p> <p>23 would like to speak against the DTOAD?</p> <p>24 Is there anyone online who would like</p> <p>25 to speak against the DTOAD? Is there</p>
<p style="text-align: right;">Page 39</p> <p>1 PUBLIC HEARING</p> <p>2 school on this projects. The point</p> <p>3 is, they told us 8 to 10 and I asked</p> <p>4 them where they got their research</p> <p>5 from and they mentioned a Princeton</p> <p>6 study, blah, blah, blah. I worked by</p> <p>7 Princeton. I don't remember a study</p> <p>8 being done with regards to it.</p> <p>9 Anyway, the project was up to about 12</p> <p>10 students who would be going there.</p> <p>11 The first day of school we had people</p> <p>12 over there counting the people going</p> <p>13 to our schools from that building and</p> <p>14 it was about 25 to 30 the first day</p> <p>15 and that means they weren't paying</p> <p>16 their fair share of taxes. It means</p> <p>17 other people in this community are</p> <p>18 picking up what they should be paying</p> <p>19 in taxes. So once again, I don't know</p> <p>20 all the specifics but you as a body,</p> <p>21 many mistakes have been made in this</p> <p>22 body by the previous (inaudible) that</p> <p>23 sat here and the mayor and the former</p> <p>24 comptroller that was in office for</p> <p>25 many years, entertaining these pilots</p>	<p style="text-align: right;">Page 41</p> <p>1 PUBLIC HEARING</p> <p>2 anyone online who would like to speak</p> <p>3 against the DTOAD? Is there anyone</p> <p>4 online who would like to speak against</p> <p>5 the DTOAD? And lastly, for anyone who</p> <p>6 felt left out and didn't want to speak</p> <p>7 against or for, is there anyone who</p> <p>8 would like to speak about the DTOAD?</p> <p>9 That appears to conclude public</p> <p>10 comment.</p> <p>11 MR. BLANCHARD: This is Mark</p> <p>12 Blanchard on behalf of the development</p> <p>13 to answer any outstanding questions.</p> <p>14 MS. BROWNE: Councilwoman</p> <p>15 Gleason?</p> <p>16 MS. GLEASON: Regarding the park</p> <p>17 and regarding the building, I don't</p> <p>18 remember what the answer to that was</p> <p>19 and I wanted you to speak on where</p> <p>20 that was going to be because if I'm</p> <p>21 not mistaken based on the plans that</p> <p>22 were shown to us it takes up a</p> <p>23 municipal parking lot right next door</p> <p>24 to the -- is that a part of the</p> <p>25 project?</p>

<p style="text-align: right;">Page 42</p> <p>1 PUBLIC HEARING</p> <p>2 MR. BLANCHARD: The surface</p> <p>3 parking right now is a part of what we</p> <p>4 are purchasing but we're developing --</p> <p>5 we're coming back with -- putting our</p> <p>6 SEQR hats back on, the parking that's</p> <p>7 being taken away is identified as an</p> <p>8 adverse impact so we have to show you</p> <p>9 what we're going about that parking.</p> <p>10 We're developing that right now. When</p> <p>11 we come in with our file EIS</p> <p>12 comments -- I hate to use this word</p> <p>13 sort of a draft -- you accept or</p> <p>14 reject the final. You'll see the</p> <p>15 final that we provide to you. Again</p> <p>16 we're reviewing it but it's your</p> <p>17 document. You get the final EIS. You</p> <p>18 look at this -- since that has been</p> <p>19 asked already we are going to provide</p> <p>20 a detailed analysis to answer that</p> <p>21 question and then you as a body get to</p> <p>22 decide whether or not we have answered</p> <p>23 that question adequately. I don't</p> <p>24 ever that answer --</p> <p>25 MS. GLEASON: That's fine. I</p>	<p style="text-align: right;">Page 44</p> <p>1 PUBLIC HEARING</p> <p>2 for any developer, this one in</p> <p>3 particular, is an issue. I know you</p> <p>4 had something in the DEIS for the next</p> <p>5 public hearing because we'll have one</p> <p>6 more, can you have that slide ready</p> <p>7 where you're talking about the</p> <p>8 possible revenue coming in and then</p> <p>9 cost when it comes to schools, fire</p> <p>10 and police that the project may cost</p> <p>11 because that's been the overwhelming</p> <p>12 comment we've heard from the public.</p> <p>13 MR. BLANCHARD: Absolutely. Just</p> <p>14 in terms of the information provided,</p> <p>15 we have did -- before the</p> <p>16 August public hearing that was brought</p> <p>17 to our attention that we should</p> <p>18 particularly focus on that issue so we</p> <p>19 had provided information. We'll come</p> <p>20 back, if you want us to come back</p> <p>21 we'll come back with that information,</p> <p>22 but it is available now. I would ask</p> <p>23 that members of the public need not</p> <p>24 wait for an additional hearing. That</p> <p>25 information is available. But I hear</p>
<p style="text-align: right;">Page 43</p> <p>1 PUBLIC HEARING</p> <p>2 just don't remember us addressing it</p> <p>3 last time. Also, has outreach been</p> <p>4 done to the religious organizations</p> <p>5 that directly about the project itself?</p> <p>6 Meaning Mount Calvary Church, the</p> <p>7 mosque that is directly next door and</p> <p>8 Generations Church which is on the</p> <p>9 corner of first and second?</p> <p>10 MS. WILLIAMS: (Inaudible)</p> <p>11 reached out to us to develop their</p> <p>12 land because churches can't support</p> <p>13 congregations anymore so yes, we</p> <p>14 reached out to the churches.</p> <p>15 MR. BLANCHARD: I believe in</p> <p>16 August -- was that the meeting that</p> <p>17 you attended remotely? We had</p> <p>18 speakers from our neighbors. We had</p> <p>19 at least one pastor. I'm remiss I</p> <p>20 don't remember but we did have members</p> <p>21 from the adjacent churches speaking.</p> <p>22 MS. BROWNE: Councilman Poteat?</p> <p>23 MR. POTEAT: Thank you, Council</p> <p>24 President. As you've heard in the</p> <p>25 public session, the cost to the city</p>	<p style="text-align: right;">Page 45</p> <p>1 PUBLIC HEARING</p> <p>2 you and yes.</p> <p>3 MS. BROWNE: Thank you. Council</p> <p>4 members? Anyone else?</p> <p>5 So Mr. Blanchard I heard your</p> <p>6 request for us to close this public</p> <p>7 hearing I wanted to know is there a</p> <p>8 particular reason why.</p> <p>9 MR. BLANCHARD: It really all</p> <p>10 boils down to timing on our part, I</p> <p>11 should say on our behalf. We have at</p> <p>12 the end of day this is sort of a</p> <p>13 conglomeration of investors and people</p> <p>14 who are financially invested in the</p> <p>15 project. We're doing our best to</p> <p>16 satisfy the city's concerns to be a</p> <p>17 community minded project. I need not</p> <p>18 repeat what I've already repeated.</p> <p>19 But we are looking for -- we are just</p> <p>20 looking to check off some milestones.</p> <p>21 This is a huge milestone for us. I</p> <p>22 thought there would be a comfort level</p> <p>23 that I could maybe persuade members of</p> <p>24 the lead agency, i.e., council, that</p> <p>25 because of the additional steps that</p>

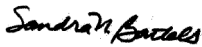
<p style="text-align: right;">Page 46</p> <p>1 PUBLIC HEARING</p> <p>2 SEQR demands that you take, it's not</p> <p>3 even subjective. As a indicated to</p> <p>4 Councilwoman Gleason, you will get the</p> <p>5 FGIES if you reject it for not</p> <p>6 adequate answers we can speak to that</p> <p>7 issue the next time -- let's say, for</p> <p>8 example, you close the hearing and</p> <p>9 we're back in front of you with the</p> <p>10 final document, we could provide</p> <p>11 clarification on the financial issue</p> <p>12 which remains a big issue. So from</p> <p>13 our perspective we are looking for --</p> <p>14 let me say it this way. We are</p> <p>15 looking for our process to continue</p> <p>16 while you are still preserving your</p> <p>17 future approvals. From our</p> <p>18 perspective we're stalled, but you are</p> <p>19 still have jurisdiction if we are</p> <p>20 closed.</p> <p>21 MS. BROWNE: I understand. Let</p> <p>22 me ask a different question. Is there</p> <p>23 a reason why question can't close this</p> <p>24 hearing at a later date in January?</p> <p>25 MR. BLANCHARD: Well, that's a</p>	<p style="text-align: right;">Page 48</p> <p>1 PUBLIC HEARING</p> <p>2 into the project. One more thing to</p> <p>3 add. I just want to remind the</p> <p>4 members of the public that the closing</p> <p>5 of the draft hearing, let's say it's</p> <p>6 closed this evening, it is in no way a</p> <p>7 final action by this body. You have a</p> <p>8 lot more jurisdictional exercises that</p> <p>9 we still have to satisfy you with. So</p> <p>10 that's my -- that's the short answer</p> <p>11 for both financially and for SEQR.</p> <p>12 MS. BROWNE: Council member</p> <p>13 Gleason?</p> <p>14 MS. GLEASON: Just for clarity,</p> <p>15 my understanding is whether we close</p> <p>16 or leave this hearing open, that</p> <p>17 doesn't further the approval that you</p> <p>18 would actually need for that</p> <p>19 financing? Can you clarify that</p> <p>20 please?</p> <p>21 MR. BLANCHARD: Let's say, for</p> <p>22 example, there is not an application</p> <p>23 checklist that says send us the</p> <p>24 resolution closing the draft hearing.</p> <p>25 So it's not that way. But it is from</p>
<p style="text-align: right;">Page 47</p> <p>1 PUBLIC HEARING</p> <p>2 difficult question for me to answer</p> <p>3 because of course I want to answer</p> <p>4 yes, there is a reason why. But the</p> <p>5 reason for us is efficiency of our</p> <p>6 project. It's meeting state funding</p> <p>7 deadlines. We are hoping to be</p> <p>8 (inaudible) site control and have</p> <p>9 benchmarks completed by the end of</p> <p>10 2023. Our 2024 queue up, I should say</p> <p>11 in the 2024 queue for state funding is</p> <p>12 being pushed back because we are not</p> <p>13 able to show those deadlines. So it's</p> <p>14 not as if, let's say, it's not</p> <p>15 something as drastic as a contract</p> <p>16 expiring, but we're in a diminished</p> <p>17 position for availability for funding</p> <p>18 in 2024. We are starting to see some</p> <p>19 jeopardy for funding in 2025. So as</p> <p>20 much as I want to give you a black and</p> <p>21 white hardy yes, it's kind of a</p> <p>22 nuanced yes, that it should be closed</p> <p>23 tonight. And it all has to do with,</p> <p>24 one, investor milestones, and two,</p> <p>25 alternative sources of funding coming</p>	<p style="text-align: right;">Page 49</p> <p>1 PUBLIC HEARING</p> <p>2 our -- you see what I'm saying?</p> <p>3 MS. GLEASON: There's still</p> <p>4 approvals that you will still have to</p> <p>5 get to secure your finding. Leaving</p> <p>6 the hearing open does not hurt you</p> <p>7 guys in any way in that respect. So</p> <p>8 I'm confused as to why there is -- is</p> <p>9 this really just to solidify investors</p> <p>10 like a superficial thing, like here,</p> <p>11 we are moving forward? Because to me</p> <p>12 you still have to go through the</p> <p>13 process, am I correct on that Brad?</p> <p>14 There is still a process that has to</p> <p>15 be followed and approvals you need to</p> <p>16 get that closing this hearing doesn't</p> <p>17 really help you guys in any way.</p> <p>18 MR. BLANCHARD: That's exactly</p> <p>19 what I'm saying. You do have</p> <p>20 additional approvals that need to be</p> <p>21 had from this body. That's a great</p> <p>22 point to bring up.</p> <p>23 MS. GLEASON: Right. But keeping</p> <p>24 the public hearing open does not delay</p> <p>25 that for you.</p>

<p style="text-align: right;">Page 50</p> <p>1 PUBLIC HEARING</p> <p>2 MR. BLANCHARD: It does.</p> <p>3 MS. GLEASON: So that's what I</p> <p>4 need explanation on.</p> <p>5 MR. BLANCHARD: What we are</p> <p>6 looking to do, even though we already</p> <p>7 started, or our planning consultant</p> <p>8 VHB Consulting, they already started</p> <p>9 work on addressing comments we have</p> <p>10 received. That part is underway.</p> <p>11 What we want to do is close this</p> <p>12 hearing so that then the onus is back</p> <p>13 on us to finalize all your responses</p> <p>14 that have been delivered and then come</p> <p>15 back to you with a FGIES, the final</p> <p>16 document. From our perspective it's</p> <p>17 hugely important as a means of moving</p> <p>18 the process forward. If the hearing</p> <p>19 remains open tonight, we just are</p> <p>20 status quo. But if the hearing is</p> <p>21 closed we do get a step closer towards</p> <p>22 final approval.</p> <p>23 MS. GLEASON: So I can understand</p> <p>24 this a little bit further, so you are</p> <p>25 afraid there would be further comments</p>	<p style="text-align: right;">Page 52</p> <p>1 PUBLIC HEARING</p> <p>2 of color weren't adversely effected by</p> <p>3 environmental issues you wouldn't need</p> <p>4 Environmental Leaders of Color. So I</p> <p>5 am so offended. I was tempted to run</p> <p>6 upstairs but I thought since I'm not</p> <p>7 feeling good I didn't want to infect</p> <p>8 him, but he is so disrespectful and</p> <p>9 I'm offended personally every time he</p> <p>10 gets up there and says something like</p> <p>11 that because he's the biggest racist</p> <p>12 in town. Thank you, Madam President.</p> <p>13 MS. BROWNE: Mr. Keller, there</p> <p>14 will be no yelling back to members of</p> <p>15 council. Thank you.</p> <p>16 Council members, any additional</p> <p>17 comments? Councilwomen Gleason.</p> <p>18 MS. GLEASON: So I'm still not</p> <p>19 seeing how it furthers you guys along</p> <p>20 but one of the things that we had said</p> <p>21 from the very beginning was -- and the</p> <p>22 applicant had agreed, that once we</p> <p>23 were done with our phase one of the</p> <p>24 comprehensive plan that, you know, you</p> <p>25 guys would run this (inaudible). So</p>
<p style="text-align: right;">Page 51</p> <p>1 PUBLIC HEARING</p> <p>2 that you guys would have to address if</p> <p>3 we keep the public hearing open?</p> <p>4 MR. BLANCHARD: No, no, it's not</p> <p>5 about comments, it's not about trying</p> <p>6 to preclude additional comments. It's</p> <p>7 never going to be about that because</p> <p>8 we still have to go for site plan</p> <p>9 approval. I mean, this is a site</p> <p>10 specific environment impact statement</p> <p>11 but we still have a planning board</p> <p>12 action after we leave this body and</p> <p>13 the planning board will have its own</p> <p>14 jurisdiction over approvals. So it's</p> <p>15 not about closing the faucet (dropped</p> <p>16 internet.)</p> <p>17 (Lost internet connection.)</p> <p>18 MS. COPELAND: -- and it's no</p> <p>19 fault of current counsel, but that is</p> <p>20 something that would seem like an easy</p> <p>21 thing to do. For me.</p> <p>22 And secondly, with all due</p> <p>23 respect to Mr. Keller, I am so sick</p> <p>24 and tired of him getting up, talking</p> <p>25 about justice this and if communities</p>	<p style="text-align: right;">Page 53</p> <p>1 PUBLIC HEARING</p> <p>2 we are not at that point yet where we</p> <p>3 are adopting it. So, I mean, I look</p> <p>4 to the rest of the council.</p> <p>5 MR. BLANCHARD: If I can --</p> <p>6 MS. BROWNE: Give me a second.</p> <p>7 Councilman Thompson.</p> <p>8 MR. THOMPSON: I know we've been</p> <p>9 speaking about this project for a</p> <p>10 while and everyone in the surrounding</p> <p>11 area on the south side -- and I'll say</p> <p>12 that again, everyone in the</p> <p>13 surrounding area on the south side is</p> <p>14 for this project. I know that the</p> <p>15 community leaders, the faith-based</p> <p>16 leaders in this area, are for this</p> <p>17 project because it's going to</p> <p>18 revitalize this area as well as give</p> <p>19 hope to the surrounding residents who</p> <p>20 have seen that south side just</p> <p>21 deteriorate over many, many years. So</p> <p>22 is this project necessary? I think</p> <p>23 this project is necessary. I think on</p> <p>24 the south side we need to do more on</p> <p>25 the south side and learn that Mount</p>

<p style="text-align: right;">Page 54</p> <p>1 PUBLIC HEARING</p> <p>2 Vernon is one community and it's not</p> <p>3 just revitalizing what our north side</p> <p>4 should look like, what our east or</p> <p>5 west side should look like, it's Mount</p> <p>6 Vernon as a whole. What Mount Vernon</p> <p>7 look like as a whole. Because right</p> <p>8 now when we always compare ourselves</p> <p>9 to other communities with whatever os</p> <p>10 going on, right now our communities</p> <p>11 looks disgusting compared to other</p> <p>12 communities and how they're developing</p> <p>13 and how they are making their</p> <p>14 communities -- how their communities</p> <p>15 are beautified. And right now we are</p> <p>16 here arguing over an area where a</p> <p>17 building has been disgusting for</p> <p>18 years, right, and you know it's not</p> <p>19 arguing on the body but I'm saying</p> <p>20 there is so many disagreements on the</p> <p>21 area, right now that area is</p> <p>22 deplorable at best. And when we have</p> <p>23 developers who want to come into this</p> <p>24 community, who actually live within</p> <p>25 this community, who want to do things</p>	<p style="text-align: right;">Page 56</p> <p>1 PUBLIC HEARING</p> <p>2 And we have to take into consideration</p> <p>3 of the residents who actually live</p> <p>4 within that section of Mountain</p> <p>5 Vernon. What are they feeling? How</p> <p>6 are they feeling about what they have</p> <p>7 to see every day? Because those of us</p> <p>8 who sit here today and online, we may</p> <p>9 pass by -- most of us haven't even</p> <p>10 passed by the area, we're going by</p> <p>11 what we see on these papers. But I</p> <p>12 encourage you to pass by and see what</p> <p>13 the areas look like and see what is</p> <p>14 necessary for our community. That's</p> <p>15 all.</p> <p>16 MS. BROWNE: Thank you,</p> <p>17 Councilman Thompson.</p> <p>18 Councilman Poteat?</p> <p>19 MR. POTEAT: Thank you, Council</p> <p>20 President. I concur with Councilwoman</p> <p>21 Copeland and Councilman Thompson. The</p> <p>22 YMCA now is in a deplorable state and</p> <p>23 has been for a while. For the benefit</p> <p>24 of the public I would ask counsel to</p> <p>25 answer this one question, if you don't</p>
<p style="text-align: right;">Page 55</p> <p>1 PUBLIC HEARING</p> <p>2 for this community and uplift the</p> <p>3 south side of this community, by all</p> <p>4 means we have to make sure that we're</p> <p>5 doing the best for this community.</p> <p>6 Not just section, but this community</p> <p>7 as a whole. So yes, there needs to be</p> <p>8 further discussion. Yes, we have to</p> <p>9 -- I don't think closing this meeting</p> <p>10 tonight is going to hinder anything on</p> <p>11 our part. We do have comments and</p> <p>12 even after you close there will still</p> <p>13 be comments made, yes. That's a part</p> <p>14 of the process. But we have to do</p> <p>15 what is right by our community and the</p> <p>16 further we kick the can down the road</p> <p>17 the more we're going to look at</p> <p>18 disgusting views because not too many</p> <p>19 people sitting in here today actually</p> <p>20 live in that area who have to actually</p> <p>21 look at homeless people trying to go</p> <p>22 in existing dwellings that are over</p> <p>23 there now, have to look at rodents</p> <p>24 coming in and out of these places</p> <p>25 because there's no development there.</p>	<p style="text-align: right;">Page 57</p> <p>1 PUBLIC HEARING</p> <p>2 mind. We keep talking about the draft</p> <p>3 GEIS, DGEIS, and the final GEIS. In</p> <p>4 that process will there be a public</p> <p>5 hearing? Will there be -- what type</p> <p>6 of opportunities will the public have</p> <p>7 and council have if hypothetically we</p> <p>8 were to close the hearing on the draft</p> <p>9 but then obviously the final would</p> <p>10 come up February, March. What is that</p> <p>11 process? And really for the benefit</p> <p>12 of the public, what other bites at the</p> <p>13 apple we may have.</p> <p>14 MR. SCHWARTZ: (Not at the</p> <p>15 microphone) there will be many other</p> <p>16 bites. For the record, (inaudible</p> <p>17 Schwartz, (inaudible).</p> <p>18 If council was to close the</p> <p>19 hearing tonight, you could allow for a</p> <p>20 10 or 14-day written comment period</p> <p>21 following the close of the hearing so</p> <p>22 folks that are not hear tonight, folks</p> <p>23 that didn't have a chance to attend,</p> <p>24 or folks that are here and want to</p> <p>25 submit comments, can submit comments</p>

<p style="text-align: right;">Page 58</p> <p>1 PUBLIC HEARING</p> <p>2 in writing if the council wanted to</p> <p>3 close the oral part of the public</p> <p>4 hearing this evening. It's typically</p> <p>5 a 14-day period, with the holidays if</p> <p>6 you want to extend it to the beginning</p> <p>7 of January, that's up to you all. So</p> <p>8 it would be still an opportunity,</p> <p>9 Mr. Poteat, for written comments</p> <p>10 following the close of the hearing</p> <p>11 tonight. The applicant will then go</p> <p>12 back, spend however many months</p> <p>13 preparing the FGEIS. Once that gets</p> <p>14 submitted, you heard Mr. Blanchard</p> <p>15 refer to the fact that council and</p> <p>16 consultants will review that document,</p> <p>17 determine when is that document then</p> <p>18 completely and ready for review. Just</p> <p>19 to remind everyone, what is the FGEIS?</p> <p>20 It is a written response that the</p> <p>21 applicant prepares that provides an</p> <p>22 answer to every single comment or</p> <p>23 question that was raised during this</p> <p>24 public hearing process. So that</p> <p>25 document is then ultimately deemed</p>	<p style="text-align: right;">Page 60</p> <p>1 PUBLIC HEARING</p> <p>2 question sufficiently.</p> <p>3 MR. POTEAT: There is one other</p> <p>4 question that I have. During the</p> <p>5 public hearing process on the final</p> <p>6 GEIS, if either council or the public</p> <p>7 says the answers aren't acceptable or</p> <p>8 deficient, would the developer then</p> <p>9 have to go back to answer --</p> <p>10 especially if it comes from council,</p> <p>11 would the developer have to go back</p> <p>12 and say there is a question that we</p> <p>13 didn't answer in the draft, not let's</p> <p>14 change the final to get an answer to</p> <p>15 the question?</p> <p>16 MR. SCHWARTZ: Yes. But</p> <p>17 practically, you get to see those</p> <p>18 draft responses before you even deem</p> <p>19 the FGEIS complete. So once that</p> <p>20 draft is submitted and we all review</p> <p>21 it and we say you know that question</p> <p>22 really wasn't addressed. You touched</p> <p>23 upon it, but there is some more follow</p> <p>24 up. You don't even have to accept the</p> <p>25 document as complete until we send it</p>
<p style="text-align: right;">Page 59</p> <p>1 PUBLIC HEARING</p> <p>2 complete and then that document itself</p> <p>3 is subject to a public hearing and you</p> <p>4 can have one, two, three public</p> <p>5 hearing sessions getting comments from</p> <p>6 the public on whether the answers to</p> <p>7 all the comments and questions during</p> <p>8 these hearings were answered, whether</p> <p>9 they were answered sufficiently, I</p> <p>10 don't agree with the answer, I do</p> <p>11 agree with the answer, it would be a</p> <p>12 series of public hearings on that</p> <p>13 final FGEIS. Once you close the</p> <p>14 hearing on the FGEIS, at that point</p> <p>15 the public comment period for the</p> <p>16 entire process for your council is</p> <p>17 over. Your council then makes a</p> <p>18 decision on SEQR. Once your council</p> <p>19 completes your process, then as Mr.</p> <p>20 Blanchard mentioned, it goes to the</p> <p>21 planning board for site plan. There</p> <p>22 will be a whole series of public</p> <p>23 hearings before the planning board,</p> <p>24 but that's getting way ahead of</p> <p>25 ourselves. I hope I answered your</p>	<p style="text-align: right;">Page 61</p> <p>1 PUBLIC HEARING</p> <p>2 back for further revisions. Then</p> <p>3 during the public comment process the</p> <p>4 nature of the comments will be, all</p> <p>5 right, so they answered the question</p> <p>6 but yes may be there is some more</p> <p>7 clarification or something we can</p> <p>8 think of. Of course you can always</p> <p>9 ask the applicant to provide more</p> <p>10 information. You're the lead agency.</p> <p>11 Your board is guaranteed the</p> <p>12 opportunity to get all the information</p> <p>13 you need from the applicant to make an</p> <p>14 informed decision.</p> <p>15 MR. POTEAT: Thank you.</p> <p>16 MS. BROWNE: Mr. Blanchard, do</p> <p>17 you have additional comment?</p> <p>18 MR. BLANCHARD: I think</p> <p>19 Councilwoman Gleason?</p> <p>20 MS. GLEASON: So I think that</p> <p>21 when we met earlier we had decided not</p> <p>22 to close it until January, correct?</p> <p>23 MR. BLANCHARD: Yes.</p> <p>24 MS. GLEASON: So I think you</p> <p>25 cleared up what I was trying to ask</p>

<p style="text-align: right;">Page 62</p> <p>1 PUBLIC HEARING</p> <p>2 about identifying the comments and</p> <p>3 that your draft document would</p> <p>4 basically address all that and I think</p> <p>5 that's really important that the</p> <p>6 community understands that, that if we</p> <p>7 did decide to close it, you guys would</p> <p>8 come back with a report -- and I'm</p> <p>9 just trying to dumb it down a little</p> <p>10 bit, and I hate to use that word --</p> <p>11 you guys come back and address all the</p> <p>12 comments, whether it's positive or</p> <p>13 negative, what have you, and we have a</p> <p>14 comprehensive report on what was said</p> <p>15 at these public hearings, correct?</p> <p>16 MR. BLANCHARD: Correct.</p> <p>17 MS. GLEASON: So I just wanted to</p> <p>18 make sure I understood that. I guess</p> <p>19 it's the pleasure of the council going</p> <p>20 forward.</p> <p>21 MR. BLANCHARD: You're right, the</p> <p>22 council has all (inaudible) presented</p> <p>23 earlier that was tied to (inaudible)</p> <p>24 so the applicant is making a request</p> <p>25 and it's up to you all to decide.</p>	<p style="text-align: right;">Page 64</p> <p>1 PUBLIC HEARING</p> <p>2 Can I have a motion to close this</p> <p>3 public hearing and keep the public</p> <p>4 comment period open for 14 days so you</p> <p>5 can send written comments.</p> <p>6 MR. POTEAT: I would like to make</p> <p>7 a motion to close the public</p> <p>8 hearing --</p> <p>9 MS. COPELAND: Go ahead Council</p> <p>10 President. Because I'm on my way</p> <p>11 upstairs -- just kidding. I move to</p> <p>12 close the public hearing and to keep</p> <p>13 the public comments open for 14</p> <p>14 additional days.</p> <p>15 MR. THOMPSON: Second.</p> <p>16 MS. BROWNE: Role call?</p> <p>17 MS. GLEASON: Just for</p> <p>18 clarification, will that be for 14</p> <p>19 calendar days or business days?</p> <p>20 MS. BROWNE: I think calendar is</p> <p>21 sufficient.</p> <p>22 MS. GLEASON: Thank you.</p> <p>23 MS. BROWNE: Role call?</p> <p>24 MS. WALTERS: Councilwoman</p> <p>25 Copeland?</p>
<p style="text-align: right;">Page 63</p> <p>1 PUBLIC HEARING</p> <p>2 MS. BROWNE: I forgot to ask were</p> <p>3 there any written comments that came</p> <p>4 in?</p> <p>5 MS. WALTERS: No, written</p> <p>6 comments, Council President.</p> <p>7 MS. BROWNE: Thank you. Mr.</p> <p>8 Blanchard?</p> <p>9 MR. BLANCHARD: I thank Mr.</p> <p>10 Schwartz for his commentary here. I</p> <p>11 kind of want to do a "what he said."</p> <p>12 He explained it a lot better than what</p> <p>13 I was trying to do and I think it</p> <p>14 adds -- it takes some pressure off, I</p> <p>15 hope, this discussion because council</p> <p>16 members can see how much more activity</p> <p>17 there is to come.</p> <p>18 MS. BROWNE: Thank you.</p> <p>19 Councilman Poteat, are you for</p> <p>20 close --</p> <p>21 MR. POTEAT: I am for closing.</p> <p>22 MS. BROWNE: So it sounds like</p> <p>23 there is three for closing at least.</p> <p>24 SPEAKER: I second.</p> <p>25 MS. BROWNE: There was no motion.</p>	<p style="text-align: right;">Page 65</p> <p>1 PUBLIC HEARING</p> <p>2 MS. COPELAND: Aye.</p> <p>3 MS. WALTERS: Councilwoman</p> <p>4 Gleason?</p> <p>5 MS. GLEASON: Aye.</p> <p>6 MS. WALTERS: Councilman Poteat?</p> <p>7 MS. WALTER: Aye.</p> <p>8 MS. WALTERS: Councilman</p> <p>9 Thompson.</p> <p>10 MR. THOMPSON: Aye.</p> <p>11 MS. WALTERS: Council President</p> <p>12 Browne?</p> <p>13 MS. BROWNE: Aye.</p> <p>14 MR. BLANCHARD: Thank you very</p> <p>15 much.</p> <p>16 MS. BROWNE: Thank you. Have a</p> <p>17 good evening.</p> <p>18 City council chamber attendees,</p> <p>19 we still have another public hearing</p> <p>20 to go.</p> <p>21 MS. WALTERS: I think we need to</p> <p>22 close this public hearing.</p> <p>23 MS. BROWNE: So we made a motion</p> <p>24 to close it, the motion was to close</p> <p>25 it and leave the comment period open</p>

<p>1 PUBLIC HEARING 2 for 14 calendar days. So motion is 3 done. 4 (Time noted: 7:12 P.M.) 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p>Page 66</p>
<p>1 2 CERTIFICATE 3 4 STATE OF NEW YORK) : SS.: 5 COUNTY OF ORANGE) 6 7 I, SANDRA NOEL BARTELS, a Notary 8 Public for and within the State of New 9 York, do hereby certify: 10 That the testimony as herein set 11 forth, was duly sworn by me; and that the 12 within transcript is a true record of the 13 testimony given. 14 I further certify that I am not 15 related to any of the parties to this 16 action by blood or marriage, and that I am 17 in no way interested in the outcome of 18 this matter. 19 IN WITNESS WHEREOF, I have hereunto 20 set my hand this 3rd day of January 2024. 21 22  23 SANDRA NOEL BARTELS 24 * * * 25</p>	<p>Page 67</p>

&	25 29:9 39:14	absolutely 25:7	address 25:23
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C

Amended DTOAD Zoning Text

**CITY OF MOUNT VERNON
DOWNTOWN TRANSIT ORIENTED
ARTS DISTRICT
(DTOAD)**

City of Mount Vernon
Department of Planning & Community Development

Draft: December 3, 2021
Revised: November 17, 2022
Revised: July 2024
Revised: December 2024

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SECTION 1. GENERAL PROVISIONS

A. Overview:

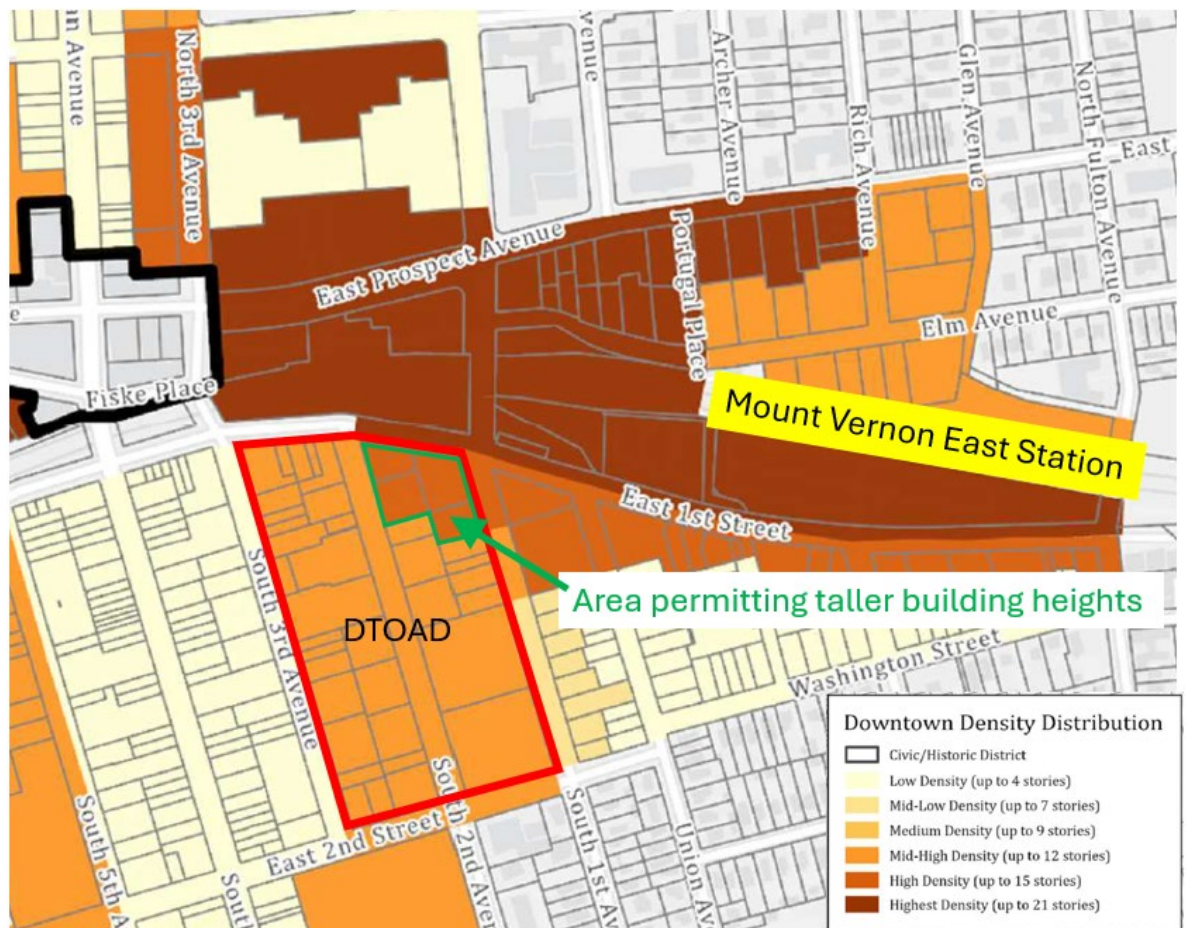
The Downtown Transit Oriented Arts District (Designated as DTOAD) has been established to promote the reuse and redevelopment of a key area between the Mount Vernon East train station and the south side of downtown. The DTOAD district is envisioned to provide sites for mixed use (residential and retail) with a focus on the arts that will transform this area of the city's downtown with increased economic activity, attractive placemaking, cultural amenities and a range of housing options within walking distance of the train station and the rest of downtown.

B. Applicability:

The Downtown Transit Oriented Arts District applies to property Designated as DTOAD on the City of Mount Vernon Zoning Map, which is on file in the Office of the City Clerk. Parcels located in the zone are included on the table below. Four of these parcels (noted with *) are designated to allow for taller building heights **at 15 stories**, as called for in the City's Downtown Vision Report.

Address	Tax Section	Tax Block	Tax Lot
n/a	165.70	3112	39
23 S. 3rd Avenue	165.70	3112	37
20 S. 2nd Avenue	165.70	3112	11
n/a	165.70	3112	13
22 E. 1st Street	165.70	3112	1
28 E. 1st Street	165.70	3112	4
30 E. 1st Street	165.70	3112	5
34 E. 1st Street	165.70	3112	6
38 E. 1st Street	165.70	3112	7
10 S. 2nd Avenue	165.70	3112	8
19 S. 3rd Avenue	165.70	3112	9
16 S. 2nd Avenue	165.70	3112	10
38 S. 2nd Avenue	165.70	3112	16
48 S. 2nd Avenue	165.70	3112	17
54 S. 2nd Avenue	165.70	3112	18
29 E. 2nd Street	165.70	3112	19
23 E. 2nd Street	165.70	3112	20
67 S. 3rd Avenue	165.70	3112	21
65 S. 3rd Avenue	165.70	3112	22
61 S. 3rd Avenue	165.70	3112	23
47 S. 3rd Avenue	165.70	3112	26
45 S. 3rd Avenue	165.70	3112	28
41 S. 3rd Avenue	165.70	3112	29
39 S. 3rd Avenue	165.70	3112	30
15 S. 3rd Avenue	165.70	3112	33
11 S. 3rd Avenue	165.70	3112	34
62 S. 2nd Avenue	165.70	3112	36
17 S. 3rd Avenue	165.70	3112	38
40 E. 1st Street	165.70	3123	1*

50 E. 1st Street	165.70	3123	2*
8 S. 1st Avenue	165.70	3123	5*
14 S. 1st Avenue	165.70	3123	6
16 S. 1st Avenue	165.70	3123	7
18 S. 1st Avenue	165.70	3123	8
22 S. 1st Avenue	165.70	3123	9
49 S. 2nd Avenue	165.70	3123	10
28 S. 1st Avenue	165.70	3123	11
29 S. 2nd Avenue	165.70	3123	21
n/a	165.70	3123	23
17 S. 2nd Avenue	165.70	3123	25
n/a	165.70	3123	26*



C. Purpose and Intent

The DTOAD zone is positioned between the Mount Vernon East train station and East 2nd Street going from north to south, and South 1st and 3rd Avenues going east to west. Its intent is to provide for a compatible range of uses (including residential, institutional, commercial and community facilities) with a focus on the arts to provide a welcoming entrance to the south side of the City's downtown when approached from the Mount Vernon East train station and Petrillo Plaza. Specifically, the DTOAD provides for:

- i. Higher density residential development near the Mount Vernon East train station with additional building heights permitted on the four parcels that are the closest to the station.
- ii. Encourage the development of an arts focused cultural district near the Mount Vernon East train station that includes visible and accessible public art, new arts/cultural institutions and retail opportunities
- iii. Promotion of live/work opportunities for members of the creative community including artists, makers and others engaged in the creative economy.
- iv. Growing the creative economy and creating new job opportunities in Mount Vernon for cultural and creative entrepreneurs, and workers.
- v. The physical integration, improvement and coordination of diverse land uses.
- vi. Development that is maximally transit supportive.
- vii. The establishment of a pedestrian-friendly environment.
- viii. Reduction of auto dependency and roadway congestion.
- ix. Reduce total vehicle miles traveled and greenhouse gas emissions within the city and region.
- x. Emphasize, restore and preserve the areas urban fabric.
- xi. Facilitate redevelopment that will create new jobs.
- xii. Emphasize, support and facilitate high quality building design, streetscape and public realm improvements.
- xiii. Encourage the development of high performance green buildings and other investments that reduce dependence on fossil fuels, decrease greenhouse gas emissions and support the goals and objectives of the New York State Climate Leadership and Community Protection Act and the City of Mount Vernon.
- xiv. Encourage the development of children and youth focused community facilities.

D. Organization

The DTOAD zone utilizes the concept of a Form-Based Code to set guidelines for development. A form-based code creates a predictable public realm by establishing guidelines and regulations that focus primarily on the physical form of the environment, with a lesser focus on specific land-use requirements.

Form-based codes address the relationships between building facades and the public realm, the form and mass of buildings in relation to one another and the pedestrian environment, and the scale and types of streets and blocks. This is in contrast to conventional zoning's focus on the management and segregation of land uses.

Section 2 identifies the allowable building types in the DTOAD and Section 3 identifies the standards for building design, configuration and placement. Section 4 presents the table of permitted uses. Section 5 presents the parking reduction incentives available in the DTOAD and Section 6 identifies the parking requirements for the DTOAD. Section 7 presents design guidelines, which all projects are expected to comply with. Finally, Section 8 sets forth the administrative procedures that must be complied with for all projects in the DTOAD.

E. Relationship to Comprehensive Plan

The Downtown Vision Report was adopted by the City of Mount Vernon in January 2024 as the first phase of its comprehensive plan update. The Downtown Vision Report specifies a higher density setting for the DTOAD, with additional density prescribed for the four parcels closest to the Mount Vernon East train station.

F. Planning Principles

The Downtown Transit Oriented Arts District Zoning Ordinance establishes an efficient, effective and equitable regulatory and procedural code for the use of land in the Downtown Transit Oriented Arts area, subject to the following policies:

- i. The area should include a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.
- ii. Development in the area should be of appropriate density, pedestrian oriented and contain a mix of uses.
- iii. The ordinary activities of daily living should be provided within walking distance of residential uses, allowing for independence from the automobile.
- iv. Within the area, a range of higher density multi-family housing types and price levels should be provided to accommodate diverse ages, incomes and family sizes.
- v. Appropriate land uses and densities should be provided within walking distance to the train station.
- vi. Civic, institutional and commercial activity should be embedded throughout the area, and not isolated into remote single-use complexes.
- vii. Encourage equitable place-based development with a focus on the arts.
- viii. Development in the area should feature live/work space for the creative community of artists and makers and commercial and community space curated to support artists, residents and the larger Mount Vernon community.
- ix. Buildings, landscaping and other amenities should contribute to the physical definition of thoroughfares as public places.
- x. The design of buildings and sites should reinforce safe environments, but not at the expense of accessibility.
- xi. Public/semipublic gathering places should be provided as locations that reinforce community identity and support youth and families.
- xii. Development in the area should employ sustainable and green building practices.

G. Non-Conforming Uses and Buildings

The DTOAD replaces defined portions of the Downtown Business (DB) and Residential Multi-Family (RMF-10) zones by expanding parameters to provide for the addition of a broad array of uses including innovative high-density residential uses. The DTOAD accommodates the comprehensive redevelopment of vacant or underutilized sites with transit-oriented mixed-use development of affordable and market rate housing along with neighborhood commercial or retail space and community space with a focus on the arts.

The regulations governing non-conforming uses set forth in Section 267-10 remain applicable to uses and buildings in the DTOAD. However, all legal pre-existing, non-conforming uses are encouraged to comply with the design guidelines established herein, to

assure that the area evolves in a manner that is consistent with the goals and objectives of the City.

SECTION 2. ALLOWABLE BUILDING TYPES

- A. **Mixed-Use Building:**
A building that supports ground floor commercial and/or public use or community facility, with upper story residential. Commercial uses are permitted on East First Street and East Second Street. Public uses or community facility uses are permitted throughout the district.
- B. **General Commercial - Retail:**
A building type that accommodates retail, office or other commercial uses. Buildings of this type must contain frontage on East First Street or East Second Street.
- C. **Multi-Family Apartment:**
A residential building that does not include ground floor commercial uses. Buildings of this type may not contain frontage on First Street.
- D. **Tower on Podium:**
Multi-story apartment building constructed atop a podium containing off-street parking wrapped by ground level commercial uses. Buildings of this type must contain commercial frontage on First Street
- E. **Community Purpose Building:**
A building type that accommodates public or institutional uses, or community facilities.

SECTION 3. BUILDING TYPE REGULATIONS

A. High Density Mixed Use Building: - APPLIES ONLY TO DESIGNATED PARCELS CLOSEST TO MOUNT VERNON EAST TRAIN STATION	
LOT	
<i>Lot Dimensions</i>	
a. Lot Area (min)	5,000 SF
b. Lot Width (min)	50'
<i>Usable Open Space</i>	
c. Usable Open Space	75 SF/DU
BUILDING PLACEMENT	
<i>Building Setbacks</i>	
a. Common lot line (if provided)	0'
b. Lot line (except rear yard)	0'
c. Rear yard	20'
<i>Build to Line</i>	
d. Building along primary street (min % of lot width)	100%
e. Building along side street (min % of lot width)	100%
<i>Coverage</i>	
f. Building (max)	80%
g. Building (max)	100%
h. Impervious surface (max)	100%*
HEIGHT AND MASS	
<i>Building Height</i>	
a. Maximum building height from legal grade	the greater of 12 stories/130'
b. Height bonus (with compliance with bonus provisions)	3 additional stories up to 15 stories
c. Floor Area Ratio	8.0
<i>Floor Setbacks</i>	
a. First setback (at least 50% of lot frontage)	10' min by the 9 th Floor
b. Second setback (at least 50% of remaining lot frontage)	8' min by the 12 th Floor
ACTIVATION	
<i>Transparency</i>	
a. Ground story, primary street façade (min)	70%
b. Ground story, side street façade (min)	50%
c. Blank wall length, primary street (max)	25'
d. Blank wall length, side street (max)	30'
<i>Functional Entries</i>	
e. Area of garage or service bay openings along street-wall (max)	20%
<i>Permitted Building Elements (yes or no)</i>	
Porch	No
Stoop	No
Balcony	Yes
Awning/Canopy	Yes

*Max 100% impervious surface contingent upon providing on-site stormwater detention, retention and/or reuse. Otherwise 80%.

‡ The City Council, may at its discretion, modify the allowable height and floor area ratio

B. Medium-High Density Mixed Use Building:	
LOT	
<i>Lot Dimensions</i>	
d. Lot Area (min)	5,000 SF
e. Lot Width (min)	50'
<i>Usable Open Space</i>	
f. Usable Open Space	75 SF/DU
BUILDING PLACEMENT	
<i>Building Setbacks</i>	
i. Common lot line (if provided)	0'
j. Lot line (except rear yard)	0'
k. Rear yard	20'
<i>Build to Line</i>	
l. Building along primary street (min % of lot width)	100%
m. Building along side street (min % of lot width)	100%
<i>Coverage</i>	
n. Building (max)	80%
o. Building (corner lot max)	100%
p. Impervious surface (max)	100%*
HEIGHT AND MASS ‡	
<i>Building Height</i>	
a. Maximum building height from legal grade	the greater of 9 stories/100'
b. Height bonus (with compliance with bonus provisions)	3 additional stories up to 12 stories
c. Floor Area Ratio	7.5
<i>Floor Setbacks</i>	
d. First setback (at least 50% of lot frontage)	10' min at the 9 th Floor
e. Second setback (at least 50% of remaining lot frontage)	8' min at the 11 th Floor
ACTIVATION	
<i>Transparency</i>	
f. Ground story, primary street façade (min)	70%
g. Ground story, side street façade (min)	50%
h. Blank wall length, primary street (max)	25'
i. Blank wall length, side street (max)	30'
<i>Functional Entries</i>	
j. Area of garage or service bay openings along street-wall (max)	20%

<i>Permitted Building Elements (yes or no)</i>	
Porch	No
Stoop	No
Balcony	Yes
Awning/Canopy	Yes

*Max 100% impervious surface contingent upon providing on-site stormwater detention, retention and/or reuse. Otherwise 80%.

‡ The City Council, may at its discretion, modify the allowable height and floor area ratio

B. General Commercial- Retail	
LOT	
<i>Lot Dimensions</i>	
a. Lot Area (min)	5,000 SF
b. Lot Width (min)	50'
<i>Usable Open Space</i>	
c. Usable Open Space	n/a
BUILDING PLACEMENT	
<i>Building Setbacks</i>	
f. Common lot line (if provided)	0'
g. Lot line	0'
h. Rear Yard	20'
<i>Build to Line</i>	
i. Building along primary street (min % of lot width)	100%
j. Building along side street (min % of lot width)	100%
<i>Coverage</i>	
k. Building (max)	80%
l. Impervious surface (max)	100%*
HEIGHT AND MASS ‡	
<i>Building Height</i>	
a. Maximum building height from legal grade	4 stories/50'
b. Floor area ratio	2.8
ACTIVATION	
<i>Transparency</i>	
a. Ground story, primary street façade (min)	70%
b. Ground story, side street façade (min)	50%
c. Blank wall length, primary street (max)	25'
d. Blank wall length, side street (max)	30'
<i>Functional Entries</i>	
e. Area of garage or service bay openings along street-wall (max)	20%
<i>Permitted Building Elements (yes or no)</i>	
Porch	No
Stoop	No
Balcony	Yes
Awning/Canopy	Yes

*Max 100% impervious surface contingent upon providing on-site stormwater detention, retention and/or reuse. Otherwise 80%.

‡ The City Council, may at its discretion, modify the allowable height and floor area ratio

C. Multi-Family Apartments	
LOT	
<i>Lot Dimensions</i>	
a. Lot Area (min)	7,500 SF
b. Lot Width (min)	75'
<i>Usable Open Space</i>	
c. Usable Open Space	75 SF/DU
BUILDING PLACEMENT	
<i>Building Setbacks</i>	
a. Common lot line (if provided)	0'
b. Lot line	0'
<i>Build to Line</i>	
c. Building along primary street (min % of lot width)	100%
d. Building along side street (min % of lot width)	100%
<i>Coverage</i>	
e. Building (max)	80%
f. Building (corner lot max)	100%
g. Impervious surface (max)	100%*
HEIGHT AND MASS ‡	
<i>Building Height</i>	
a. Maximum building height from legal grade	the greater of 9 stories/100'
b. Height bonus (with compliance with bonus provisions)	3 additional stories up to 12 stories
c. Floor area ratio	7.5
ACTIVATION	
<i>Transparency</i>	
a. Ground story, primary street façade (min)	20%
b. Ground story, side street façade (min)	20%
c. Blank wall length, primary street (max)	40'
d. Blank wall length, side street (max)	50'
<i>Functional Entries</i>	
e. Area of garage or service bay openings along street-wall (max)	20%
<i>Permitted Building Elements (yes or no)</i>	
Porch	No
Stoop	No
Balcony	Yes
Awning/Canopy	Yes

*Max 100% impervious surface contingent upon providing on-site stormwater detention, retention and/or reuse. Otherwise 80%.

‡ The City Council, may at its discretion, modify the allowable height and floor area ratio

D. Tower on Podium	
LOT	
<i>Lot Dimensions</i>	
a. Lot Area (min)	15,000 SF
b. Lot Width (min)	100'
<i>Usable Open Space</i>	
c. Usable Open Space	75 SF/DU
BUILDING PLACEMENT	
<i>Building Setbacks</i>	
a. Common lot line (if provided)	0'
b. Lot line	0'
<i>Build to Line</i>	
c. Podium along primary street (min % of lot width)	100%
d. Podium along side street (min % of lot depth)	100%
<i>Coverage</i>	
e. Building (max)	80%
f. Impervious surface (max) (provided open space is provided on podium)	100%*
HEIGHT AND MASS ‡	
<i>Building Height</i>	
a. Maximum building height from legal grade	the greater of 15 stories/160'
b. Floor area ratio	8.0
<i>Story Height</i>	
c. Ground story height floor to ceiling (min)	11'
d. Upper story height floor to ceiling (min)	7'6"
ACTIVATION	
<i>Transparency</i>	
a. Ground story, primary street façade (min length)	60%
b. Ground story, side street façade (min)	20%
c. Podium blank wall length, primary street (max)	30'
d. Podium blank wall length, side street (max)	40'
<i>Functional Entries</i>	
e. Area of garage or service bay openings along street-wall (max)	20%
<i>Permitted Building Elements (yes or no)</i>	
Porch	No
Stoop	No
Balcony	Yes
Awning/Canopy	Yes

*Max 100% impervious surface contingent upon providing on-site stormwater detention, retention and/or reuse. Otherwise 80%.

‡ The City Council, may at its discretion, modify the allowable height and floor area ratio

E. Community Purpose/Office Building	
LOT	
<i>Lot Dimensions</i>	
a. Lot Area (min)	5,000 SF
b. Lot Width (min)	50'
<i>Usable Open Space</i>	
c. Usable Open Space	n/a
BUILDING PLACEMENT	
<i>Building Setbacks</i>	
a. Common lot line (if provided)	0'
b. Lot line	0'
<i>Build to Line</i>	
c. Building along primary street (min % of lot width)	100%
d. Building along side street (min % of lot width)	100%
<i>Coverage</i>	
e. Building (max)	80%
f. Impervious surface (max)	100%*
HEIGHT AND MASS ‡	
<i>Building Height</i>	
a. Maximum building height from legal grade	6 stories/70'
b. Floor area ratio	4.2
ACTIVATION	
<i>Transparency</i>	
a. Ground story, primary street façade (min)	70%
b. Ground story, side street façade (min)	50%
c. Blank wall length, primary street (max)	25'
d. Blank wall length, side street (max)	30'
<i>Functional Entries</i>	
e. Area of garage or service bay openings along street-wall (max)	20%
<i>Permitted Building Elements (yes or no)</i>	
Porch	No
Stoop	No
Balcony	Yes
Awning/Canopy	Yes

*Max 100% impervious surface contingent upon providing on-site stormwater detention, retention and/or reuse. Otherwise 80%.

‡ The City Council, may at its discretion, modify the allowable height and floor area ratio

SECTION 4. PERMITTED USE TABLE USE	
Residential Uses	
One and 2-Family Dwelling	X
Attached Dwelling Units and Townhouses	P
Multi-Family Dwellings	P
Institutional Uses	
Universities, Colleges & Private Schools	SP
Commercial Uses	
Business, Professional Offices	P
Retail	P
Personal Services	P
Hotels	P
Bakeries, Retail	P
Restaurants	P
Restaurants, Carry-Out	P
Restaurants, Fast-Food (excluding drive-up window service)	P
Bars, Nightclubs, Catering Halls	P
Medical and Dental Offices	P
Theaters & Concert Halls	P
Museums & Art Galleries	P
Maker spaces for artisans and craftsmen	P
Art Gallery & Exhibition Space	P
Artisanal/Micro Manufacturing	P
Artist-in-Residence	P
Artist & Resident Production	P
Artist Studio as a working space for use by a fine arts artist or artist collective, hand crafter, designer, or digital media producer in day to day production, which may be used for auxiliary instruction and auxiliary sales of items produced on-site	P
Co-Working Facility	P
Creative Office	P
Private or public multipurpose arts space (for multiple uses including administration, community space, studio space, information dissemination, arts production, publication, classes, gallery space, and events)	P
Retail Laundries and Dry Cleaners	P
Motor Vehicle Rental Agencies	SP
Day-Care Centers	SP
Nursery Schools	SP
Banks	P
Funeral Parlors	SP
Medical Laboratories	P
Radio Towers for Licensed Radio Stations	P
Satellite Earth Stations or Dish Antennas (when accessory to principal use)	SP

Accessory Uses	
Incidental Customary Accessory Uses	P
Parking Garage	P
Community Purpose Use/Building	
Public Schools	P
Community Purpose Use/Building	P
Municipal Uses for Mount Vernon	P
Use of Other Governmental Agencies	SP
Places of Worship	SP
Public Utility	SP
Standalone Parking Garage	SP

P = Permitted

SP = Special Permit

X = Prohibited

SECTION 5. INCENTIVES

HEIGHT BONUS

The City Council may, at its discretion and subject to the standards and considerations set forth below, grant a height bonus for buildings located in the DTOAD. A height bonus may be granted in exchange for an applicant providing one or more of the following off-site civic improvements, amenities or development actions as documented by the applicant, that are in addition to those that are directly or indirectly necessitated by the proposed project itself.

A. Provision, Renovation or Rehabilitation of a Public Open Space Amenity:

By contributing a significant provision, renovation donation and/or or rehabilitation of a public open space amenity, to include but not limited to a public park and/or other public open space, a density bonus may be granted. The minimum usable open space required for a development shall not count towards this amenity.

B. Historic Preservation:

Preserving a significant portion of a building(s) or structure(s) identified by the Commissioner of Planning & Community Development and agreed to by the City Council as having historical, cultural and/or architectural significance.

C. Brownfield or Derelict Property Remediation:

Applicants may apply for a height bonus for providing brownfield or derelict property (as defined in the City Code) within the DTOAD, to prepare the property(ies) for either dedication for public use or for redevelopment by a public or private owner. The Building Department shall provide a list of preferred properties for rehabilitation.

D. Contribution to Non-Site Related Infrastructure Improvements:

Non-site related improvements are considered significant improvements that are not directly needed, required or related to the subject site development, but may indirectly improve the area. Infrastructure improvements may include, but are not limited to significant provisions, renovations, creation, donation, installation and/or rehabilitation of public solid waste and recycling receptacles, traffic calming measures, sidewalks, specialty pavers or utility covers as part of district “branding”,

repaving of a street(s), intersection upgrades (including street lights and crosswalks), bus shelters, and storm or sanitary sewer improvements. To the extent the proposed infrastructure improvements are related to sanitary sewage improvements, in order to be eligible for the height bonus the applicant shall reduce inflow/infiltration (I&I) at a ratio of six to one. The City Department of Public Works may provide recommendations to the City Council.

E. Streetscape Improvements:

Improving and enhancing the streetscape is a priority. Streetscape improvements may include decorative streetlighting, enhanced street landscaping, street trees, street furniture, wide sidewalks, bicycling infrastructure, pedestrian connectivity and safety improvements, wayfinding and district branding signage, bus stop enhancements

F. Sustainability and Resiliency:

Projects that demonstrate a commitment to sustainable development and are resilient to climate change are eligible for a height bonus. This commitment can be demonstrated through participation in a green building certification program such as LEED, BREEAM, Green Globes, SITES, Energy Star, Passive House, Enterprise Green Communities, NYSEDA, or through demonstratable design and construction practices resulting in buildings that reduce their carbon footprint, exhibit energy efficiency, utilize renewable energy technologies, utilize sustainable building materials, with the goal of achieving net zero energy demands.

G. Provision of Publicly Accessible Space for Display or Creation of Art:

Incorporation of publicly accessible space for display or creation of art reflecting the culture and heritage of the City of Mount Vernon, including but not limited to mural(s), sculpture(s), monument(s), or other permanent aesthetic structure(s) on a site or at a designated off-site location as deemed appropriate by the City Council, upon advice and recommendation of the Department of Planning and Community Development.

H. Provision of Housing for Persons with Disabilities:

For developments with public financing the provision of housing for persons with disabilities must go above and beyond the requirements set forth in the applicable public financing source, setting aside a minimum of 10 percent of units for persons with physical disabilities with 2 percent for persons with sight or hearing disabilities inclusive. Developments with no public financing shall make its best effort to meet the United States Housing and Urban Development Section 504 minimum requirements for accessibility or demonstrate to the satisfaction of the City Council the inability to do so.

I. Provision of Affordable or Workforce Housing

For developments of 10 units or more, setting aside a minimum of 10% of the total number of units as affordable are eligible for the height bonus. Affordability is defined for these units as income-averaging at 80% of Area Median Income or less.

In granting the height bonus for the amenities listed above, the City Council shall consider the following criteria, as applicable:

- The incentives being proposed and the degree to which the proposed amenity(ies) is compatible with the goals and objectives for the DTOAD, the goals of Envision Mount Vernon, and how they preserve and enhance the aesthetic, environmental and/or historical qualities and features of this district for the benefit and enjoyment of the entire community and otherwise promote the public health, safety and welfare of the community.

- The associated maintenance schedule and ownership of the proposed amenity(ies).
- The height bonus can be successfully integrated into the overall building/site design without negatively impacting, detracting and/or severely departing from an appropriate height, scale, mass, size, and shape of the proposed structure(s).
- The height bonus can be successfully integrated into the overall building/site design without negatively impacting, detracting and/or severely departing from an appropriate height, scale, mass and/or size of the surrounding area.
- The public benefit improvements provided shall be proportional in nature and extent to the bonus requested.

ON-SITE PARKING REDUCTION OPTIONS

For properties located in the DTOAD, a reduction in the number of required off-street parking spaces provided on-site may be applied. The City Council may, at its discretion and subject to the standards and considerations set forth below, grant a reduction in the number of required off-street parking spaces on-site of up to 50% in exchange for an applicant providing one or more of the following off-site civic improvements, amenities or development actions. As applicable, an appropriate agreement shall be entered into between the applicant and the City of Mount Vernon prior to issuance of a building permit.

A. Provision of Utilizing Alternative Off-Site Parking Facilities

To meet the minimum parking requirement, a proposed development may utilize an off-site parking facility, which shall be documented in an agreement between the applicant and the operator/owner of the off-site parking facility. No more than -50% of the required parking spaces may be provided off-site.

B. Provision of Shared Vehicle Parking

Parking requirement shall be reduced by 5 vehicles for each space reserved for car sharing vehicles located on the site for a contracted period of no less than 3 years. Annual reporting is required. If car sharing spaces are removed, the applicant is responsible for providing the required spaces or providing a payment in lieu of parking.

C. Provision of Utilizing a Payment in Lieu of Parking

To meet the minimum parking requirement, a proposed development may contribute a Payment in Lieu of Parking consistent with the fees established in the City's fee schedule for this purpose, or such other amount as permitted by the City Council.

D. Provision of live/work space for members of the creative class of artists and makers working in the creative economy.

Applicants shall receive as of right a 50% reduction for the parking requirement for each dwelling unit permanently reserved for live/work space for resident artists and makers working in the creative economy.

SECTION 6. PARKING REGULATIONS

Required parking in the DTOAD reflects reduced off-street parking ratios for certain uses. The use of shared parking is also permitted and encouraged.

A. Off-Street Parking Requirement

The off-street parking requirements established in the Table of Off-Street Parking and Loading Requirements, set forth in Section 267 – Attachment 3, shall apply, unless modified below, in which case the requirements of this section shall apply.

Use		Required Parking
<i>Residential Uses</i>		
	Multifamily Dwelling Studio within ¼ mile of Metro North station	0.4 cars per dwelling unit
	Multifamily Dwelling One Bedroom within ¼ mile from Metro North station	0.4 cars per dwelling unit
	Multifamily Dwelling Two Bedroom within ¼ mile from Metro North station	0.4 car per dwelling unit
	Multifamily Dwelling Three Bedroom within ¼ mile from Metro North station	0.7 cars per dwelling unit
<i>Non-Residential Uses</i>		
	Business, professional or governmental offices	1 per 650 square feet GFA
	Retail stores, shops and personal service establishments	1 per 500 square feet GFA
	Restaurants	1 per 5 seats or 1 per 500 square feet of GFA, whichever is less
	Community indoor recreation facilities for neighborhood youth*	1 per 2,000 square feet of GFA

* Facilities 20,000 square feet or less are exempt from this parking requirement

B. Shared Parking

The concept of shared parking, whereby land uses that have different parking demand patterns can use the same parking spaces throughout the day, is particularly useful in districts nearby public transportation, where a large percentage of trips are accommodated via public transit. Public transit reduces the overall demand for individual passenger vehicle trips and the related demand for parking.

Shared parking is permitted and encouraged in the DTOAD. The City Council, if the application is subject to review by the City Council or Planning Board, in all other instances, may consider the use of shared parking, according to the following provisions:

- The uses proposing to share parking spaces are different land uses as set forth in the Permitted Use Table.
- All new development that relies on shared parking must demonstrate the adequacy of the proposed parking as a result of a capacity being provided that will substantially meet the intent of the parking requirements by reason of variation in the probable time of maximum use by residents, patrons, visitors or employees among residences and establishments sharing such parking, and provided that said approval of such joint use shall be automatically terminated upon the termination of the operation of any use on which the shared parking analysis has been based. The analysis of shared parking must be based on established standards/methodology.
- In cases where shared parking is proposed between adjacent parcels under separate ownership, irrevocable cross-easements shall be required, to assure the perpetual right to share the parking spaces.
- No more than 50% of the required parking for a particular use shall be provided in a shared parking arrangement.
- Up to 50% of the parking requirement may be met by an offsite parking garage facility contingent on the operator's commitment to issue at market price monthly parking permits for the specified number of parking spaces for no less than 5 years.

C. Design and Layout

The design and layout of off-street parking spaces shall comply with the provisions of Section 267-38, except as modified herein:

- To minimize curb cuts on the roadways in the DTOAD, the use of shared driveways is encouraged, where feasible.
- Where feasible, driveways shall front on streets that are less pedestrian intensive.
- Off-street parking is encouraged to be as inconspicuous as possible and to incorporate landscaping and screening to the greatest extent possible to minimize its physical and visual impact.
- Off-street parking and loading areas shall be coordinated with the public street system serving the DTOAD in order to avoid conflicts with through-traffic, obstruction to pedestrian walks and vehicular thoroughfares.
- All parking structures shall be designed using compatible or complementary materials to the principal buildings so that they blend in architecturally. All voids in the structures shall be architecturally treated or screened, so that lights and vehicles are not individually visible.
- Parking structures fronting on East First Street and East Second Street shall be wrapped by first floor non-residential uses.
- Surface parking shall include street lighting that adequately provides for safe vehicle circulation and public safety, but shall not be excessive. Light poles shall be as low as

possible to achieve the desired purpose, and fixtures shall be shielded and downward directed. The use of energy efficient luminaries is encouraged.

- All surface parking shall be interior to a site and not front any public street or sidewalk. Surface parking must be placed behind buildings, confined to rear yards, or otherwise screened from the public right-of-way, as approved by the Department of Buildings.
- All pedestrian pathways across and along parking areas shall be appropriately lit with pedestrian scaled lighting fixtures.
- Vehicular access to internal parking structures shall be designed so as not to negatively impact upon major pedestrian routes. If necessary, provide “fish eye” mirrors or alarms to manage the interaction between pedestrians and vehicles.
- The potential conflicts between truck delivery, vehicular traffic, and pedestrian circulation shall be considered when designing service entries, roadways, walkways, and pedestrian entrances.
- To the extent possible, service entrances and loading areas between adjacent buildings shall be consolidated. Such service entrances shall be separated from walkways and pedestrian entrances.
- In each parking lot containing over 150 parking spaces, at least two of the parking spaces must be provided with an electric vehicle charging station.
- Spaces for handicapped car and van parking must be provided as required by law.
- Within a structured parking garage, up to 20% of the total parking spaces provided may be compact spaces. No more than six compact parking spaces may abut each other. Compact spaces may be reduced to 7.5 feet in width. All compact parking spaces must be clearly and visibly striped and labeled for compact car use only.
- To minimize the extent of impervious surfaces and the “heat-island” effect, and to enhance the aesthetic appearance of surface parking lots, the following landscaping requirements shall apply:

Interior Islands:

- A landscaped interior island shall be provided every 10 parking spaces. Interior islands shall be distributed evenly throughout the parking area.
- An interior or terminal island shall be a minimum of 8.5 feet in width and 300 square feet in area.
- All rows of parking must terminate with a landscaped terminal island. No more than 30 parking spaces may be located between drive aisles.
- Interior islands may be consolidated or intervals may be expanded in order to preserve existing trees.
- Interior islands must be installed below the level of the parking lot surface to allow for runoff capture.

Median Islands:

- A landscape median island shall be provided between every six single parking rows.
- A landscape median island shall be a minimum of five feet wide.

- A median island may also serve as the location for a sidewalk. In such case, the sidewalk shall be a minimum of six feet wide, and the remaining planting area shall be no less than five feet wide.
- Median islands may be consolidated or intervals may be expanded in order to preserve existing trees.
- Median islands must be installed below the level of the parking lot surface to allow for runoff capture.

Tree Coverage:

- Each interior island (and terminal interior island) must include at least one shade tree.
 - In no case can there be less than one tree for every 3,000 square feet of parking area.
- Off-street parking areas shall be surfaced with asphalt, bituminous concrete or other type of dustless material in accordance with the City of Mount Vernon standards and specifications and maintained in a smooth, well-graded condition.
 - Pervious or semi-pervious parking area surfacing materials may be provided in accordance with the City of Mount Vernon standards and specifications. Permitted materials may include but are not limited to “grasscrete”, ring and grid systems used in porous or grid pavers, or recycled materials such as glass, rubber, used asphalt, brick, block and concrete. Once installed, all pervious or semi-pervious parking areas shall be maintained in accordance with the manufacturer’s specifications.

D. Bicycle Parking Spaces or Bicycle Lockers Required

- 1) For Multifamily Dwellings containing ten (10) or more dwelling units on a Building Lot, a minimum of one bicycle parking space or bicycle locker shall be provided for each ten (10) dwelling units except that in no event shall less than two (2) bicycle parking spaces or bicycle lockers be provided on such Lot.
- 2) For mixed-uses and all non-residential uses requiring ten (10) or more motor vehicle parking spaces on a Building Lot, one (1) bicycle parking space or bicycle locker shall be provided for each ten (10) required automobile parking spaces except that in no event shall less than two (2) bicycle parking spaces or bicycle lockers be provided on such Lot.
- 3) Where not more than two (2) bicycle parking spaces or bicycle lockers are provided, a single inverted U frame rack shall be acceptable, provided adequate parking and access space is provided to be able to easily secure such two (2) bicycles.

E. Design Criteria for Bicycle Parking Facilities

1. Off-street parking for bicycles shall include provision for secure storage of bicycles. Such facilities shall provide bicycle lockers or racks or equivalent structures in or upon which the user may lock a bicycle.
2. Each bicycle space shall adjoin a rack or similar system for securing the bicycle. Fifteen square feet of area shall be provided for each bicycle space. However, the area for each

bicycle space may be reduced by up to nine square feet per bicycle if the Department of Planning and Community Development certifies that a layout has been submitted to adequately accommodate the specified number of bicycles.

3. A minimum four and a half foot (4'-6") wide access aisle shall be provided to enable bicyclists to enter and leave the bicycle parking area. In high traffic areas, the aisle width shall be greater.
4. Bicycle parking facilities shall be located in well-lighted areas and in close proximity to the building's entrance, within fifty (50) feet whenever possible, and clustered in groups not to exceed sixteen (16) spaces each. If the parking facility is not highly visible, a sign shall be placed at the building's entrance indicating the location of bicycle parking.
5. Bicycle parking facilities shall be securely anchored so they cannot be easily removed and shall be of sufficient strength to resist theft and vandalism.
6. The surfacing of such facilities shall be designed and maintained to be mud and dust free. The use of rock or gravel areas for bicycle parking is permitted, provided that edging materials, such as landscape timbers are used so that the bicycle parking area is clearly demarcated and the rock material is contained. In all cases the facility shall be maintained to allow for easy access and use.
7. Bicycle parking facilities shall be sufficiently separated from off street parking areas to protect parked bicycles from damage by motor vehicles. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.
8. Bicycle parking facilities shall not impede pedestrian or vehicular circulation and should be harmonious with their environment. Bicycle parking facilities shall complement, whenever possible, building design or street furniture.

SECTION 7. DESIGN GUIDELINES

This section of the DTOAD form-based code describes recommended design practices that have been established to create a high-quality, pedestrian friendly, urban environment. In addition, where noted below, certain requirements are set forth for specific design elements when that design element is included in the development project. All projects are strongly encouraged to utilize this section to design projects that meet the purpose and intent of these guidelines. The ultimate approval of projects will be judged in accordance with these design practices and requirements as applicable.

A. Architectural Details

Building architecture creates an interesting visual environment and provides a basis for the overall character of an area. Architectural details are those elements that do not contribute structurally to a building's construction, but add visual interest, identify building styles, and often display superior craftsmanship. They should not be used however, as a substitute for genuine building massing and articulation.

New construction should emphasize the use and application of a high degree of architectural detailing. Building renovations should strive to preserve unique or native vernacular details.

B. Public Art and Art Space.

To be consistent with the arts-focused nature of the DTOAD district, public art components shall be visible from the exterior of the building and/or accessible by the public.

C. Ground Floor Facades

In the context of a transit oriented district where pedestrian activity is emphasized, the design and activation of the ground floor base is imperative.

The concept of “build-to-lines” assures that new buildings will front on the public streetscape. Creating visual interest along the base of the building, by assuring a high percentage of transparency in storefront windows is a design goal. Façade details are encouraged to vary the building texture, highlight façade articulation and break-up the building mass.

The provision of security gates, air conditioning units or other similar fixtures on the principal façade shall be avoided.

D. Functional Entries

To improve the pedestrian experience and to facilitate the activation of the public realm surrounding individual buildings, pedestrian access points (functional entries) should be easily identifiable, inviting and accessible and located along the public frontage as often as practical. Maximizing the number of functional entries also helps to create interesting and diverse street level architecture.

Access ways into the buildings may be into lobbies, commercial spaces or common areas.

All functional entries shall meet ADA requirements, and be adequately lit.

E. Building Materials

The choice of materials used for construction or renovating buildings affects the way a building relates to its neighborhood context. When designed well, a building can contribute to the continuity of street elevation, as well as emphasize a site's unique characteristics. Buildings constructed with complementary materials contribute to the interest of a streetscape. Consequently, a building's design – particularly the façade – and exterior materials can have a significant impact on how the structure is perceived.

F. Awnings

Awnings over pedestrian walkways and sidewalks are encouraged to provide shade and rain protection while adding interest to a facade with shape and color. They are also effective in identifying a business.

Long expanses of awnings are discouraged. Awnings should have a pedestrian scale and be placed so as to provide weather protection and/or business identification to potential patrons of a business.

G. Signs

The provision of high quality signage, both as a communication tool and as a component of building form is a goal in the DTOAD. Creative and unique sign designs are encouraged while cluttered and unattractive streetscapes must be prevented.

In general, effectively designed signs should respond to the site, landscape, and architectural design context within which they are located. Signs should be compatible in scale, proportion, and design with the building's facade and its surroundings. Painted window signs should not be too large or obscure transparency. Internally illuminated "sign boxes" as well as neon signs should be avoided, as should excessive lighting of all varieties. Projecting signs, perpendicular to the sidewalk are effective when properly scaled for pedestrian use. Graphics should be well-designed and legible.

The signage requirements established in Article XIII shall apply.

H. Site Lighting

Effective exterior site lighting is an important element in the overall appearance and operation of a project.

The quality of light, level of light as measured in footcandles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the glow or glare of the project site. The lighting plan should incorporate current energy-efficient fixtures such as LED and similar technologies.

Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area to prevent light trespass. Exposed bulbs should not be used.

Building light fixtures should be designed or selected to be architecturally compatible with the main structure. The height of light poles should be appropriately scaled to the project.

I. Building Services

To create a more attractive pedestrian friendly environment, utilitarian features, such as trash facilities, loading docks, HVAC equipment and above ground utility infrastructure, should be out of the public's view. Ground level services should be located at the rear of the building, if possible. A screen wall should be used to camouflage the service features if optimal placement does not adequately screen the features from the public realm. Landscape treatments may be appropriate to soften the interface of the equipment.

J. Project Open Spaces

Residential developments and mixed-use projects require the provision of usable open space for residents. These amenities increase light and air to dwelling units, enhance the aesthetics of projects and the environmental quality of neighborhoods, promote physical activity, afford stormwater management opportunities, increase social interaction opportunities with neighbors and increase safety by providing "eyes on the space."

Usable open space can be provided in outdoor spaces such as courtyards, walkways, rooftops, balconies and terraces and garden plots. Indoor facilities such as fitness centers or swimming pools can also be used to meet the usable open space requirements of a project. In the DTOAD mixed use residential buildings, indoor facilities like lounges, artists' studios, theater space, dance studios, galleries, meeting rooms, maker spaces, music rooms, community facility space, and other programmed non-living areas may count toward open space requirements at the discretion of the Department of Planning and Community Development.

Unique features such as green roofs and green or "living" walls are also beneficial open space amenities.

K. Streetscapes

Great streetscapes are the center of public life. They brand a neighborhood, giving it a cultural identity and shaping the perceptions of the area. The elements of the streetscape can create a place of vitality and activity.

The streetscape is composed of 3 zones; the Pedestrian Zone, Public Amenity Zone and Frontage Zone.

Sidewalks, shall be required throughout the district. Curb cuts should be minimized and clearly marked. Street trees with grates should be provided at 30' intervals. Planters are encouraged containing seasonal plantings and flowers. Wayfinding signage should be

provided to assist pedestrian navigation through the area. Banners and flags can be used to announce special events and to help brand the district, as can public art. Street and pedestrian lighting should illuminate at a level consistent with pedestrian activity. Benches, seating and other street furniture should be selectively sited to take advantage of sunshine in winter and shade in summer. The provision of bus stops is an essential component to the DTOAD, as are bicycle racks that should be located at regular intervals.

L. Pedestrian and Bicycle Circulation

In order to facilitate pedestrian movement throughout the district, Sidewalks, a minimum of 8' wide are encouraged.

Larger surface parking lots should provide separate pedestrian connects through the parking lot.

Bicycle circulation should be encouraged via the provision of defined bike lanes or signed Class III "share-the-road" bike routes where appropriate. Short-term bike parking (bike racks) must be provided in front of all retail areas. Long-term bike parking (bike storage rooms, lockers, covered corrals, etc.) must be provided for residential uses and must include charging capabilities for e-bikes and other e-mobility devices.

M. Landscaping

Landscaping enhances the visual image of the City, preserves natural features, improves property values, and alleviates the impact of noise, traffic, and visual distraction associated with certain uses. It aids in energy conservation and promotes urban wildlife habitats.

Trees and shrubs should be located and spaced to allow for long-term growth. Evergreen and deciduous or flowering trees should be used in combination to create visual interest and to create a dynamic landscape.

Accent planting should be used around entries and key activity hubs. Screening should be used to protect less intensive uses from the impacts of more intrusive uses and to block views of less desirable features from public view (trash enclosures, etc.).

The use of a minimum of 70% native plants is recommended. The use of plants considered invasive is prohibited. Xeriscaping is encouraged to promote water conservation, reduce maintenance requirements, and decrease flooding. Recycled grey water should be used for irrigation.

N. Sustainability and Green Building Design

Sustainability and green building refers to the practice of creating structures using a process that is environmentally responsible, resilient, and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.

Participation in a green building certification program such as LEED, BREEAM, Green Globes, SITES, Energy Star, Passive House, Enterprise Green Communities, or NYSERDA is encouraged. Elements include design and construction practices resulting in buildings that reduce their carbon footprint, exhibit energy efficiency, utilize renewable energy technologies, and/or utilize sustainable building materials, with the goal of achieving net zero energy demands.

SECTION 8. ADMINISTRATION

A. Project Review and Approval

a. Application Requirements

1. All site plan applications shall be prepared in accordance with the requirements of Section 267-33.
2. In addition to the requirement to submit an Environmental Assessment Form with the application (whether a short or full EAF is required shall be determined at the pre-application conference), the applicant shall also submit a report documenting whether the project complies with all Findings of the SEQRA Generic Environmental Impact Statement adopted for the DTOAD rezoning, and will not result in any significant adverse impacts that exceed the thresholds established therein, or in the alternative, shall specifically identify areas where the project is inconsistent or non-conforming.

B. Supplemental Standards

a. Utility Location

Utilities shall be installed underground and any above ground equipment shall be located away from pedestrian street corners. Equipment boxes and vaults should be placed in back of the sidewalk and where landscaping can minimize or screen their impact. Relocation of provisions for private and public underground utility systems shall be made, as needed. These requirements may be waived by the Planning Board in situations where it is determined that the underground installation of utilities is not appropriate and/or that adjoining land uses, topographic features or existing vegetation satisfy the same purpose in terms of minimizing or screening equipment boxes and/or vaults. The costs of relocating the underground utility lines shall, where appropriate, be borne by the utility companies and/or private developers, pursuant to the appropriate laws, regulations and ordinances.

b. Affordable Housing Unit Location

In instances where a development includes affordable or workforce housing units, said units shall be fully integrated into and dispersed throughout the project so as to be indistinguishable from other market rate units. Affordable or workforce units shall not be isolated, clustered or grouped. Additionally, access to affordable and workforce housing units shall be provided in a manner similar to all other market rate units, and shall not be physically segregated. Affordable and workforce housing units shall be designed, constructed and finished in a manner similar to the other market rate units within the project.

DEFINITIONS:*

USABLE OPEN SPACE – Usable open space is the portion of a lot which is unoccupied by driveways, drive aisles, service drives, off-street parking spaces and/or loading berths, principal buildings, and accessory buildings. This area of usable open space shall be available and accessible to all occupants of the building for use for recreation and other leisure activities normally carried on outdoors. Usable open space can be provided in outdoor spaces such as courtyards, walkways, rooftops, balconies and terraces and garden plots. In the DTOAD mixed use and residential buildings, indoor facilities like lounges, artists' studios, theater space, dance studios, galleries, meeting rooms, maker spaces, music rooms, community facility space, and other programmed non- living areas may count toward open space requirements at the discretion of the Department of Planning and Community Development.

BUILD TO LINE – The line at which construction of a building façade is to occur on a lot, running parallel to the front property line without setback, and thus ensuring a uniform (or more or less even) building façade line on the street.

PRIMARY STREET – The street along which the main frontage of a building is located (the frontage designated to bear the address and principal entrance to the building).

SIDE STREET – The street along which the secondary frontages of a building are located.

BUILDING LEGAL GRADE- The average elevation of the finished ground at the exterior walls of the main building. Building height is measured from the building legal grade.

BULKHEAD – A bulkhead is an enclosed structure on the roof of a building that may include mechanical equipment, water tanks, bathrooms and storage rooms for roof amenities, and roof access from interior stairwells and elevators. It is not counted as floor area and is permitted to exceed zoning height and setback requirements, within limits specified in the Zoning Resolution.

TRANSPARENCY - Transparency requirements shall apply to the percentage of linear feet of a ground floor level street wall, between a height of 2 feet and 12 feet, or the height of the ground floor ceiling, whichever is lower, as measured from the adjoining sidewalk. Transparent, or translucent, materials provided to satisfy the percent requirements shall not begin higher than 2 feet, 6 inches above the level of the adjoining sidewalk, or 1 foot, 8 inches above the interior finished floor, whichever is higher, with the exception of transom windows, or portions of windows separated by mullions or other structural dividers, and shall have a minimum width of two feet.

However, such transparency requirements shall not apply to portions of the ground floor level occupied by entrances or exits to accessory off-street parking facilities and public parking garages, where permitted, entryways to required loading berths, where permitted, or doors accessing emergency egress stairwells and passageways.

*NOTE: All new text is underlined.

D




FGEIS Full Build-Out Analysis

20 S 2ND AVENUE

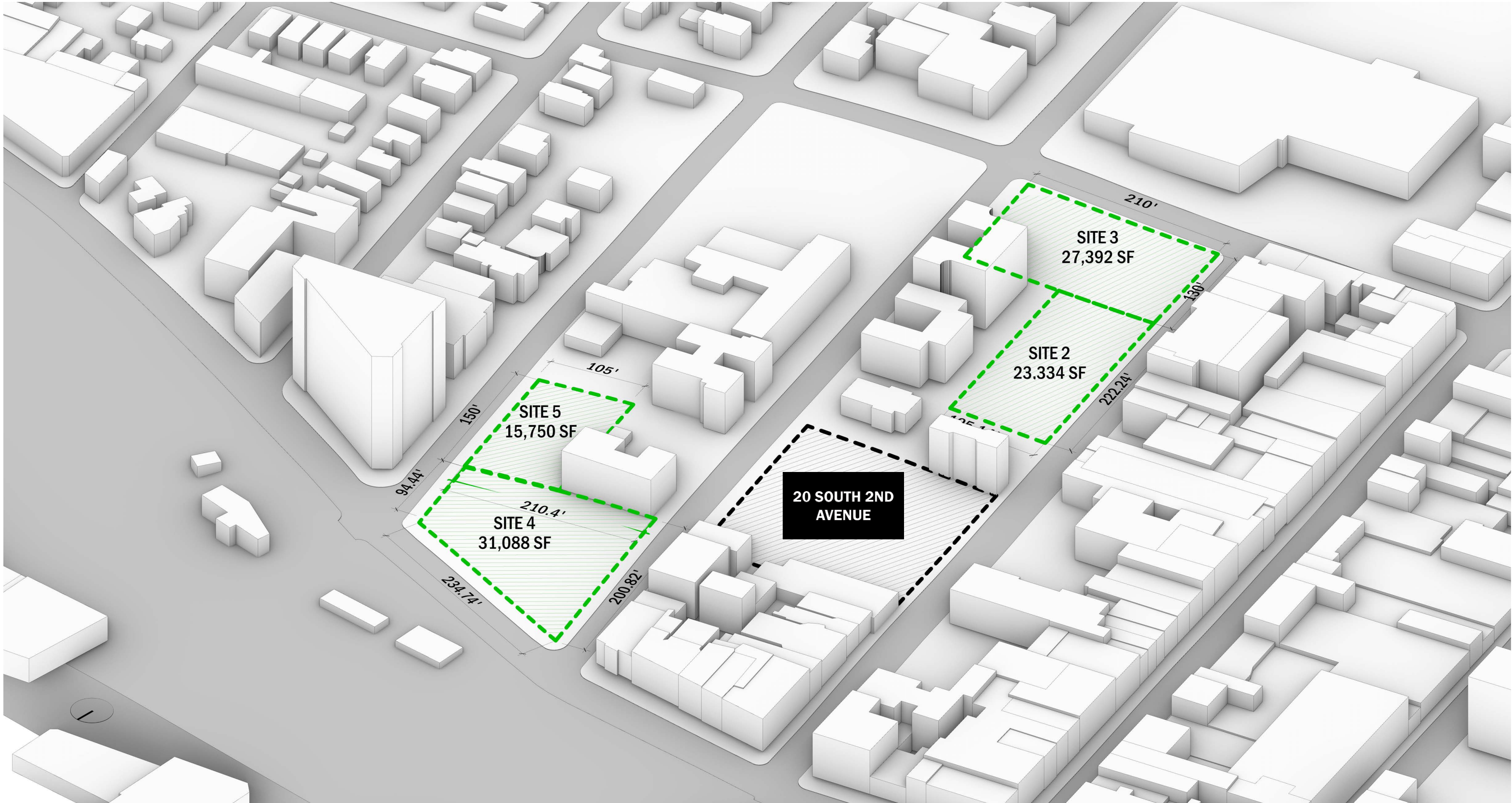
DENSITY STUDY

SITE REFERENCE MAP



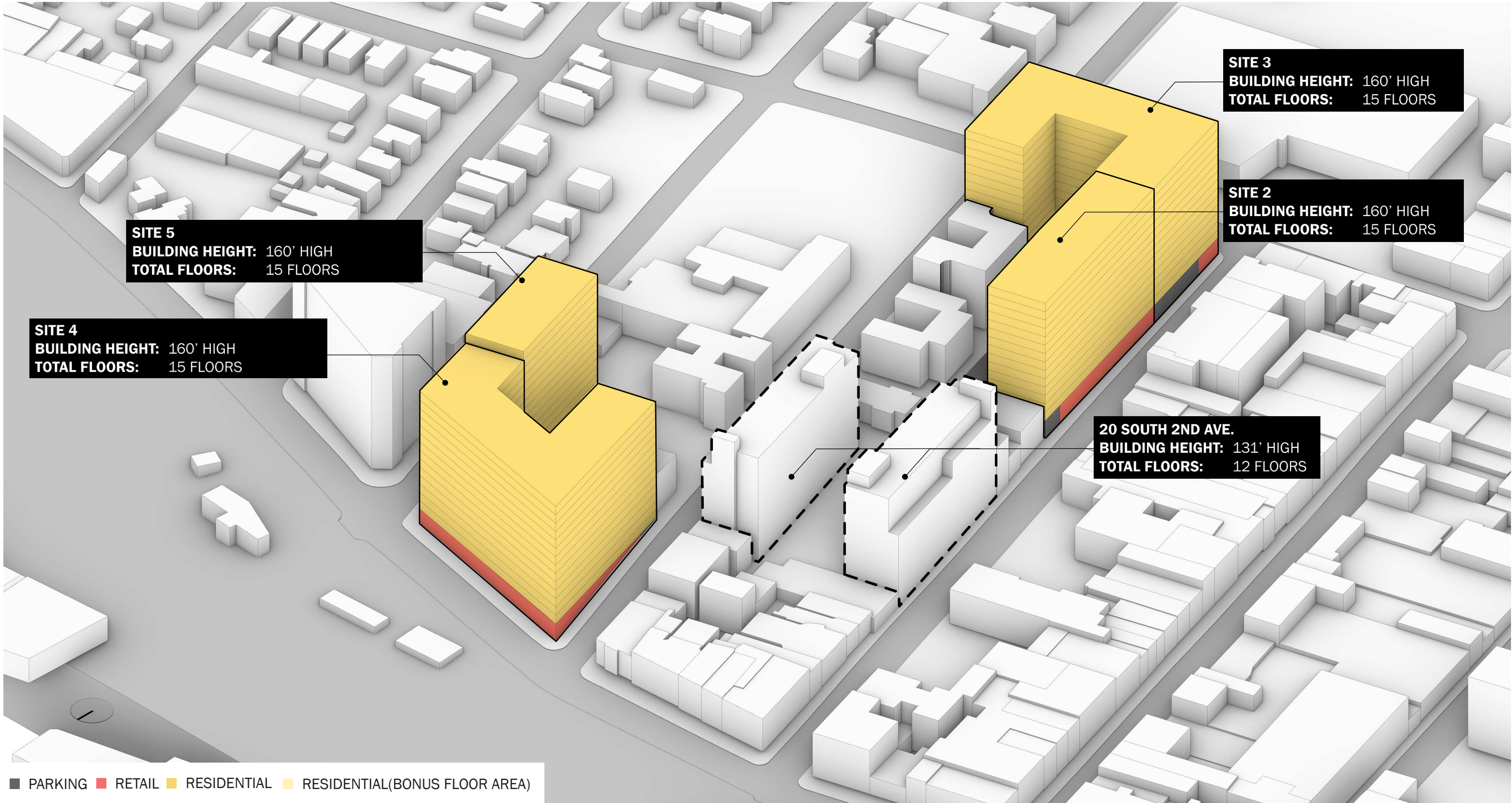
-  REZONING AREA
-  STUDY SITES
-  20 SOUTH 2ND AVENUE PROJECT

STUDY SITES - AXON

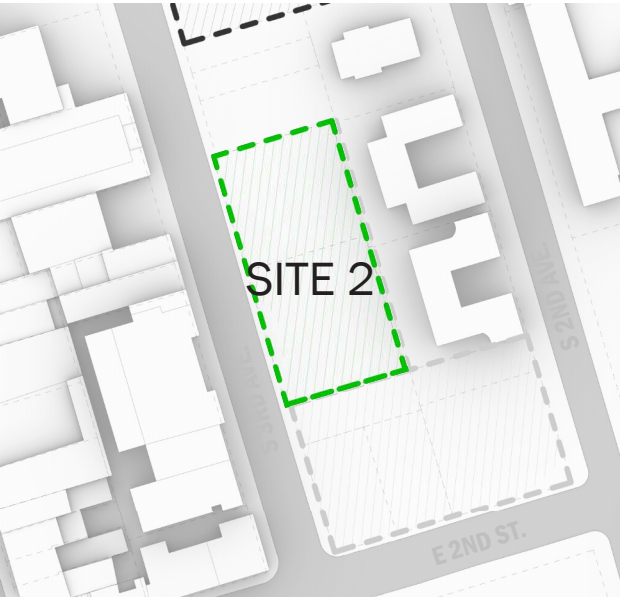
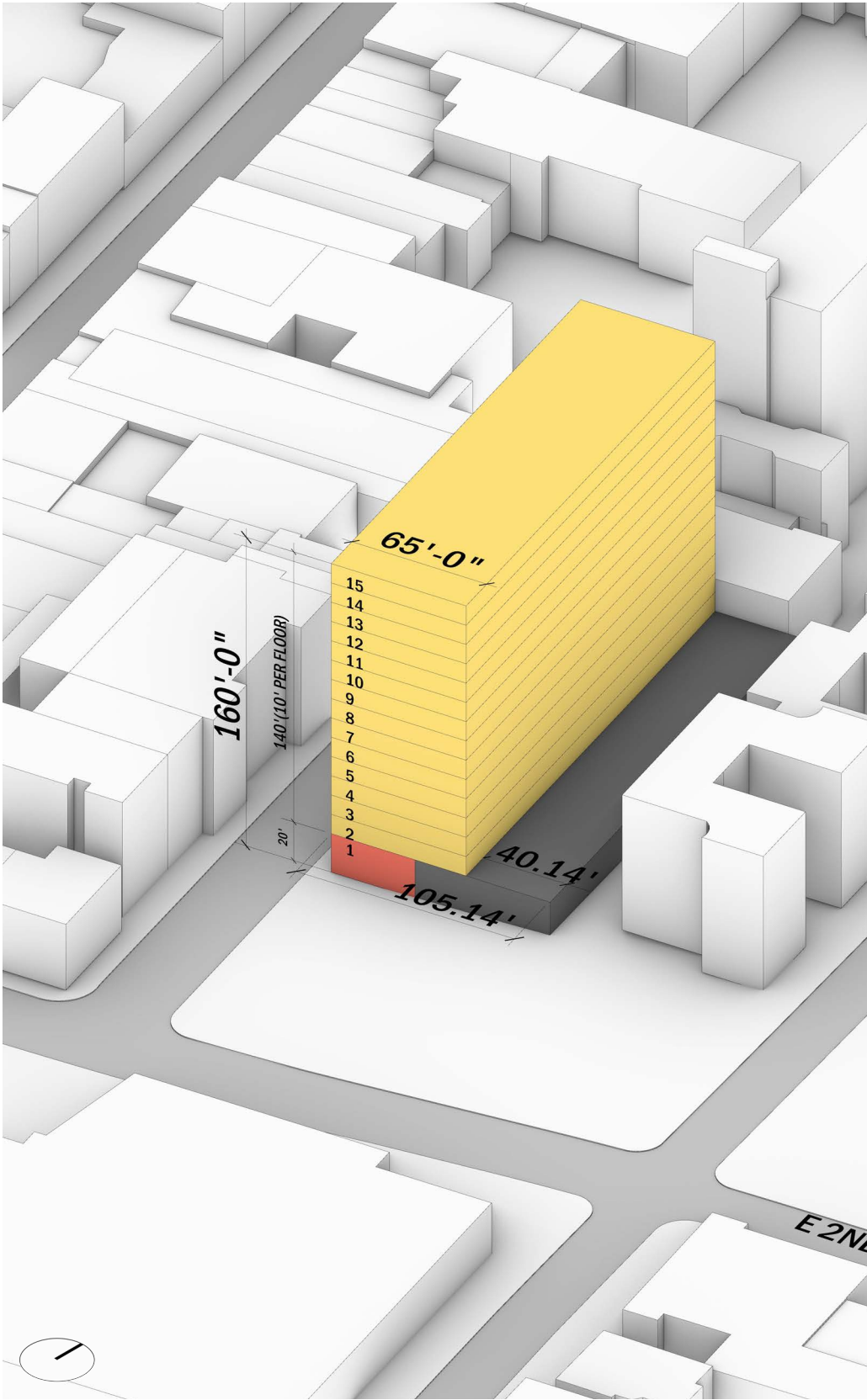
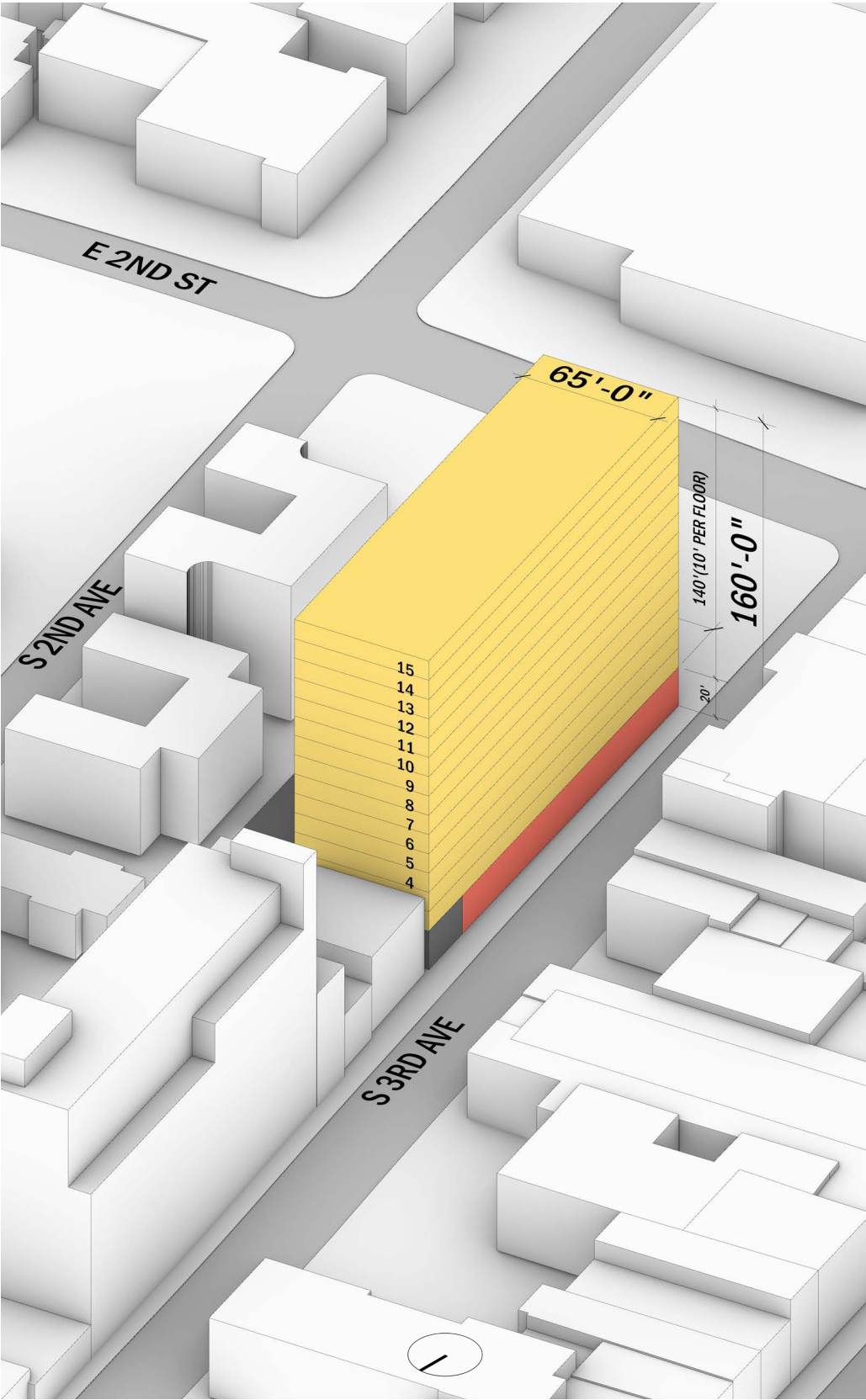


* SITE DIMENSIONS AND AREAS ARE BASED ON EXISTING LOT MAPS

MAXIMUM DENSITY MASSING



INDIVIDUAL MASSING - SITE 2

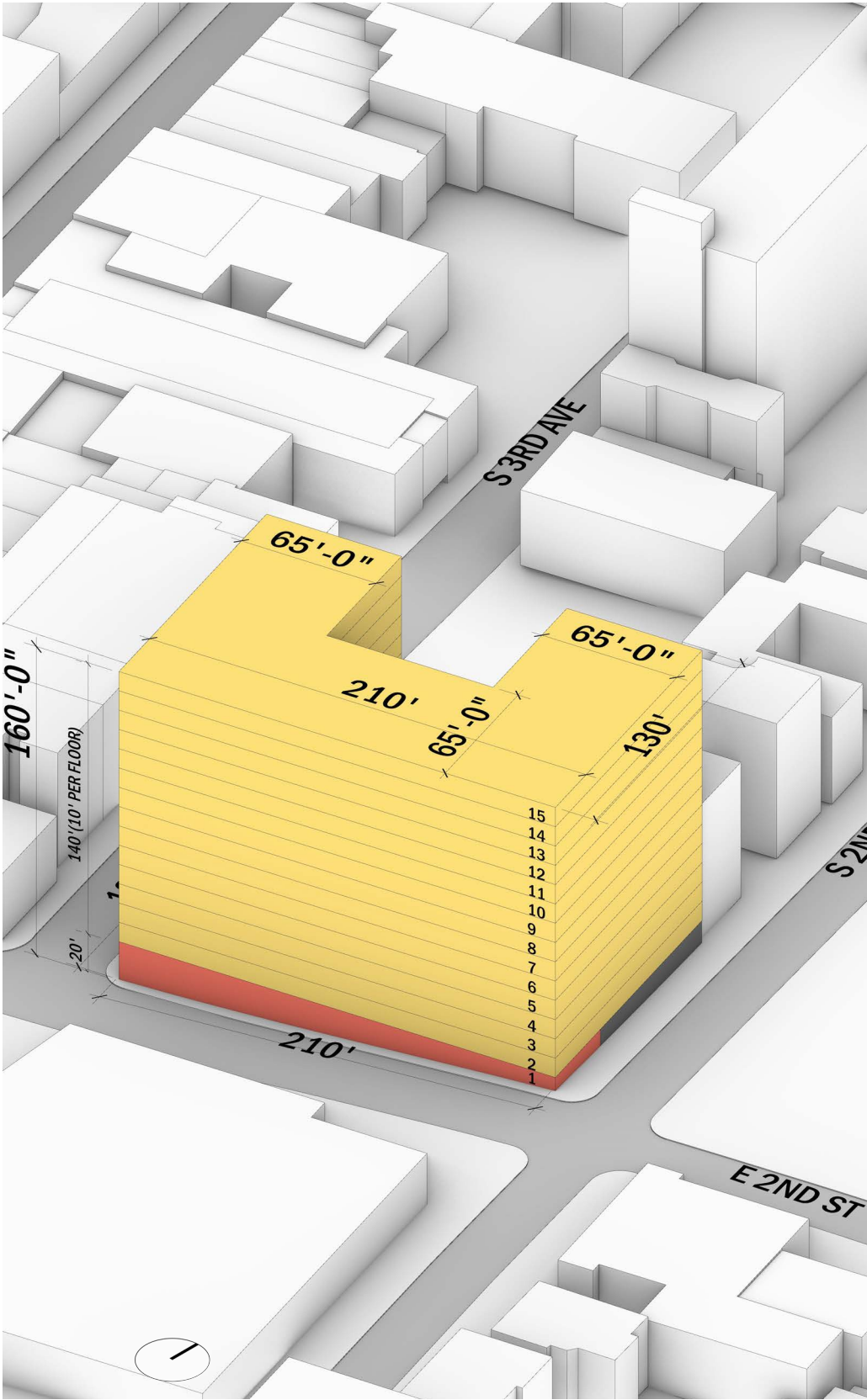
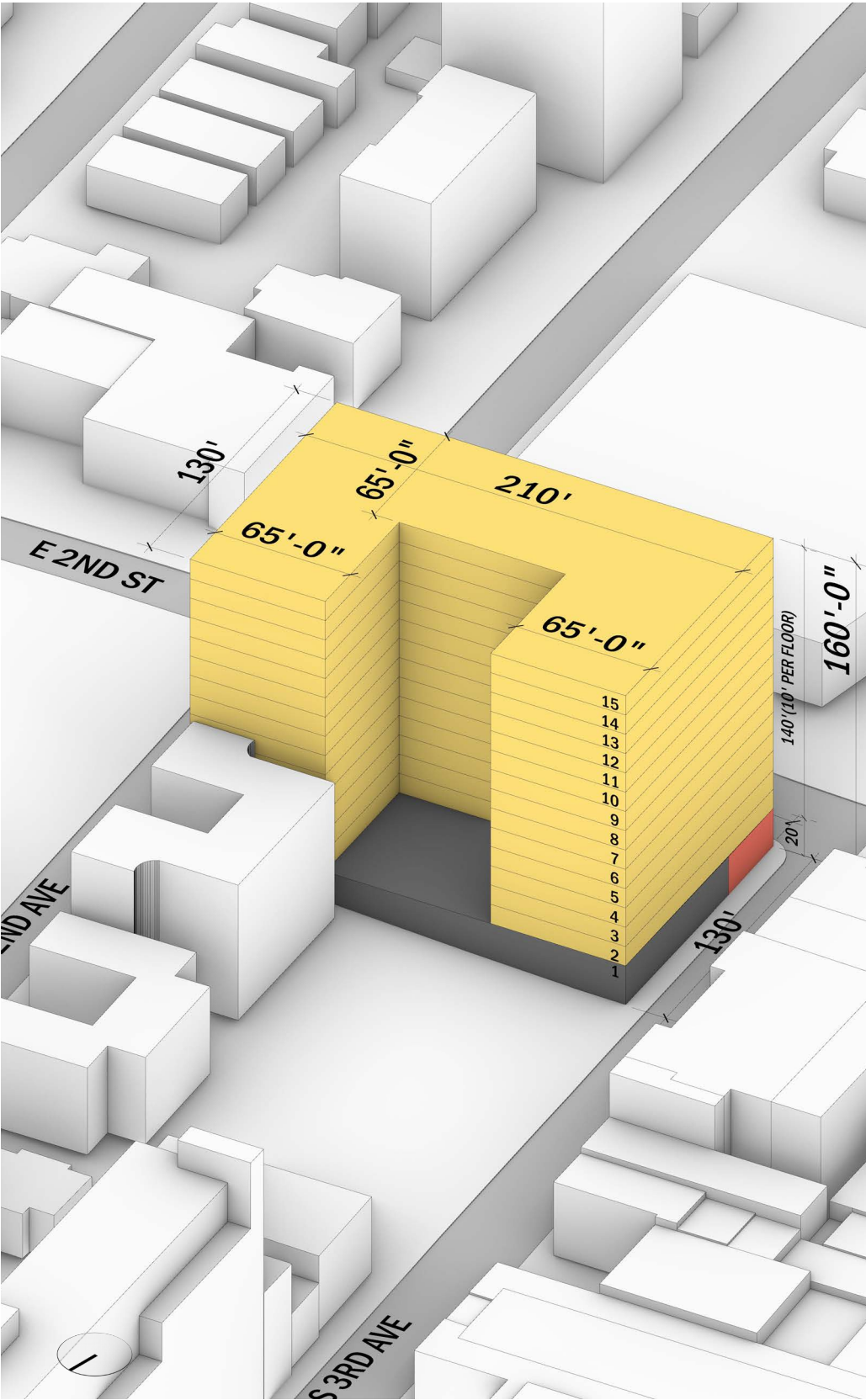


- PARKING
- RETAIL
- RESIDENTIAL
- RESIDENTIAL(BONUS FLOOR AREA)

SITE AREA ANALYSIS
* CALCULATION OF UNIT COUNTS BASED ON 900 SF/UNIT

SITE 2		FLOOR AREAS				
FLOORS	FL-FL HEIGHT (FT)	TOTAL FLOOR AREA(SF)	PARKING	RESIDENTIAL	RETAIL/ COMMUNITY FACILITY	# OF UNITS
P1	-	23,334	22,334	1,000	0	-
1	20	23,334	12,654	3,000	7,680	-
2	10	14,446	0	14,446	0	16
3	10	14,446	0	14,446	0	16
4	10	14,446	0	14,446	0	16
5	10	14,446	0	14,446	0	16
6	10	14,446	0	14,446	0	16
7	10	14,446	0	14,446	0	16
8	10	14,446	0	14,446	0	16
9	10	14,446	0	14,446	0	16
10	10	14,446	0	14,446	0	16
11	10	14,446	0	14,446	0	16
12	10	14,446	0	14,446	0	16
13	10	14,446	0	14,446	0	16
14	10	14,446	0	14,446	0	16
15	10	14,446	0	14,446	0	16
%		100%	14%	83%	3%	
SUM	160	248,906	34,988	206,238	7,680	224
REQUIRED PARKING		0.3 CARS/UNIT	68 CARS			
PROVIDED PARKING		350 SF/CAR	100 CARS			

INDIVIDUAL MASSING - SITE 3

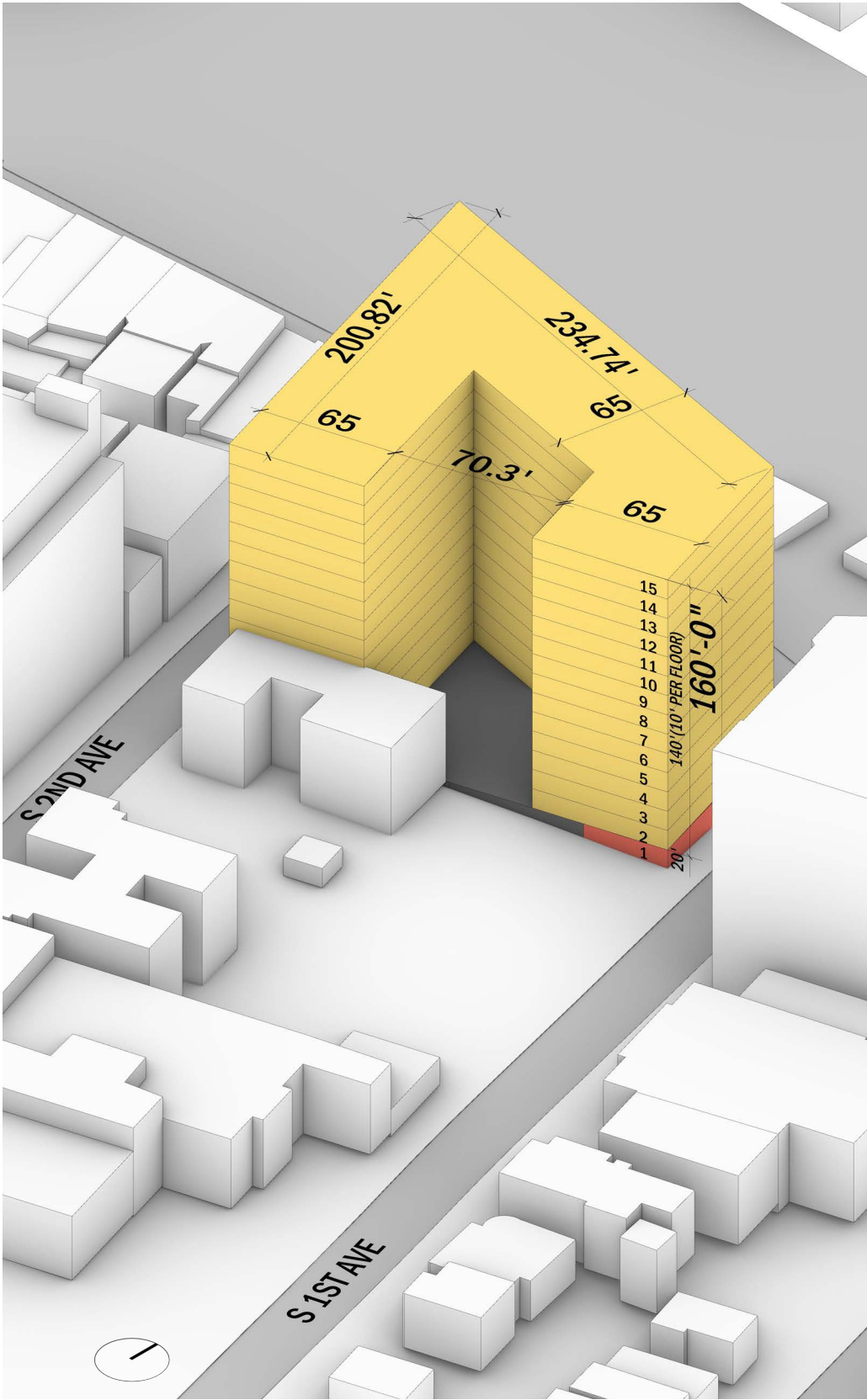
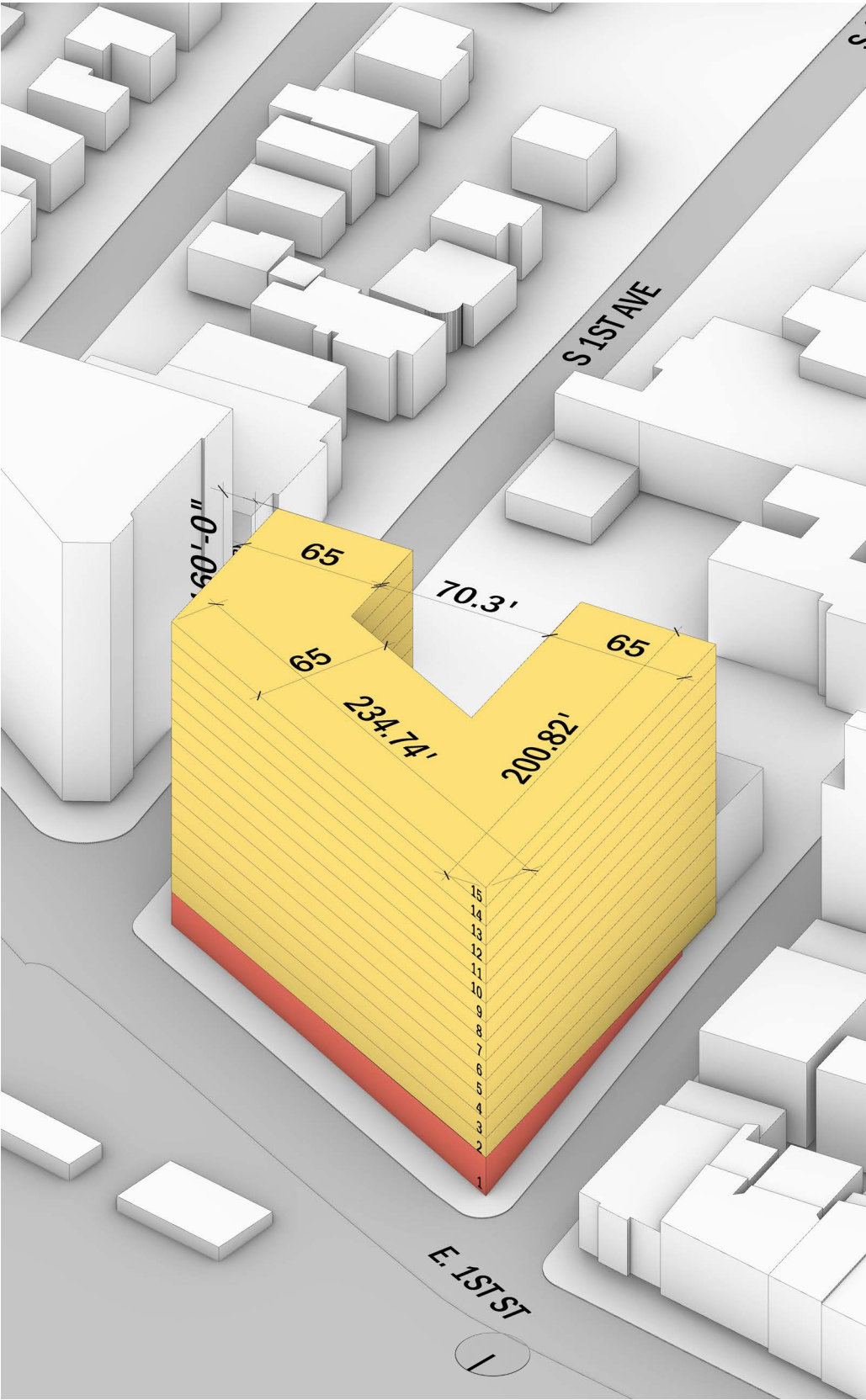


- PARKING
- RETAIL
- RESIDENTIAL
- RESIDENTIAL(BONUS FLOOR AREA)

SITE AREA ANALYSIS
* CALCULATION OF UNIT COUNTS BASED ON 900 SF/UNIT

SITE 3		FLOOR AREAS				
FLOORS	FL-FL HEIGHT (FT)	TOTAL FLOOR AREA(SF)	PARKING	RESIDENTIAL	RETAIL/ COMMUNITY FACILITY	# OF UNITS
P1	-	27,392	26,392	1,000	0	-
1	20	27,392	15,992	3,000	8,400	-
2	10	22,100	0	22,100	0	25
3	10	22,100	0	22,100	0	25
4	10	22,100	0	22,100	0	25
5	10	22,100	0	22,100	0	25
6	10	22,100	0	22,100	0	25
7	10	22,100	0	22,100	0	25
8	10	22,100	0	22,100	0	25
9	10	22,100	0	22,100	0	25
10	10	22,100	0	22,100	0	25
11	10	22,100	0	22,100	0	25
12	10	22,100	0	22,100	0	25
13	10	22,100	0	22,100	0	25
14	10	22,100	0	22,100	0	25
15	10	22,100	0	22,100	0	25
%		100%	12%	86%	2%	
SUM	160	364,184	42,384	313,400	8,400	350
REQUIRED PARKING		0.3 CARS/UNIT	105 CARS			
PROVIDED PARKING		350 SF/CAR	122 CARS			

INDIVIDUAL MASSING - SITE 4

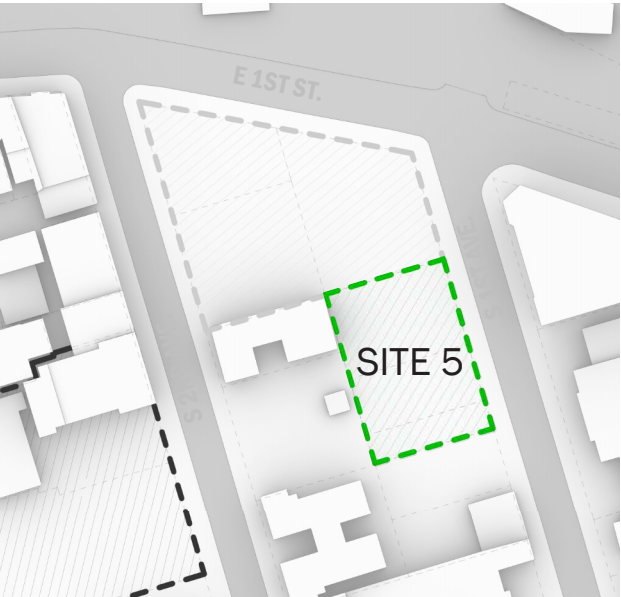
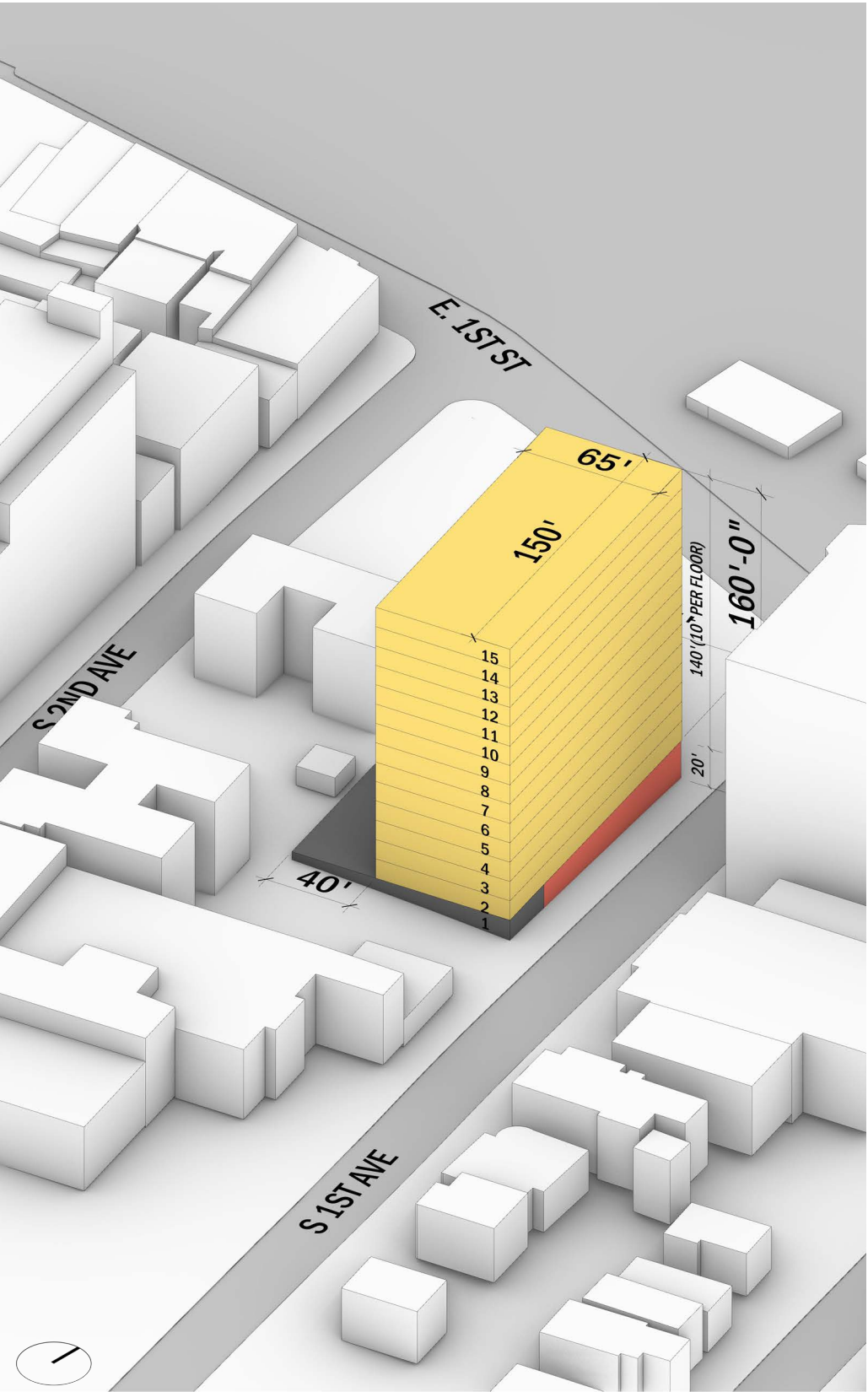
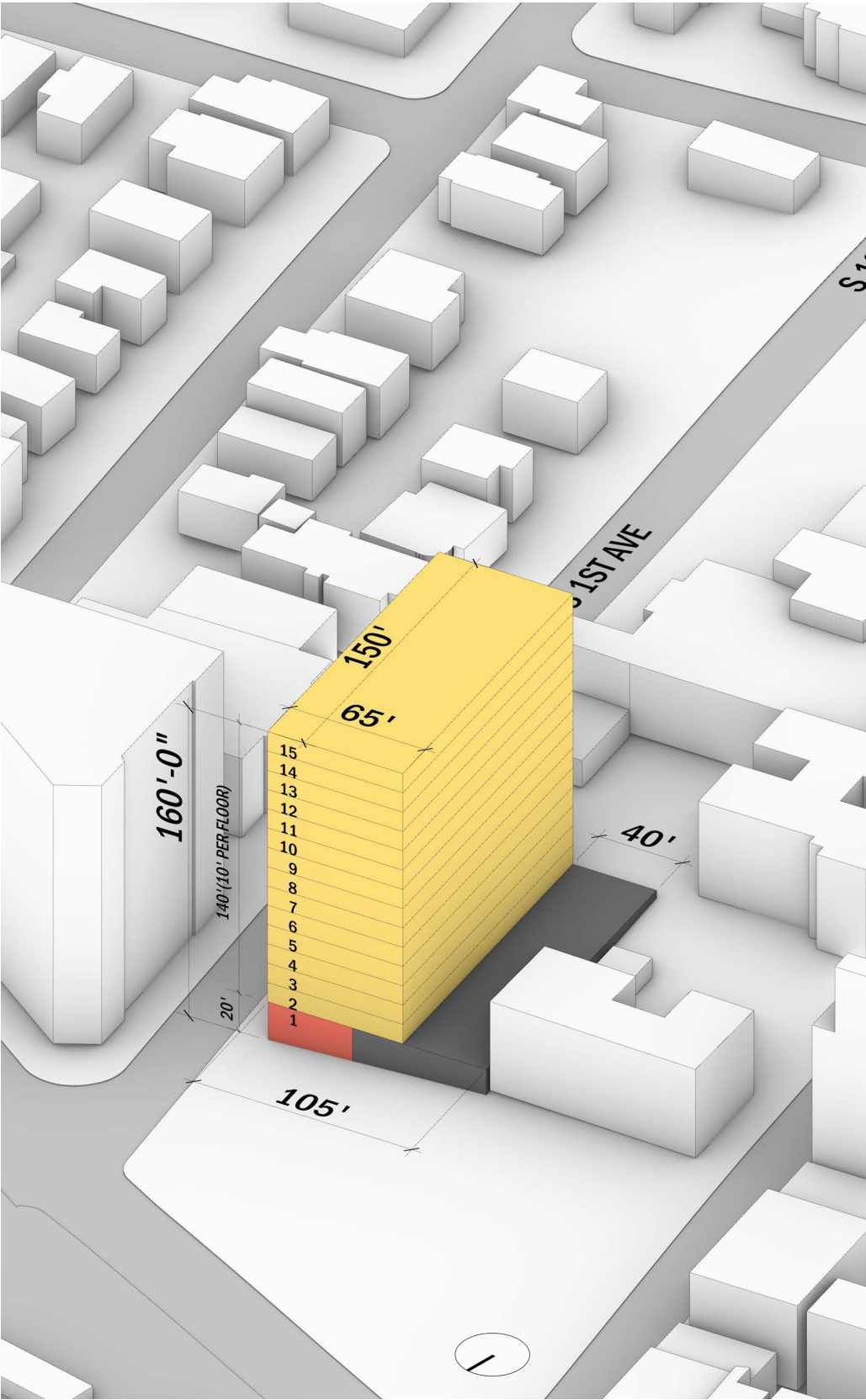


- PARKING
- RETAIL
- RESIDENTIAL
- RESIDENTIAL(BONUS FLOOR AREA)

SITE AREA ANALYSIS
* CALCULATION OF UNIT COUNTS BASED ON 900 SF/UNIT

SITE 4		FLOOR AREAS				
FLOORS	FL-FL HEIGHT (FT)	TOTAL FLOOR AREA(SF)	PARKING	RESIDENTIAL	RETAIL/ COMMUNITY FACILITY	# OF UNITS
P1	-	31,088	30,088	1,000	0	-
1	20	31,088	11,606	3,000	16482	-
2	10	14,446	0	14,446	0	16
3	10	14,446	0	14,446	0	16
4	10	14,446	0	14,446	0	16
5	10	14,446	0	14,446	0	16
6	10	14,446	0	14,446	0	16
7	10	14,446	0	14,446	0	16
8	10	14,446	0	14,446	0	16
9	10	14,446	0	14,446	0	16
10	10	14,446	0	14,446	0	16
11	10	14,446	0	14,446	0	16
12	10	14,446	0	14,446	0	16
13	10	14,446	0	14,446	0	16
14	10	14,446	0	14,446	0	16
15	10	14,446	0	14,446	0	16
%		100%	16%	78%	6%	
SUM	160	264,414	41,694	206,238	16,482	224
REQUIRED PARKING		0.3 CARS/UNIT	68 CARS			
PROVIDED PARKING		350 SF/CAR	120 CARS			

INDIVIDUAL MASSING - SITE 5



- PARKING
- RETAIL
- RESIDENTIAL
- RESIDENTIAL(BONUS FLOOR AREA)

SITE AREA ANALYSIS
* CALCULATION OF UNIT COUNTS BASED ON 900 SF/UNIT

SITE 5		FLOOR AREAS				
FLOORS	FL-FL HEIGHT (FT)	TOTAL FLOOR AREA(SF)	PARKING	RESIDENTIAL	RETAIL/ COMMUNITY FACILITY	# OF UNITS
P1	-	15,750	14,750	1,000	0	-
1	20	15,750	7,950	3,000	4,800	-
2	10	9,750	0	9,750	0	11
3	10	9,750	0	9,750	0	11
4	10	9,750	0	9,750	0	11
5	10	9,750	0	9,750	0	11
6	10	9,750	0	9,750	0	11
7	10	9,750	0	9,750	0	11
8	10	9,750	0	9,750	0	11
9	10	9,750	0	9,750	0	11
10	10	9,750	0	9,750	0	11
11	10	9,750	0	9,750	0	11
12	10	9,750	0	9,750	0	11
13	10	9,750	0	9,750	0	11
14	10	9,750	0	9,750	0	11
15	10	9,750	0	9,750	0	11
%		100%	14%	84%	3%	
SUM	160	168,000	22,700	140,500	4,800	154
REQUIRED PARKING		0.3 CARS/UNIT	47 CARS			
PROVIDED PARKING		350 SF/CAR	65 CARS			

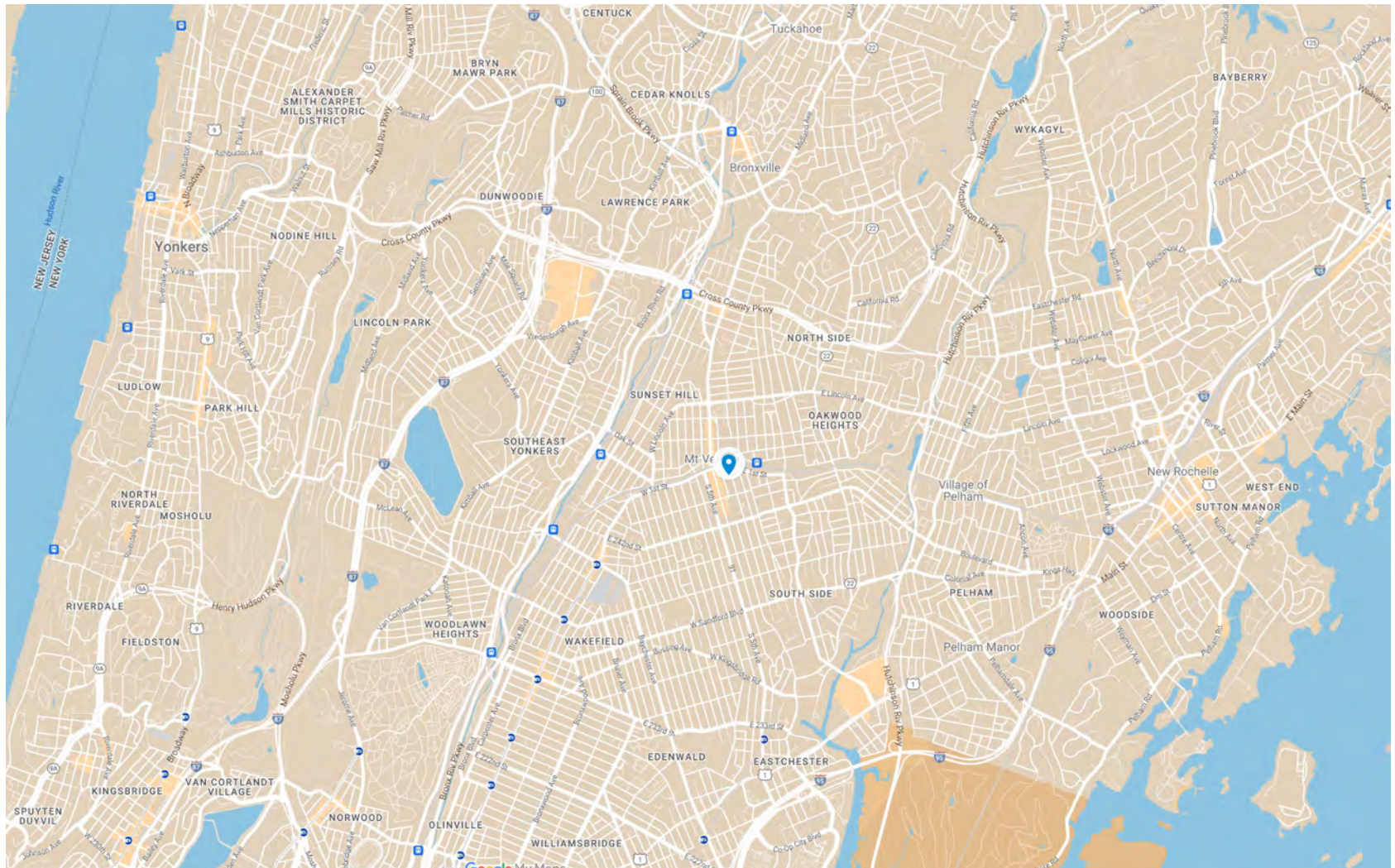
E

Amended Development Project Design Drawings

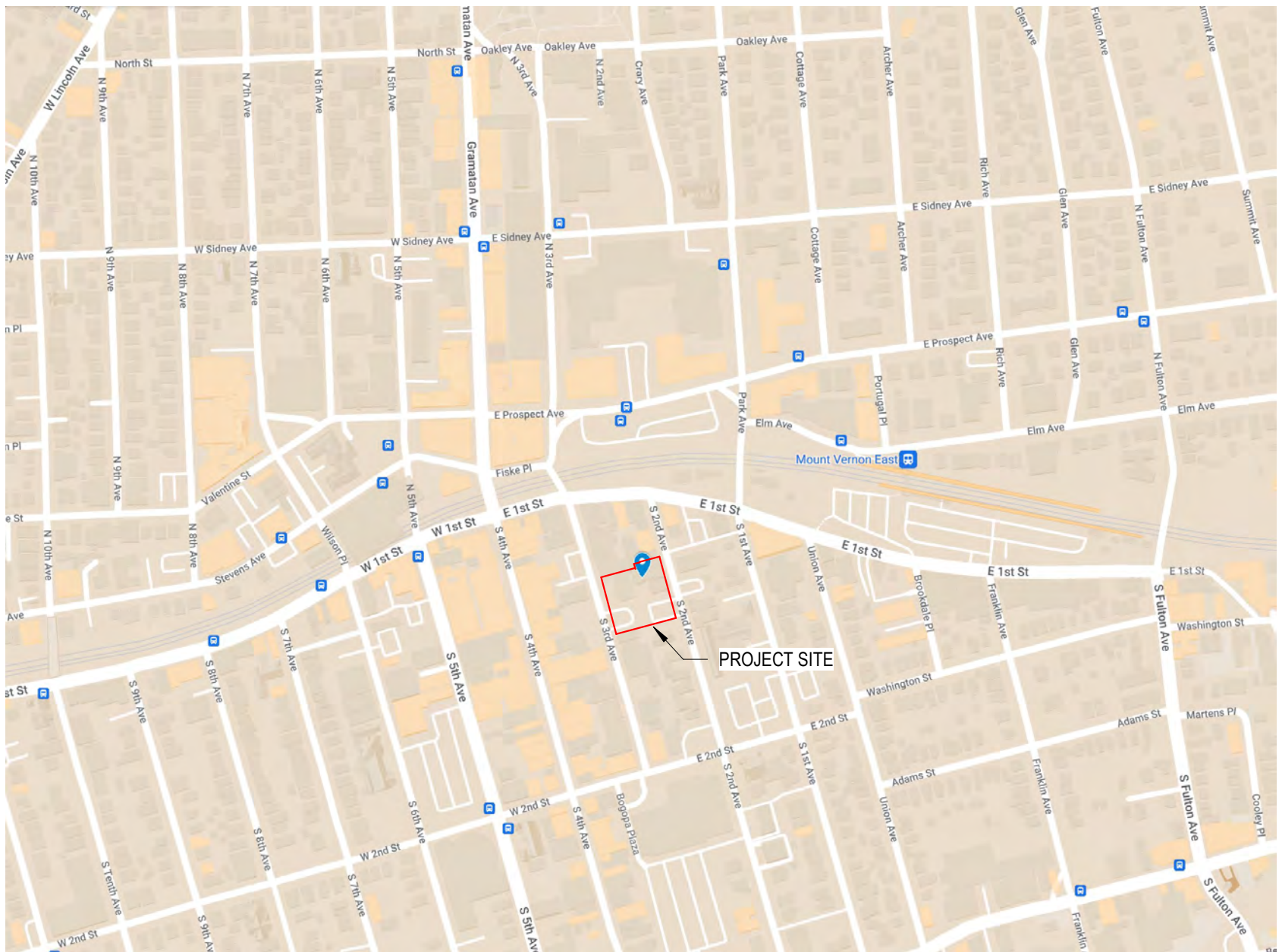
20 S. 2nd Avenue

20 South 2nd Avenue, Mount Vernon, New York

Owner: TRINITY FINANCIAL	Construction Manager: MONADNOCK CONSTRUCTION, INC.	Civil / Site: VHB	Structural: MCNAMARA SALVIA	Mechanical & Plumbing: DAGHER ENGINEERING
1350 BROADWAY, SUITE 1700, NEW YORK, NY 10018	153 3RD STREET, BROOKLYN, NY 11231	50 MAIN STREET, SUITE 360, WHITE PLAINS, NY 10606	45 WEST 45TH STREET, 10TH FLOOR, NEW YORK, NY 10036	29 BROADWAY, NEW YORK, NY 10006



REGIONAL MAP



VICINITY MAP

SEAL

BLDG A					BLDG B					BLDG A - BLDG B					
	0 BR	1 BR	2 BR	TOTAL		0 BR	1 BR	2 BR	TOTAL		0 BR	1 BR	2 BR	TOTAL	
UFAS MOBILITY UNIT	5%	1	4	3	8	5%	2	4	2	8	5%	3	8	5	16
UFAS HEARING IMPAIRED UNIT	2%	1	2	1	4	2%	1	2	1	4	2%	4	4	2	8
TOTAL		2	6	4	12		3	6	3	12		5	12	7	24

A

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLANS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPFP:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006



20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

DRAWING TITLE:

PROJECT
INFORMATION &
UNIT KEY PLAN

G-020

MARCH 22, 2024

20 SOUTH 2ND AVENUE

PROJECT LOCATION: PROJECT SUMMARY:		20 SOUTH 2ND AVENUE, MOUNT VERNON NY 10550 (2) NEW CONSTRUCTION BUILDINGS TYPE IA REDUCED TO TYPE 1B, MIXED USE OCCUPANCY (PRIMARY RESIDENTIAL (R-2) USE), (12) STORIES, FULLY SPRINKLERED.			
APPLICABLE CODES & REFERENCED STANDARDS:					
2020 BUILDING CODE OF NEW YORK STATE (MODIFIED - INTERNATIONAL BUILDING CODE 2018)					
2020 ENERGY CONSERVATION CODE OF NEW YORK STATE					
2020 MECHANICAL CODE OF NEW YORK STATE					
2020 PLUMBING CODE OF NEW YORK STATE					
2020 FUEL GAS CODE OF NEW YORK STATE					
2020 FIRE CODE OF NEW YORK STATE					
2016 NEW YORK STATE FIRE CODE SPRINKLER CODE - ADOPTS WITHOUT AMENDMENTS NFPA 13, 2016					
2013 ASHRAE 90.1 ENERGY STANDARDS FOR BUILDINGS EXCEPT LOW-RISE RESIDENTIAL BUILDINGS					
2009 ICC ANS I A117.1 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES					
2010 AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY STANDARDS					
TOPIC	SECTION	REQ'D / ALLOWED			
	2020 BCNYS				
DEFINITIONS	202	HIGH-RISE BUILDING - A building with an occupied floor located more than 75' above the lowest level of fire department vehicles access. TOTAL HEIGHT: Building A = 135'-4"; Building B = 136'-4" Buildings are high-rise			
CHAPTER 3 USE & OCCUPANCY	310.3	PRIMARY USES:	APARTMENTS	RESIDENTIAL	GROUP R-2
	508.2	ACCESSORY USE:	FITNESS, CO-WORKING, COMMUNITY ROOM, STUDIO, AGENCY TERRACE	ASSEMBLY	GROUP A-3
			BUILDING MANAGEMENT OFFICE, COMMUNITY FACILITY	BUSINESS	GROUP B
			PARKING GARAGE	STORAGE	GROUP S-2
TYPE OF CONSTRUCTION	602.2 / TBLE 601	TYPE 1A Construction, reduced to Type 1B (See 403.2.1).			
HEIGHT & BUILDING AREA	503	No of stories & bldg area allowed as specified in sec 504 & 506 based as type of contruction sec 602 as determined 302 classification			
	TBLE 503	ALLOWABLE HEIGHT:	Unlimited		
		ALLOWABLE NO. OF STORIES:	Unlimited		
SPECIAL DETAILED REQUIREMENTS BASED ON USE AND OCCUPANCY	403.2.1	REDUCTION IN FIRE-RESISTANCE RATING The fire-resistance rating reductions listed in Sections 403.2.1.1 and 403.2.1.2 shall be allowed in buildings that have sprinkler control valves equipped with supervisory initiating devices and water-flow initiating devices for each floor. 403.2.1.1 Type of construction. The following reductions in the minimum fire-resistance rating of the building elements in Table 601 shall be permitted as follows: 1. For buildings not greater than 420 feet (128 m) in building height, the fire-resistance rating of the building elements in Type IA construction shall be permitted to be reduced to the minimum fire-resistance ratings for the building elements in Type 1B. Exception: The required fire-resistance rating of columns supporting floors shall not be reduced. 3.The building height and building area limitations of a building containing building elements with reduced fire-resistance ratings shall be permitted to be the same as the building without such reductions.			
	403.2.1.2	403.2.1.2 Shaft enclosures. For buildings not greater than 420 feet (128 m) in building height, the required fire-resistance rating of the fire barriers enclosing vertical shafts, other than interior exit stairway and elevator hoistway enclosures, is permitted to be reduced to 1 hour where automatic sprinklers are installed within the shafts at the top and at alternate floor levels.			
	403.2.4	403.2.4 Sprayed fire-resistant materials (SFRM). The bond strength of the SFRM installed throughout the building shall be in accordance with Table 403.2.4.			
	[F]403.3.1.1	[F]403.3.1.1 Riser location. Sprinkler risers shall be placed in interior stairways and ramps that are remotely located in accordance with Section 1007.1.			
	[F]403.3	[F]403.3 Automatic sprinkler system. Buildings and structures shall be equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1 and a secondary water supply where required by Section 403.3.3.			
	[F]403.3.4	[F]403.3.4 Fire pump room. Fire pumps shall be located in rooms protected in accordance with Section 913.2.1.			
	403.5	403.5 Means of egress and evacuation. The means of egress in high-rise buildings shall comply with Sections 403.5.1 through 403.5.6.			
	403.5.1	403.5.1 Remoteness of interior exit stairways. Required interior exit stairways shall be separated by a distance not less than 30 feet (9144 mm) or not less than one-fourth of the length of the maximum overall diagonal dimension of the building or area to be served, whichever is less. The distance shall be measured in a straight line between the nearest points of the enclosure surrounding the interior exit stairways. In buildings with three or more interior exit stairways, no fewer than two of the interior exit stairways shall comply with this section. Interlocking or scissor stairways shall be counted as one interior exit stairway.			
	403.5.3	403.5.3 Stairway door operation. Stairway doors other than the exit discharge doors shall be permitted to be locked from the stairway side. Stairway doors that are locked from the stairway side shall be capable of being unlocked simultaneously without unclatching upon a signal from the fire command center.			
	403.5.3.1	403.5.3.1 Stairway communication system. A telephone or other two-way communications system connected to an approved constantly attended station shall be provided at not less than every fifth floor in each stairway where the doors to the stairway are locked.			
	403.5.4	403.5.4 Smokeproof enclosures. Every required interior exit stairway serving floors more than 75 feet (22 860 mm) above the lowest level of fire department vehicle access shall be a smokeproof enclosure in accordance with Sections 903.20 and 1023.11.			
	403.5.5	403.5.5 Luminous egress path markings. Luminous egress path markings shall be provided in accordance with Section 1025.			
	403.5.6	403.5.6 Emergency escape and rescue. Emergency escape and rescue openings specified in Section 1030 are not required.			
	403.6	403.6 Elevators. Elevator installation and operation in high-rise buildings shall comply with Chapter 30 and Sections 403.6.1 and 403.6.2.			
	403.6.1	403.6.1 Fire service access elevator. In buildings with an occupied floor more than 120 feet (36,576 mm), measured from the elevation of street-level access to the level of the highest occupable floor, no fewer than two fire service access elevators shall be provided in accordance with Section 3007. All remaining elevators, if any, shall be provided with Phase I and II emergency operation. Each fire service access elevator shall have a capacity of not less than 3,500 pounds (1588 kg) and shall comply with Section 3002.4.			
	403.6.2	403.6.2 Occupant evacuation elevators. Where installed in accordance with Section 3008, passenger elevators for general public use shall be permitted to be used for occupant self-evacuation.			
	406.6	406.6 Enclosed parking garages. Enclosed parking garages shall comply with Sections 406.2, 406.4 and 406.6.			
	406.6.2	406.6.2 Ventilation A mechanical ventilation system and exhaust system shall be provided in accordance with Chapters 4 and 5 of the Mechanical Code of New York State.			
	[F]406.6.3	[F]406.6.3 Automatic sprinkler system An enclosed parking garage shall be equipped with an automatic sprinkler system in accordance with Section 903.2.10.			
FIRE RESISTANCE RATING REQ'D FOR BLDG ELEMENTS	TABLE 601	Fire-Resistance Rating Requirements for Building Elements (Hours)			Type 1B
	TABLE 602	Primary Structural Frame Bearing walls (interior/exterior) Exterior Nonbearing walls & partitions If fire separation equal or greater than 30 ft.: If fire separation is less than 30 ft.: Interior Nonbearing walls and partitions Floor Construction and associated secondary members Roof Construction and associated secondary members			2-hr* 2-hr* 0-hr 1-hr 0-hr 1-hr 2-hr 1-hr
*Columns supporting floors to have 3 hour fire resistance rating, per type 1A construction, per section 403.2.1.1 Exception.					

TOPIC	SECTION		
	2020 BCNYS	REQ'D / ALLOWED	
SEPARATION OF OCCUPANCY	508.1	Where a building contains more than one occupancy, the requirements of 508.2, 508.3 or 508.4 shall apply.	
	508.2.4	No separation is required between accessory occupancies and the main occupancy. Exception 2, Group R-2 dwelling units and sleeping units shall be separated from other dwelling or sleeping units and from accessory occupancies contiguous to them in accordance with the requirements of Section 420.	
	Table 508.4	Individual occupancies shall be separated from adjacent occupancies per Table 508.4. Occupancy R-2, A 1 R-2, S-2 1 R-2, B 1	
	Table 509	Incidental Uses – see separation/protection requirements. Description: Separation/Protection: Boiler & fuel heater rooms 1-hour or automatic sprinkler system Laundry rooms (100+ sf) 1-hour or automatic sprinkler system	
	509.2	Incidental uses shall not be individually classified per 302.1, but included in the occupancy they occupy.	
	509.3	Incidental uses shall not occupy more than 10% of the building area for that story.	
	509.4	Separation and protection: The incidental uses listed in Table 509 shall be separated from the remainder of the building or equipped with an automatic sprinkler system, or both, in accordance with the provisions of that table.	
	FIRE SEPARATION EXTERIOR WALL DISTANCE	TABLE 602	FIRE-RESISTANCE RATING FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE FIRE RATING X < 5' 15% 5' < X < 10' 1-HOUR 10' < X < 30' 1-HOUR X > 30' 0-HOUR
	603	Combustible Material in Types I and II Construction	
	603.1	Combustible materials shall be permitted in buildings of Type I or II construction in the following applications and in accordance with 603.1.1 through 603.1.3.	
704	Fire-Resistance Rating of Structural Members		
704.1	Fire-resistance rating of structural members and assemblies shall not be less than the ratings required for the fire-resistance-rated assemblies supported by the structural members. Exception: Fire barriers, fire partitions, smoke barriers and horizontal assemblies per 707.5, 708.4, 709.4, and 711.2 respectively.		
705.3	Buildings on the same lot. For the purposes of determining the required wall and opening protection, projections and roof-covering requirements, buildings on the same lot shall be assumed to have an imaginary line between them.		
TABLE 705.5	Fire-resistance ratings. Exterior walls shall be fire-resistance rated in accordance with Tables 601 and 602 and this section. The required fire-resistance rating of exterior walls with a fire separation distance of greater than 10 feet (3.048 mm) shall be rated for exposure to fire from the inside. The required fire-resistance rating of exterior walls with a fire separation distance of less than or equal to 10 feet (3.048 mm) shall be rated for exposure to fire from both sides.		
MAX AREA OF EXTERIOR WALL OPENING BASED ON FIRE SEPARATION DISTANCE	TABLE 705.8	MAXIMUM AREA OF EXTERIOR WALL OPENINGS-PROTECTED 0 TO 3' NOT PERMITTED GREATER THAN 3' TO 5' 15% GREATER THAN 5' TO 10' 25% GREATER THAN 10' TO 15' 45% GREATER THAN 15' TO 20' 75% GREATER THAN 20' TO 25' NO LIMIT GREATER THAN 25' TO 30' NO LIMIT GREATER THAN 30' NO LIMIT	
706	Fire Walls – Fire walls not anticipated.		
707	Fire Barriers Shaft Enclosures per 713.4 Interior exit stairway per 1020.1 Exit access stairways per 1019 Exit Passageways per 1024.3 Incidental uses per Table 509 Fire barriers or horizontal assemblies, or both, per Table 707.3.10		
708.1	Fire Partitions General. The following wall assemblies shall comply with this section. 1 Separation walls as required by Section 402.2 for Group R-2. 3 Corridor walls as required by Section 1020.1. 4 Elevator lobby separation as required by Section 3006.2.		
708.3	Fire-resistance rating. Fire partitions shall have a fire-resistance rating of not less than 1-hour. Exceptions: 1 Corridor walls permitted to have a 1/2-hour fire-resistance rating by Table 1020.1.		
711	Horizontal Assemblies		
711.2.4.3	Dwelling units. Horizontal assemblies serving as dwelling unit separations in accordance with Section 420.3 shall be not less than 1-hour fire-resistance-rated construction.		
713	Shaft Enclosures		
713.2	Shaft enclosures shall be constructed as fire barriers in accordance with Section 707 or horizontal assemblies in accordance with Section 711, or both.		
713.4	Shaft shall be fire-resistance rated at 2-hours where connecting 4 stories or more, and 1-hour where connecting less than 4 stories or more, but not less than the floor assembly penetrated.		
713.7	Openings in a shaft enclosure shall be protected per 716 for fire barriers. Doors to be self-closing by smoke detection per 716.5.3.3.		
713.11	Shaft enclosures at the bottom to be constructed per one of the conditions stated in 713.11.		
713.13	Waste and linen chutes must comply with NFPA 82, Chapter 6 and 713.1.3 through 713.13.6.		
716	OPENING PROTECTIVES		
Table 716.1(2)	Fire Door Assemblies: Wall assembly rating Fire door/fire shutter assembly Shaft Enclosures 2-hr 1 1/2 hr Fire Barriers 1-hr 3/4 hr Shafts, Exit Enclosures 1-hr 1-hr Fire Barriers - Other 1-hr 3/4 -hr Fire Partitions - Corridor Walls 1-hr 1/3 -hr 0.5-hr 1/3 -hr Fire Partitions - Other 1-hr 3/4 -hr 0.5-hr 1/3 -hr Exterior Walls 2-hr 1 1/2 hr 1-hr 3/4 hr		
710.5.2.2.1	Smoke and draft control. Fire door assemblies shall meet the requirements for a smoke and draft control door assembly tested in accordance with UL 1784.		
717.1	The provisions of this section shall govern the protection of duct penetration and air transfer openings in assemblies required to be protected and duct penetrations in non-fire-resistance-rated floor assemblies.		
DESIGN OCCUPANT LOAD MAX FLOOR AREA ALLOWANCES PER OCCUPANT	TABLE 1004.5	FUNCTION OF SPACE Accessory storage areas, mechanical equipment room 300 gross Assembly without fixed seats: unconcentrated (tables and chairs) 15 net Business areas 150 gross Exercise rooms 50 gross Residential 200 gross Parking garages 200 gross TOTAL OCCUPANT LOAD CELLAR TBD 1ST FLOOR TBD 2ND FLOOR TBD 3RD - 9TH FLOOR TBD 9TH - 10TH FLOOR TBD 11TH -12TH FLOOR TBD ROOF TBD TOTAL TBD	
DESIGN OCCUPANT LOAD MAX FLOOR AREA ALLOWANCES PER OCCUPANT: OUTDOOR	1004.87	Outdoor areas Occupant load of yards, patios, courts and similar outdoor areas accessible to and usable by the building occupants shall be determined by the design professional subject to the approval of the building official. Exception 1: Outdoor areas used exclusively for the service of the building need only one means of egress.	
EGRESS COMPONENT LOAD CAPACITY FACTOR		Egress width per occupant served Residential R-2 1005.3.1 Stairways (sprinklered) 0.3 1005.3.2 Other egress components (sprinklered) 0.2	
EGRESS CONVERGENCE	1005.6	Where means of egress from floors above and below converge at an intermediate level, the capacity of the means of egress from the point of convergence shall be not less than the sum of the two floors.	
ACCESSIBLE MEANS OF EGRESS	1009.1	Accessible spaces shall be provided with not less than one accessible means of egress. Where more than one means of egress is required by Section 1006.2 or 1006.3 for any accessible space, each accessible portion of the space shall be served by not less than two accessible means of egress.	
STAIRS	1011.2	The required capacity of stairways shall be determined as specified in section 1005.1, but the minimum width shall be not less than 44 inches (1,118 MM).	
DOORS	1010.1.2.1	Pivot or side-hinged swinging doors shall swing in the direction of egress travel where serving a room or area containing an occupant load of 50 or more persons.	

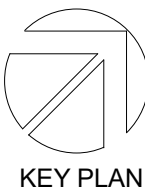
TOPIC	SECTION						
	2020 BCGNYS	REQ'D / ALLOWED					
MINIMUM NUMBER OF EXITS REQUIRED	TABLE 1006.3.2	CELLAR	(36" Door) 3370.2±165 OCC.	4470.3±146	TBD	2	2
		1ST FLOOR	(36" Door) 3370.2±165 OCC.	4470.3±146	TBD	2	2
		2ND FLOOR	(36" Door) 3370.2±165 OCC.	4470.3±146	TBD	2	2
		3RD - 8TH FLOOR	(36" Door) 3370.2±165 OCC.	4470.3±146	TBD	2	2
		9TH - 10TH FLOOR	(36" Door) 3370.2±165 OCC.	4470.3±146	TBD	2	2
		11TH - 12TH FLOOR	(36" Door) 3370.2±165 OCC.	4470.3±146	TBD	2	2
		ROOF	(36" Door) 3370.2±165 OCC.	4470.3±146	TBD	2	2
REQUIRED FIRE SEPARATION							
CORRIDORS	TABLE 1020.1	1/2 HR required fire-resistance rating with sprinkler system for occupancy R.					
STAIR SHAFT ELEV SHAFT/MECH SHAFT	713.4	Shaft enclosures shall have a fire-resistance rating of not less than 2 hours where connecting four stories or more, and not less than 1 hour where connecting less than four stories.					
EXIT ACCESS TRAVEL DISTANCE	TABLE 1017.2	A, R-2 250' with sprinkler B 300' with sprinkler S-2 400' with sprinkler					
MAX COMMON PATH OF EGRESS TRAVEL DISTANCE	TABLE 1006.2.1	A 75' with sprinkler B 100' with sprinkler R-2 125' with sprinkler S-2 100' with sprinkler					
MAX DEAD END	1020.4	Where more than one exit or exit access doorway is required, the exit access shall be arranged such that dead-end corridors do not exceed 20 feet (6.096 mm) in length. Exceptions: 2. In R-2 occupancies where the building is equipped throughout with an automatic sprinkler system in accordance with section 903.3.1.1, the length of the dead-end corridors shall not exceed 50 feet (15.240 mm).					
ELEVATORS AND CONVEYING SYSTEMS	3002	HOISTWAY ENCLOSURES					
	3002.1	Elevator hoistway enclosure shall be shaft enclosures complying with Sections 712 and 713.					
	3002.1.1	Openings in hoistway enclosures shall be protected as required in Chapter 7.					
	3002.4	In buildings of 4 or more stories above grade, a minimum of one elevator for use by building residents and fire department emergency access to all floors, and shall be sized to accommodate an ambulance stretcher, 24" x 94" with min. 5' radius corners in the horizontal, open position.					
	3002.7	Common enclosure with stairway. Elevators shall not be in a common shaft enclosure with a stairway.					
	3002.9	Plumbing and mechanical systems shall not be located in elevator hoistway enclosure. Exception: Floor drains, sumps, and sump pumps at base of hoistway provided they are indirectly connected to plumbing system.					
	3003	EMERGENCY OPERATIONS					
	3003.1	Where standby power is required to operate an elevator, operation shall be per 3003.1.1 through 3003.1.4.					
	[F]3003.2	Fire fighters' emergency operation. Provide Phase 1 emergency recall operation and Phase II emergency in-car operation per ASME A17.1/CSA B44.					
	[F]3003.3	All elevators shall be equipped to operate with a standardized fire service elevator key in accordance with the Fire Code of New York State.					
	3005	MACHINE ROOMS					
	3005.2	Elevator control rooms shall be provided with an independent ventilation or air-conditioning system to protect against the overheating of the electrical equipment. The system shall be capable of maintaining temperatures within the range established for the elevator equipment.					
	3005.4	Elevator control rooms outside of, but attached to a hoistway that have openings into the hoistway shall be enclosed with fire barriers constructed in accordance with Section 707 or horizontal assemblies constructed in accordance with Section 711; or both.					
3006	ELEVATOR LOBBIES AND HOISTWAY OPENING PROTECTION						
3006.2	Hoistway opening protection required: 5. The building is a high rise and the elevator hoistway is more than 75 feet (22.860 mm) in height. The height of the hoistway shall be measured from the lowest floor to the highest floor of the floors served by the hoistway. Exceptions: 2. Protection of elevator hoistway door openings is not required at the level(s) of exit discharge, provided the level(s) of exit discharge is equipped with an automatic sprinkler system in accordance with Section 903.3.1.1.						
3007	FIRE SERVICE ACCESS ELEVATORS						
3007.1	General. Where required by Section 403.6.1, every floor of the building shall be served by fire service access elevators complying with Sections 3007.1 through 3007.9.						
FIRE SERVICE ACCESS ELEVATOR LOBBY	3007.6	The fire service access elevator shall open into a fire service access elevator lobby in accordance with section 3007.6.1 through 3007.6.5. Egress is permitted through the elevator lobby in accordance with item 1 of Section 1016.2.					
	1016.2	1. Exit access through an enclosed elevator lobby is permitted. Access to not less than one of the required exits shall be provided without travel through the enclosed elevator lobbies required by Section 3006. Where the path of exit access travel passes through an enclosed elevator lobby, the level of protection required for the enclosed elevator lobby is not required to be extended to the exit unless direct access to an exit is required by other sections of this code.					
	3007.6.1	Access to interior exit stairway or ramp. The fire service access elevator lobby shall have direct access from the enclosed elevator lobby to an enclosure for an interior exit stairway.					
	3007.6.2	The fire service access elevator lobby shall be enclosed with a 1-hour smoke barrier, except that lobby doorways shall comply with Section 3007.6.3. Exception: Enclosed fire service access elevator lobbies are not required at the levels of exit discharge.					
	3007.6.3	Other than doors to the hoistway, elevator control room or elevator control space, each doorway to a fire service access elevator lobby shall be 3/4-hour rated complying with section 716. The fire door assembly shall comply with the smoke and draft control door assembly requirements of Section 716.2.2.1.1 and be tested in accordance with UL 1784 without an artificial bottom seal.					
	3007.6.4	Enclosed fire service access elevator lobby shall be no less than 150 square feet (14 m²) in an area with a dimension of not less than 8 feet (2,440 mm)					
ACCESSIBILITY	1104	ACCESSIBLE ROUTE					
	1104.1	At least one accessible route shall be provided within the site from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served.					
	1105	Accessible Entrances					
	1105.1	In addition to accessible entrances required by Section 1105.1.1 through 1105.1.7, at least 60% of all public entrances shall be accessible.					
	1106	PARKING SPACES					
	Table 1106.1	Accessible Parking Spaces: Total Parking Provided: 1 to 25 2 26 to 50 3 51 to 75 4 76 to 100 5 101 to 150 6 151 to 200 6 2 Accessible and 2 Van-accessible Parking Spaces provided					
	[NY] 1106.1.1	Accessible parking spaces shall be in conformance with ICC A117.1 except that spaces shall be provided with access aisles at least 6 feet (2,440 mm) in width. Each access aisle shall be provided with a sign, in accordance with Secto 1111.5.					
1106.5	Provide one van-accessible parking space for every six accessible parking spaces.						
1106.7	Passenger loading zones shall be accessible.						
INTERIOR ENVIRONMENT	1206.2	Air-borne sound. Walls, partitions and floor/ceiling assemblies separating dwelling units from each other or from public or service areas shall have a sound transmission class of not less than 50, or not less than 45 if field tested, for air-borne noise when tested in accordance with ASTM E90. This requirement shall not apply to entrance doors; however, such doors shall be tight fitting to the frame and sill.					
	1206.3	Structure-borne sound. Floor/ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an impact insulation class rating of not less than 50, or not less than 45 if field tested, when tested in accordance with ASTM E492.					

[illegible]

SEAL

B

A



**PERKINS—
EASTMAN**

115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:
MONADNOCK CONSTRUCTION,
153 3RD STREET, BROOKLYN, NY

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLANS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPFP:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006

PROJECT TITLE:

20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

DRAWING TITLE:
CODE ANALYSIS

SCALE: 1/4" = 1'-0"

G-090

SCHEMATIC DESIGN

MARCH 22, 2024

SEAL

Saved Friday, February 17, 2023 10:11:25 AM SPECK Plotted Monday, April 10, 2023 12:17:33 PM Jason Larson



- ## Title Reference

SCHEDULE B

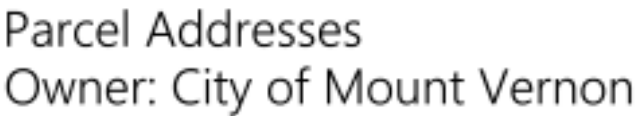
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1. THE PROPERTY MARKERS DEPICTED ON THIS PLAN ARE BASED UPON AN ACTUAL FIELD SURVEY CONDUCTED BY VHB BETWEEN JANUARY 24, 2022 AND MARCH 21, 2022.
2. THE EXISTING CONDITIONS DEPICTED ON THIS PLAN ARE BASED UPON AN ACTUAL ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY VHB BETWEEN JANUARY 24, 2022 AND MARCH 21, 2022.
3. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES DEPICTED ON THIS PLAN ARE BASED ON FIELD OBSERVATIONS AND OTHER INFORMATION. THEY ARE NOT WARRANTED TO BE EXACTLY LOCATED NOR IS IT WARRANTED THAT ALL UNDERGROUND UTILITIES OR OTHER STRUCTURES ARE DEPICTED ON THIS PLAN. THE INFORMATION ON UNDERGROUND UTILITIES DEPICTED ON THIS PLAN IS A GENERAL SCHEMATIC DIAGRAM AND FOR INFORMATIONAL PURPOSES ONLY AND THE LOCATIONS AND PRESENCE OF THOSE UTILITIES APPEARING ON THIS PLAN, SHOULD NOT BE USED FOR DESIGN, ENGINEERING OR FOR ANY OTHER REASON UNLESS FURTHER INVESTIGATION AND VERIFICATION IS PERFORMED BY THE USER.
4. HORIZONTAL DATUM AND NORTH AZIMUTH DEPICTED HEREON REFER TO THE NEW YORK STATE PLANE COORDINATE SYSTEM - NAD 83 ELEVATIONS AND CONTOURS DEPICTED HEREON REFER TO THE NORTH AMERICAN DATUM OF 1983 PACE. BOTH DATUMS WERE COMPUTED AND MEASURED USING AN AVERAGE REAL TIME NETWORK (RTN) GPS SOLUTION.
5. THE PARCELS LOCATED IN ZONE K ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS DEPICTED ON "FIRM FLOOD INSURANCE RATE MAP FOR WESTCHSTER COUNTY, NEW YORK (ALL JURISDICTIONS) MAP NUMBER 36190C0337 EFFECTIVE DATE SEPTEMBER 28, 2007."

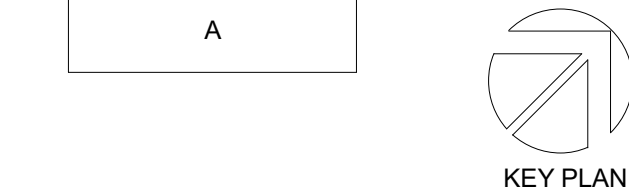
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, EFFECTIVE FEBRUARY 23, 2021 AND INCLUDES ITEMS 2-5, 8-9, 11, 13, AND 14 OF TABLE A THEREOF.

DATE OF MAP: JULY 12, 2022.

I HEREBY CERTIFY THAT THIS PLAN IS SUBSTANTIALLY CORRECT.



**Tax ID Sec. 165.70
Block 3112
Lots 11, 13, 37, & 39
Westchester County**

[illegible]

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW YORK, NY 10018

Construction Manager:
MONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY 11231

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE PLAINS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH FLOOR, NEW YORK, NY 10036

MEPPF:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY 10006

20 S. 2nd Avenue

PROJECT No: 68561

DRAWING TITLE:

SURVEY

SCALE:

AS-001

SCHEMATIC DESIGN

MARCH 22, 2024

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

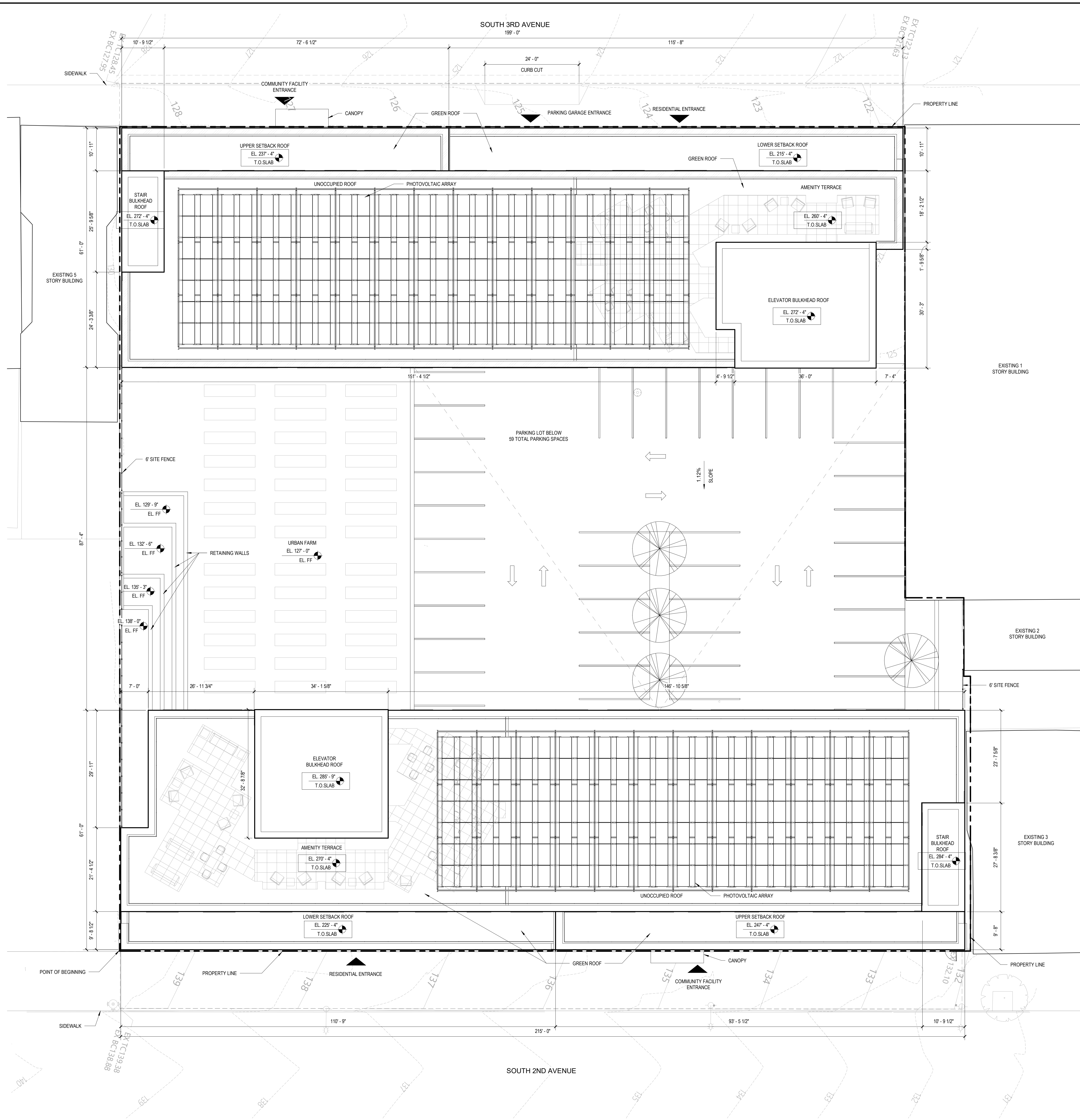
Construction Manager:
MCMARDY CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY
11231

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLAINS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPPF:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006

MARCH 22, 2024

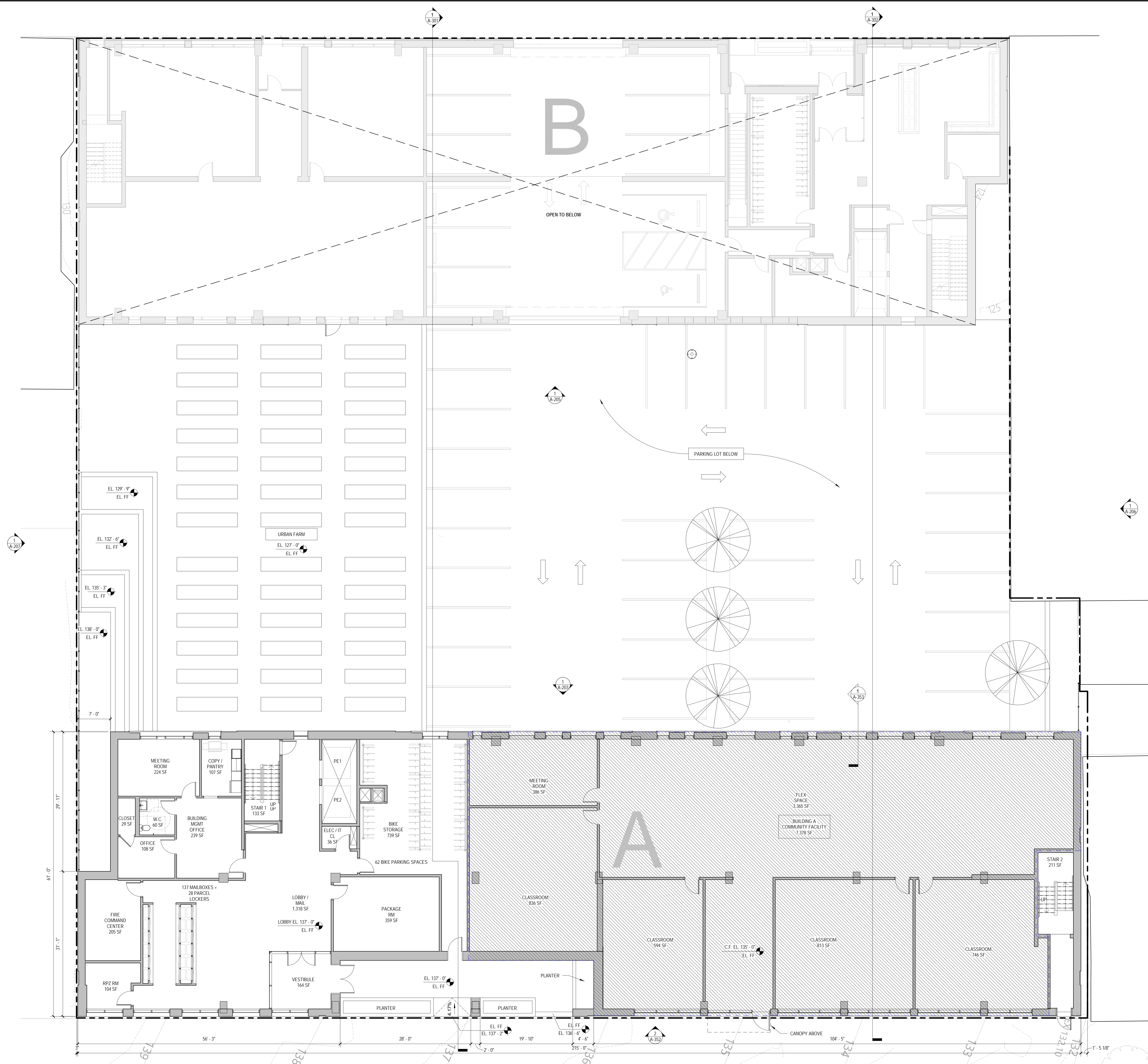


@	AT	CW	CHEMICAL WASTE LINE
AC	AIR CONDITIONER / CONDITIONING	DW	CLOCKWISE
ACC	ACCESSIBLE	DW	COLD WATER PIPING
ACCESSY	ACCESSORY	DEEP	DEEP
ACOUS INSUL	ACOUSTICAL INSULATION	DBL	DOUBLE
ACOUS PNL	ACOUSTICAL PANELS	DEGREE	DEGREE
ACP	LAY-IN ACOUSTIC PANEL CEILING PADS	DEMO	DEMOLITION
ACS DR	ACCESS DOOR	DET	DETAIL
ACS FLR	ACCESS FLOOR	DF	DRINKING FOUNTAIN
ACS PNL	ACCESS PANEL	DH	DOUBLE HUNG
ACST	ACOUSTICAL	DIA	DIAMETER
ACT	ACOUSTICAL CEILING TILE	DIAG	DIAGONAL
AD	AREA DRAIN	DM	DIMENSION
ADA	AMERICANS WITH DISABILITIES ACT	DISP	DISPENSER
ADDL	ADDITIONAL	DIV	DIVISION
ADDM	ADDENDUM	DMPF	DAMP PROOFING
ADJ	ADJUSTABLE / ADJACENT	DR	DOOR / DRAIN
ADMIN	ADMINISTRATION	DS	DOWNSPOUT
AFC	ABOVE FINISHED COUNTER	DW	DISHWASHER
AFF	ABOVE FINISHED FLOOR	DWG	DRAWING
AFG	ABOVE FINISHED GRADE	DWR	DRAWER
AFS	ABOVE FINISHED SLAB	E	EAST
AHR	ANCHOR	EA	EACH
AHU	AIR HANDLING UNIT	EF	EACH FACE
ALNMT	ALIGNMENT	EG	VERTICAL END GUARDS
ALT	ALTERNATE	EHD	ELECTRIC HAND DRYER
ALUM	ALUMINUM	EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
ANOD	ANODIZED	EJ	EXPANSION JOINT
APC	ACOUSTICAL PANEL CEILING	EL	ELEVATION
APPROX	APPROXIMATELY	ELEC	ELECTRICAL
APPRVD	APPROVED	ELEV	ELEVATOR
APT	APARTMENT	EM	ELECTROMAGNETIC
ARCH	ARCHITECT(URAL)	EM	EXPANDED METAL
ASPH	ASPHALT	EMER	EMERGENCY
ASTM	AMERICAN SOCIETY FOR TESTING MATERIALS	ENCL	ENCLOSED / ENCLOSURE
ATC	ACOUSTICAL TILE CEILING	ENGR	ENGINEER
AUTO	AUTOMATIC	ENTR	ENTRANCE
AVG	AVERAGE	EOS	EDGE OF SLAB
AWP	WALL-MOUNTED SOUND ABSORPTION	EPB	ELECTRIC PANEL BOARD
		EQUALLY	EQUALLY
AWT	ACOUSTIC WALL TREATMENT	EQUIP	EQUIPMENT
BD	BOARD	ER	POURED EPOXY
BITUM	BITUMINOUS	ERF	POURED EPOXY FLOORING
BL	BASELINE	ESCAL	ESCALATOR
BLK	BLACK	EST	ESTIMATE
BLDG	BUILDING	EW	EACH WAY
BM	BEAM	EWC	ELECTRIC WATER COOLER
BO	BLOWOFF	EXP	EXTERIOR FINISH
BOT	BOTTOM	EXH	EXHAUST
BR	BEDROOM	EXIST	EXISTING
BRG	BEARING	EXP	EXPANSION
BRK	BRICK	EXT	EXTERIOR
BRZ	BRONZE	FA	FIRE ALARM
BS	BOTH SIDES	FAB	FABRIC
BSMT	BASEMENT	FAI	FRESH AIR INTAKE
BTWN	BETWEEN	FBRK	FIREBRICK
BUR	BUILT UP ROOFING	FCD	PREFABRICATED FABRIC CEILING PANEL
BW	BOTH WAYS	FCU	FAN COIL UNIT
C	C	FD	FLOOR DRAIN
C	C	FDN	FOUNDATION
C TO C	CENTER TO CENTER	FE	FIRE EXTINGUISHER
CAB	CABINET	FEQ	FIRE EXTINGUISHER CABINET
CB	CATCH BASIN	FF EL	FINISH FLOOR ELEVATION
CBB	CONCRETE BRUSHED BROOM FINISH	FGL	FIBERGLASS
CEM	CEMENT	FH	FIRE HOSE
CEM PLAS	CEMENT PLASTER (STUCCO)	FHC	FIRE HOSE CABINET
CER	CERAMIC	FIN	FINISHED
CG	CORNER GUARD	FIN FLR	FINISH FLOOR
CH	CHILLER	FIN FLR	FINISH FLOOR
CH	CHAO HOOK	FIXT	FIXTURE
CHBD	CHALKBOARD	FLASH	FLASHING
CHFR	CHAMFER	FLR	FLOOR
CI	CAST IRON	FLRSK	FLOOR SINK
CJ	CAST IN PLACE	FLURK	FLOURESCENT
CJ	CONTROL JOINT	FM	FACTORY MUTUAL
CL	CENTERLINE	FOC	FACE OF CONCRETE
CLD	CLOTHES DRYER	FOP	FACE OF FINISH
CLG	CEILING	FOM	FACE OF MASONRY
CLG HT	CEILING HEIGHT	FOS	FACE OF STUDS
CLL	CONTRACT LIMIT LINE	FOW	FACE OF WALL
CLR	CLOSET	FP	FIREPROOF
CLR	CLEAR	FPL	FIREPLACE
CMU	CONCRETE MASONRY UNIT	FR	FRAME
CNTR	COUNTER	FRG	FIBER REINFORCED GYPSUM
CO	CARBON MONOXIDE	FRP	FIBERGLASS REINFORCED PLASTIC
CO	CASED OPENING	FRT	FIRE RETARDANT TREATED
CO	CERTIFICATE OF OCCUPANCY	FSP	FIRE STAND PIPE
CO	CLEANOUT	FTNR	FASTENER
CO	COMPANY	FTG	FOOTING
CO	COUTOUT	FURG	FURRING
COL	COLUMN	FUT	FUTURE
COMB	COMBINATION	FVC	FABRIC WALL COVER
CONC	CONCRETE	FWP	NON-ACOUSTIC STRETCHED FABRIC PANEL WALL INSTALLATION
CONSTR	CONSTRUCTION	G	GROUND
CONT	CONTINUE	G	GRADE
CONT	CONTROLLER	GALV	GALVANIZED(D)
CONV	CONVERT	GB	GRAB BAR
CORR	CORRIDOR / CORRUGATED	GC	GENERAL CONTRACTOR
CPT	CARPET	GDSP	GARBAGE DISPOSAL
CR	CLOSED ROD	GEN	GENERAL
CR	CONTROL RELAY	GFP	GLASS FIBER FREESTANDING PANEL
CR	CONTROL ROOM	GFRG	GLASS FIBER REINFORCED GYPSUM
CR	CRASH RAIL	GFRP	GLASS FIBER REINFORCED POLYMER
CS	CAST STONE	GL	GLASS / GLAZING
CS	CONTROL SWITCH	GL BLK	GLASS BLOCK
CSD	CONCRETE SEALED	GLT	GLASS MOSAIC TILE
CST	CONCRETE STAINED	GLZ	GLAZING
CSWK	CASEWORK	GLZ CMU	GLAZED CONCRETE MASONRY UNIT
CT	CERAMIC TILE	GPM	GALLONS PER MINUTE
CTB	CERAMIC TILE BASE	GR	GROSS
CTM	CERAMIC TILE MOSAIC	GR LN	GRADE LINE
CTR	CENTER	GRAN	GRANITE
CU	COPPER	GT	GREASE TRAP
CU FT	CUBIC FOOT	GT	GROSS TON
CU YD	CUBIC YARD	GROUT	GROUT
CUB	CUBICLE CURTAIN	GYP	GYPSUM
CURT	CURTAIN	GYP BD	GYPSUM BOARD
CW	CASEMENT WINDOW		

HC	HOLLOW CORE	H	HIGH	PLAS	PLASTIC	T	TREAD
HCP	HANDICAPPED	HD	HAND DRYER	PLAS	PLASTER	T&B	TOP AND BOTTOM
HD	HAND DRYER	HDBD	HARDBOARD	PLYWD	PLYWOOD	T&G	TONGUE AND GROOVE
HDR	HEADER	HDW	HARDWARE	P&R	P&R	TS	TUB / SHOWER
HDWD	HARDWOOD	HT	HEIGHT	PREFAB	PREFABRICATED	TB	TOWEL BAR
HDWL	HEADWALL	HVAC	HEATING / VENTILATION / AIR CONDITIONING	PREFIN	POLYURETHANE SPORTS FLOORING	TC	TERRA COTTA
HM	HOLLOW METAL	HW	HOT WATER	PROP	PROPERTY	TEL	TELEPHONE
HNDRL	HANDRAIL	HW	HOT WATER PUMP	PS	POURED SEALANT	TEMP	TEMPERATURE
HORIZ	HORIZONTAL	HYD	HYDRANT	PSF	POUNDS PER SQUARE FOOT	TEMP	TEMPORARY
HP	HIGH PRESSURE	IC	IRONING CABINET	PT	PAINT(ED)	THK	THICKNESS
HP	HORSEPOWER	ID	INSIDE DIAMETER	PT/F	FLAT PAINT	THRES	THRESHOLD
HR	HAND RAIL	IN	INCH / INCHES	PT/HG	HIGH GLOSS PAINT	TK	TACK BOARD
HS	HAND SINK	INCL	INCLUDED / INCLUDING	PT/SG	SEMGLOSS PAINT	TKP	TRACKABLE PANELING
HT	HEIGHT	INSUL	INSULATE / INSULATION	Q	HEAT TRANSFER	TOC	TOP OF CONCRETE
HVAC	HEATING / VENTILATION / AIR CONDITIONING	INT	INTERIOR	QZF	QUARTZ FLOORING	TOW	TOP OF WALL
HW	HOT WATER	INV	INVERT	QZR	QUARTZ RESIN	TR	ACCENT RAIL
HW	HOT WATER PUMP	ITS	INTERTEXT TESTING SERVICES	QZT	QUARTZ TILE	TRTD	TREATED
HYD	HYDRANT	J-BOX	JUNCTION BOX	R	RISER	TRZ	INTERIOR POURED EPOXY RESIN TERRAZZO
IC	IRONING CABINET	JAN CLO	JANITORS CLOSET	RA	RETURN AIR	TV	TELEVISION
ID	INSIDE DIAMETER	JM	JANITORS SINK	RB	RUBBER BASE	TYP	TYPICAL
IN	INCH / INCHES	KIT	KITCHEN	RCB	RESILIENT COVE BASE	UC	UNDERCUT
INCL	INCLUDED / INCLUDING	L	ANGLE	REC	RECESSED	UGND	UNDERGROUND
INSUL	INSULATE / INSULATION	L	LITER	REF	REFERENCE	UNFIN	UNFINISHED
INT	INTERIOR	LAB	LABORATORY	REF	REFRIGERATOR	UNO	UNLESS NOTED OTHERWISE
INV	INVERT	LAM	LAMINATE(D)	REF	REFLECTED CEILING PLAN	UNR	URNAL
ITS	INTERTEXT TESTING SERVICES	LAV	LAVATORY	REC	RECESSED	V	VOLT
J-BOX	JUNCTION BOX	LAV	LAVATORY	REC/T	RECEPTACLE	VACUUM	VACUUM
JAN CLO	JANITORS CLOSET	LBS(LB)	POUNDS(S)	REF	REFERENCE	VB	VINYL BASE
JANITORS SINK	JANITORS SINK	LC	LINEN CLOSET	REF	REFERENCE	VCT	VINYL COMPOSITION TILE
KIT	KITCHEN	LF	LINEN FOOT (FEET)	Q	HEAT TRANSFER	VENT	VENTILATE
KOT	KITCHEN	LH	LEFT HAND	QT	QUANTITY	VERT	VERTICAL
L	LITER	LIB	LIBRARY	QTY	QUANTITY	VESTIBULE	VESTIBULE
LAB	LABORATORY	LINO	LINOLEUM	R	RADIUS	VIF	VERIFY IN FIELD
LAM	LAMINATE(D)	LINO	LINOLEUM	RB	RUBBER	VNR	VENEER
LB(S)	POUNDS(S)	LPT	LOW POINT	RCB	RESILIENT COVE BASE	VOL	VOLUME
LC	LINEN CLOSET	LWT	LIGHT	REC	RECESSED	VOL	VOLUME
LF	LINEN FOOT (FEET)	LWT	LIGHT WEIGHT	REF	REFERENCE	VOL	VOLUME
LH	LEFT HAND	LV	LOUVER	REF	REFERENCE	VOL	VOLUME
LIB	LIBRARY	m	METER	REF	REFERENCE	VOL	VOLUME
LINO	LINOLEUM	MACH	MACHINE	REF	REFERENCE	VOL	VOLUME
LINO	LINOLEUM	MAT	MAT WALK-OFF MAT	REF	REFERENCE	VOL	VOLUME
LPT	LOW POINT	MATL	MATERIAL	REF	REFERENCE	VOL	VOLUME
LWT	LIGHT WEIGHT	MAX	MAXIMUM	REF	REFERENCE	VOL	VOLUME
LV	LOUVER	MB	MACHINE BOLT	REF	REFERENCE	VOL	VOLUME
m	METER	MB	MAIL BOX	REF	REFERENCE	VOL	VOLUME
MACH	MACHINE	MB	MACHINE BOLT	REF	REFERENCE	VOL	VOLUME
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MB	MACHINE BOLT	MB	MAIL BOX	REF	REFERENCE	VOL	VOLUME
MB	MAIL BOX						

**PERKINS —
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MARCH 22, 2024



SEAL

A



A circular logo with a horizontal line. Above the line is the number '1' and below the line is the text 'A-206'. The logo is set against a black background.

MARCH 22, 2024

SEAL

A



PROJECT TITLE: _____

20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

DRAWING TITLE:
BLDG A & B 3RD -
8TH FLOOR PLAN -
TYPICAL

SCALE: 1/8" = 1'-0"

A-103

SCHEMATIC DESIGN

MARCH 22, 2024

SEAL

A



PROJECT TITLE:

SCALE: 1/8" = 1'-0"

MARCH 22, 2024

SEAL

A



MARCH 22, 2024

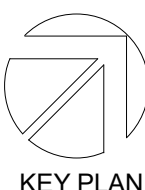
	EXTERIOR ASSEMBLIES GENERAL
GL-01	LOWE COATED INSULATED GLASS UNIT: ALL LITES. CLEAR MONOCHROME (BO: SunGuard S9 512S GUARDIAN GLASS) W/L LOW E COATING ON #2 SURFACE + 1/8" A.S.W. ARGON FILL AND STAINLESS STEEL BRACK OR WARME EDGE SPACERS (BLACK) & LIGHT GREY COLOR POLYMER & SECONDARY SEALS (07-SH-02) + INSG LITE: CLEAR MONOLITHIC LITE (BOD: GUARDIAN, CLEAR FLAT). ALL GLASS SUBSTRATES TO BE HEAT STRENGTHEN MINIMUM UNTEMPERED LEADE. UPGRADED REQUIRED FOR SPECIFIED GLAZING PER CODE, WIND LOADING.
LVR-01	LOUVERE 01: HIGH PERFORMANCE FINISH @ HORIZONTAL. COATED ALUMINUM COVERS. BOD: AIR PERFORMANCE LHC-HD+V HW SS BRID SCREEN AND INSULATED BLACK OFF PANELS AT ACTIVE AREAS. ALL ALUMINUM SURFACES TO BE PVDF. TWO COAT METALLIC MICA SYSTEM (09-A-03), REQUIRED TO COMPLY WITH AMCA 550.
R-01	OCCUPIED TERRACE PMR ROOF SYSTEM: 2" CONTINUOUS PRECAST (07-PAV-01), ADJUSTABLE RAFTER PEDESTALS (07-PAV-01), FIBER FABRIC (03-FI-01) 8" THICK RAO EXTRUDED POLYSTYRENE (07-INS-06), 1/2" COMPOSITE DRAINAGE MAT (07-DRG-02), AND 2" X 3" MODIFIED BITUMEN WATERPROOFING TORCHED-DOWN (07-WRB-04), SLOPED CONCRETE TOPPING ON STRUCTURAL PRECAST CONCRETE HOLLOW CORE PLANK.
R-02	UNOCCUPIED EXTENSION GARDEN PMR ROOF SYSTEM 2" PROFILE SEDUM, 4" THICK RAO EXTRUDED POLYSTYRENE (07-INS-06), 1/2" COMPOSITE DRAINAGE MAT (07-DRG-02), 1" TYPICAL EXTENSION HATCH, FILTER FABRIC, DRAINAGE LAURE, ROOT BARRIER, 8" THICK RAO EXTRUDED POLYSTYRENE (07-INS-06), FLUID APPLIED RUBBERIZED ASPHALT MEMBRANE (BOD: AMTENTATION HYDROTECH), SLOPED CONCRETE TOPPING, VAPOR BARRIER, 1" UNFAINED SEMI MINERAL WOOL, STRUCTURAL PRECAST CONCRETE HOLLOW CORE PLANK.
RS-03	UNOCCUPIED MULTI-LAY SBS MODIFIED BITUMEN CONVENTIONAL ROOF SYSTEM 2" P.M.O.D. MODIFIED BITUMEN WATERPROOFING TORCHED-DOWN (07-WRB-04), COVER BOARD, 8" THICK RAO EXTRUDED POLYSTYRENE (07-INS-06), VAPOR BARRIER, SLOPED CONCRETE TOPPING ON STRUCTURAL PRECAST CONCRETE HOLLOW CORE PLANK.
WT-01A	BRICK VENEER OVER CMU WALL TYPE A: HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BRACK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFAINED SEMI MINERAL WOOL, BATT INSULATION, STICK PINNED TO BACK OF CMU, 2 1/2" MIT. STICK, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-01B	BRICK VENEER OVER CMU WALL TYPE B: EXTENDED FACE BRICK, BOD: MIDNIGHT BLACK COLOR, BLAUDEUT TEXTURE, BY TAYLOR GLAD PRODUCTS INC. MONARCH OR UTILITY SIZE, 13 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WC8-10B), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BRACK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFAINED SEMI MINERAL WOOL, BATT INSULATION, STICK PINNED TO BACK OF CMU, 2 1/2" MIT. STICK, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-01C	BRICK VENEER OVER CMU WALL TYPE C: EXTENDED FACE BRICK, BOD: BORSEUM BLEND COLOR, BLAUDEUT TEXTURE, BY TAYLOR GLAD PRODUCTS INC. MONARCH OR UTILITY SIZE, 13 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WC8-10B), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BRACK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFAINED SEMI MINERAL WOOL, BATT INSULATION, STICK PINNED TO BACK OF CMU, 2 1/2" MIT. STICK, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-02	BRICK VENEER OVER CMU WALL TYPE D: (NOT USED) EXTENDED FACE BRICK, BOD: BORSEUM BLEND COLOR, BLAUDEUT TEXTURE, BY TAYLOR GLAD PRODUCTS INC. MONARCH OR UTILITY SIZE, 13 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WC8-10B), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BRACK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFAINED SEMI MINERAL WOOL, BATT INSULATION, STICK PINNED TO BACK OF CMU, 2 1/2" MIT. STICK, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-03A	ALUMINUM PANEL OVER 8" CMU WALL TYPE A: 18" THICK ALUMINUM METAL PANEL (TYPE A), AMCA 2605 PVDF COATED(5MTL-04), OVER THERMALLY BROKEN ALUMINUM ATTACHMENT SYSTEM, AIR CAVITY, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, (07-INS-01) ON IMPELLING FINS, FLUID APPLIED VAPOR PERMEABLE BARRIER(07-WRB-01), 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED(04-CMU-01), 2 1/2" MIT. STICK, 1" SEMI RIGID MINERAL WOOL, BATT INSULATION(07-NS-02), INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE).
WT-03B	ALUMINUM PANEL OVER 8" CMU WALL TYPE B: 18" THICK ALUMINUM METAL PANEL (TYPE B), AMCA 2605 PVDF COATED(5MTL-04), OVER THERMALLY BROKEN ALUMINUM ATTACHMENT SYSTEM, AIR CAVITY, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, (07-INS-01) ON IMPELLING FINS, FLUID APPLIED VAPOR PERMEABLE BARRIER(07-WRB-01), 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED(04-CMU-01), 2 1/2" MIT. STICK, 1" SEMI RIGID MINERAL WOOL, BATT INSULATION(07-NS-02), INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE).
WT-04	UPVC WINDOW, DOUBLE PANED, UPVC FRAME WITH CASEMENT AND FIXED OPERATION ROD: RENAI ASSAULT * 1600 CASEMENT
WT-05	STONE VENEER WATERABLE: 2" THICK GRANITE VENEER (DA-ST-01) WS36K8 ANCHORS, AIR SPACE, 8" XPS INSULATION ON IMPELLING FINS, FLUID APPLIED WATER PROOFING MEMBRANE, 10" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED(04-CMU-01), 1" SEMI RIGID MINERAL WOOL, BATT INSULATION(07-NS-02), 2 1/2" MIT. STICK, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-06	STREETFRONT - VISION GLASS FULLY BRONZED STREETFRONT FRAMING SYSTEM WITH FOUR SIDED CAPTURED LOW E COATED (COJ 08-R65-0508-G-02_06), ALL ALUMINUM SURFACES TO BE COATED WITH PVDF 2 COAT MICA FINISH (09-A-02, UNO 03) - KAWNEER BOUT TRIFAB VAPORGLAZE

[illegible]

SEAL

B

A



**PERKINS —
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Owner

TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:
MONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY
11231

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLANS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEFPF:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006

PROJECT TITLE:

20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

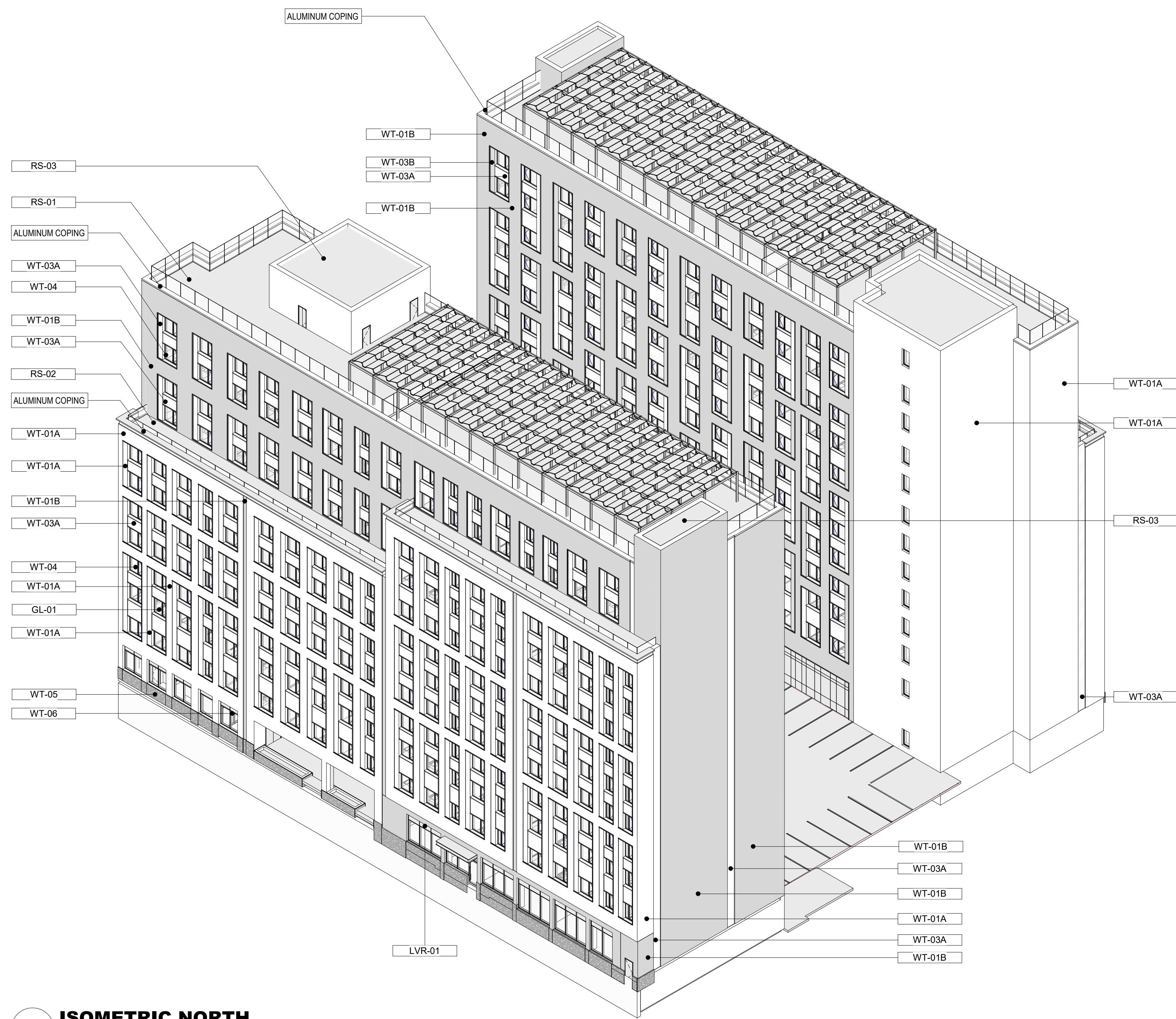
DRAWING TITLE:
**EXTERIOR
ASSEMBLIES
ISOMETRIC**

SCALE:

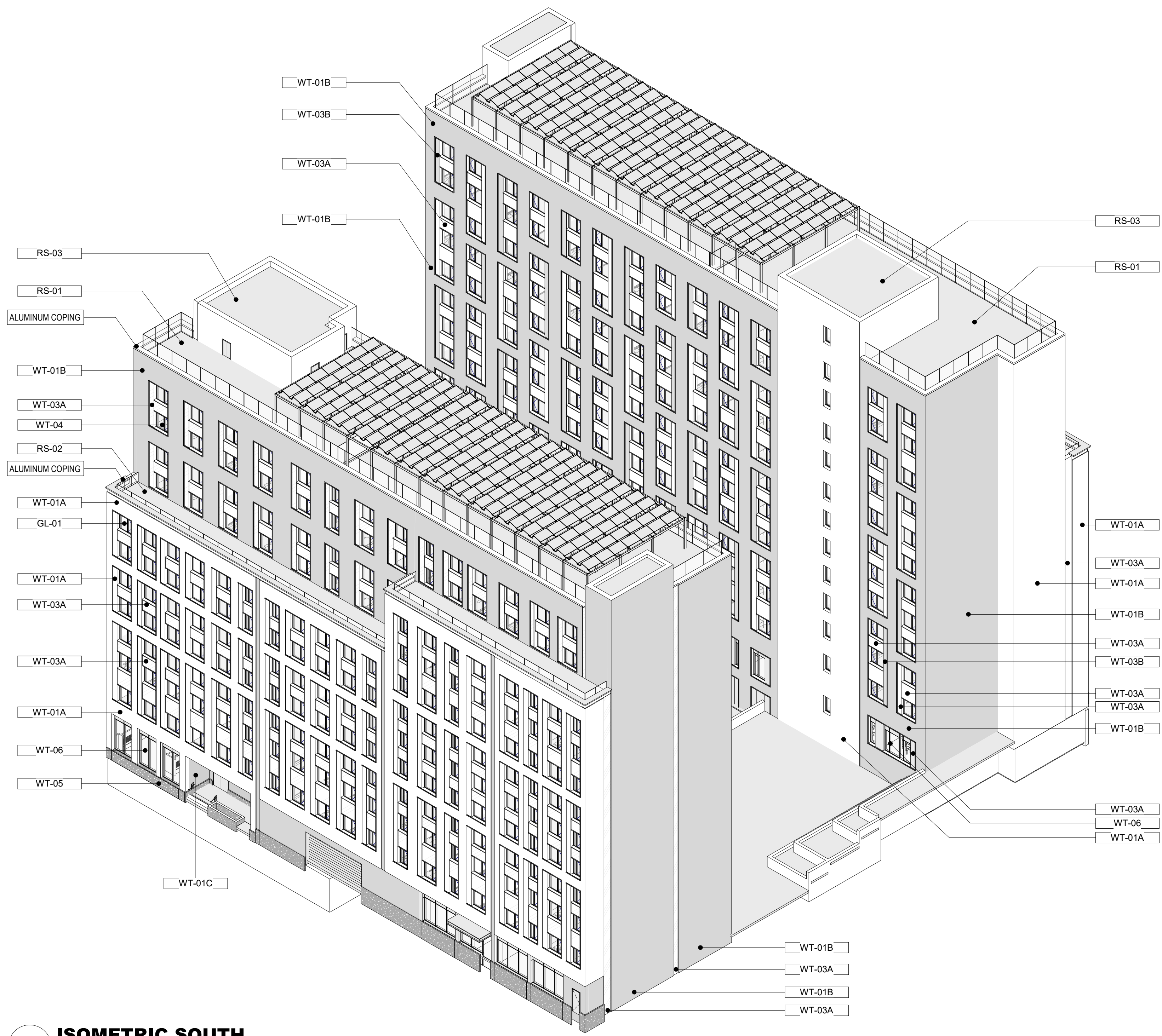
A-201

SCHEMATIC DESIGN

MARCH 22, 2024



ISOMETRIC NORTH



ISOMETRIC SOUTH

EXTERIOR ASSEMBLIES LEGEND	
GL-01	LOW-E COATED INSULATED GLASS UNIT: ALL LITES, CLEAR MONOLITHIC (BOD: SunGuard SNX 51/23 GUARDIAN GLASS) W/ LOW E COATING ON #2 SURFACE + 1/2" A.S. W/ ARGON FILL AND STAINLESS STEEL (BLACK) OR WARM EDGE SPACER (BLACK & LIGHT GREY) COLOR PRIMARY & SECONDARY SEALS (07-SEA-02) + INBD LITE: CLEAR MONOLITHIC LITE (BOD: GUARDIAN, CLEAR FLOAT), ALL GLASS SUBSTRATES TO BE HEAT STRENGTHEN MINIMUM UNLESS TEMPERED LEVEL, UPGRADED REQUIRED FOR SAFETY GLAZING PER CODE, WIND LOADING.
LVR-01	LOUVER TYPE 01- HIGH PERFORMANCE FIXED 8" HORIZONTAL COATED ALUMINUM LOUVERS. BOD: AIR PERFORMANCE LLC #D-HV-6 W/ SS BIRD SCREEN AND INSULATED BLANK OFF PANELS AT INACTIVE AREAS. ALL ALUMINUM SURFACES TO BE PVDF. TWO COAT METALLIC MICA SYSTEM (09-AL-03) REQUIRED TO COMPLY WITH AMCA 550.
WT-01A	BRICK VENEER OVER CMU WALL TYPE A: EXTRUDED FACE BRICK, BOD: BOERUM BLEND COLOR, BLADE CUT TEXTURE, BY TAYLOR CLAY PRODUCTS INC. MONARCH OR UTILITY SIZE, 1/3 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WCB-106), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BREAK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PINNED TO BACK OF CMU, 2 1/2" MTL. STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-01B	BRICK VENEER OVER CMU WALL TYPE B: EXTRUDED FACE BRICK, BOD: MIDNIGHT BLACK COLOR, BLADE CUT TEXTURE, BY INTERSTATE BRICK, MONARCH OR UTILITY SIZE, 1/3 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WCB-106), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BREAK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PINNED TO BACK OF CMU, 2 1/2" MTL. STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-01C	BRICK VENEER OVER CMU WALL TYPE C: EXTRUDED FACE BRICK, (BOD: TBD) MONARCH OR UTILITY SIZE, 1/3 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TBD), HOT-DIP GALVANIZED BRICK TIES WITH THERMAL BREAK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PINNED TO BACK OF CMU, 2 1/2" MTL. STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE)
WT-03A	ALUMINUM PANEL OVER 8" CMU WALL TYPE A: 1/8" THICK ALUMINUM METAL PANEL (TYPE A), AMMA 2625 PVDF COATED (05-MTL-04), OVER THERMALLY BROKEN ALUMINUM ATTACHMENT SYSTEM, AIR CAVITY, 6" CONTINUOUS SEMI RIGID MINERAL WOOL (07-INS-01) ON IMPALING PINS, FLUID APPLIED VAPOR PERMEABLE BARRIER (07-WRB-01), 8" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED (04-CMU-01), 2 1/2" MTL. STUD, 1" SEMI RIGID MINERAL WOOL BATT INSULATION (07-INS-02), INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE).
WT-04	UPVC WINDOW: DOUBLE-PANE, UPVC FRAME WITH CASEMENT AND FIXED OPERATION BOD: REHAU ASPERKT - 1800 CASEMENT
WT-05	STONE VENEER WATER TABLE: 2" THICK GRANITE VENEER (04-ST-01) W/ SS#316 ANCHORS, AIR SPACE, 6" XPS INSULATION ON IMPALING PINS FLUID APPLIED WATER PROOFING MEMBRANE, 10" CMU BLOCK BACKUP FULLY GROUTED AND REINFORCED (04-CMU-01), 1" SEMI RIGID MINERAL WOOL BATT INSULATION (07-INS-02), 2 1/2" MTL. STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GWB UNLESS NOTED OTHERWISE).
WT-06	STOREFRONT - VISION GLASS: THERMALLY BROKEN STOREFRONT FRAMING SYSTEM WITH FOUR SIDED CAPTURED LOW E COATED IGU (08-GL-05/08-GL-06), ALL ALUMINUM SURFACES TO BE COATED WITH PVDF 2 COAT MICA FINISH (09-AL-02, U.N.O.), BOD = KAWNEER 601UT TRIFAB VERSAGLAZE



BUILDING B ELEVATION - STREET
1/8" = 1'-0"

No.	Description	Date
1	SCHEMATIC DESIGN	03.22.2024

SEAL

B

A

KEY PLAN

PERKINS — EASTMAN
115 Fifth Avenue
New York, NY 10003
T: +1 212 353 7200
F: +1 212 353 7676

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW YORK, NY 10018

Construction Manager:
MONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY 11221

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE PLAINS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH FLOOR, NEW YORK, NY 10036

MEPFP:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY 10006

PROJECT TITLE:
20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

DRAWING TITLE:
BLDG B WEST ELEVATION - STREET

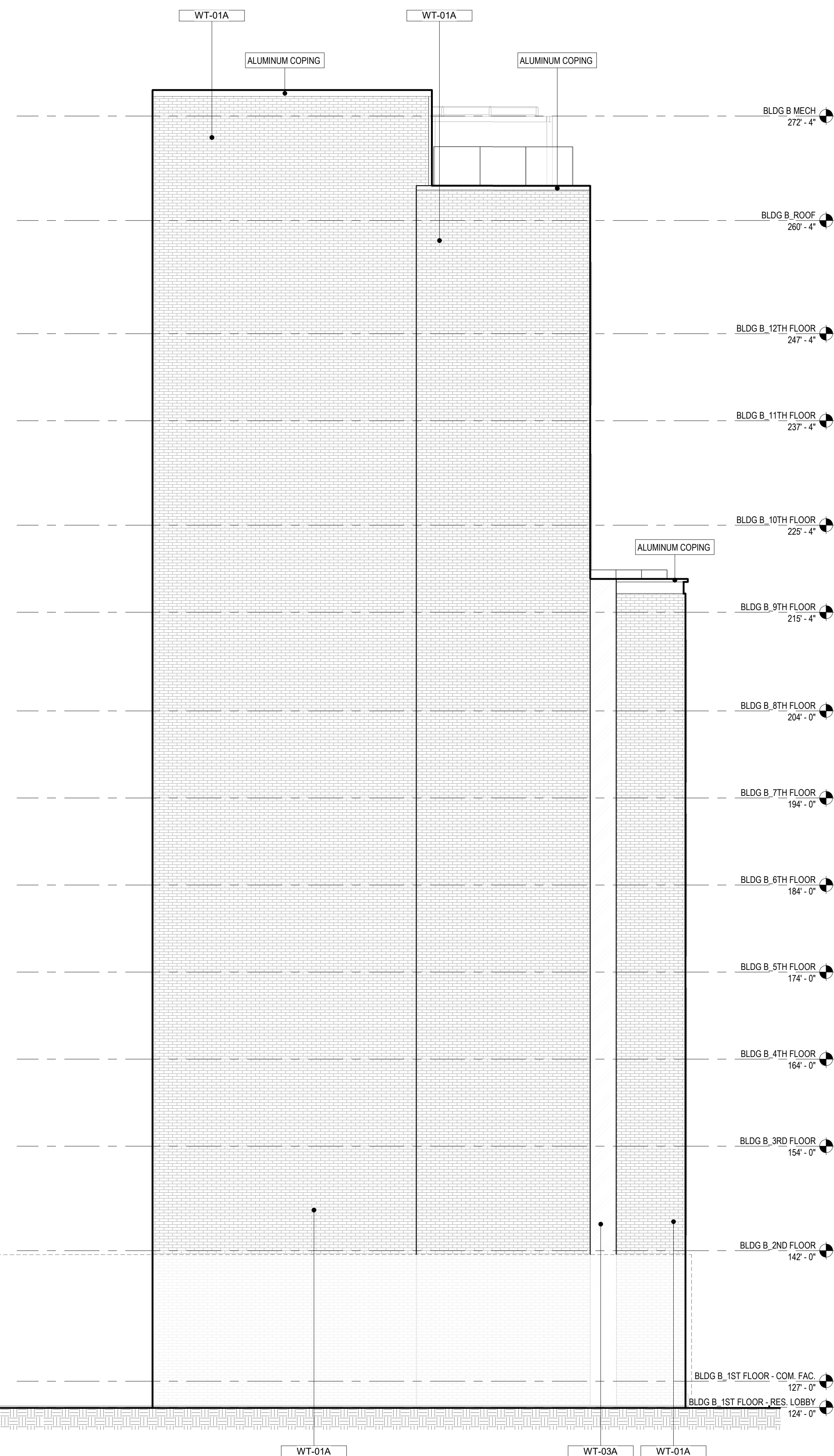
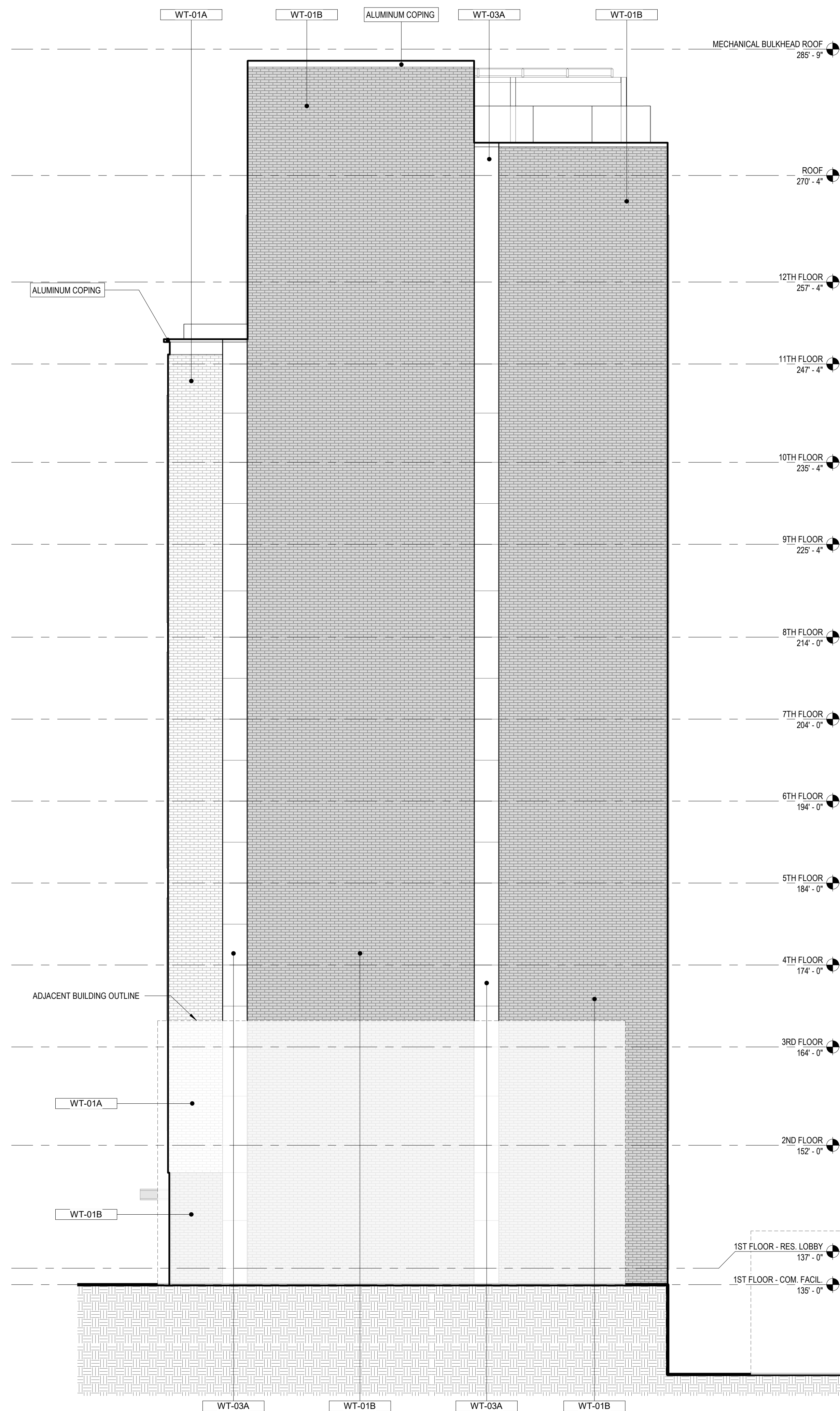
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A-204

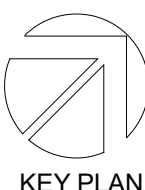
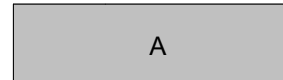
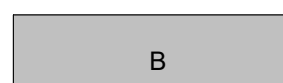
SCHEMATIC DESIGN

MARCH 22, 2024

EXTERIOR ASSEMBLIES LEGEND	
WT-01A	BRICK VENEER OVER CMU WALL TYPE A EXTRUDED FACE BRICK, BOLD ROYAL-BLUE COLOR, BLADECUT TEXTURE, BY TAYLOR CLAY PRODUCTS INC. MONARCH OR UTILITY SIZE, 1/3 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WOB-106), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BREAK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUDED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PAINTED TO MATCH OF CMU, 2 1/2" MIN. ON STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GWS UNLESS NOTED OTHERWISE)
WT-01B	BRICK VENEER OVER CMU WALL TYPE B EXTRUDED FACE BRICK, BOLD, MIDNIGHT BLACK COLOR, BLADECUT TEXTURE, BY INTERSTATE BRICK, MONARCH OR UTILITY SIZE, 1/3 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WOB-106), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BREAK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, 8" CMU BLOCK BACKUP FULLY GROUDED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PAINTED TO MATCH OF CMU, 2 1/2" MIN. ON STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GWS UNLESS NOTED OTHERWISE)
WT-03A	ALUMINUM PANEL OVER 8" CMU WALL TYPE A 18" THICK ALUMINUM METAL PANEL TYPE A, ANMA 205/207/COATED-5045-MLT-04, OVER THERMALLY BROKEN ALUMINUM ANCHORAGE SYSTEM, AIR CAVITY IF CONTINUOUS SEMI RIGID MINERAL WOOL, 8" CMU BLOCK BACKUP FULLY GROUDED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PAINTED TO MATCH OF CMU, 2 1/2" MIN. ON STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GWS UNLESS NOTED OTHERWISE)

[illegible]

SEAL



**PERKINS—
EASTMAN**

115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676

Owner:

TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:

MONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY
11231

Civil / Site

VHB

50 MAIN STREET, SUITE 360, WHITE
PLANS, NY 10606

Structural:

MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPFP-

DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006

PROJECT TITLE:

20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

DRAWING TITLE:
**BLDG A & B NORTH
ELEVATION**

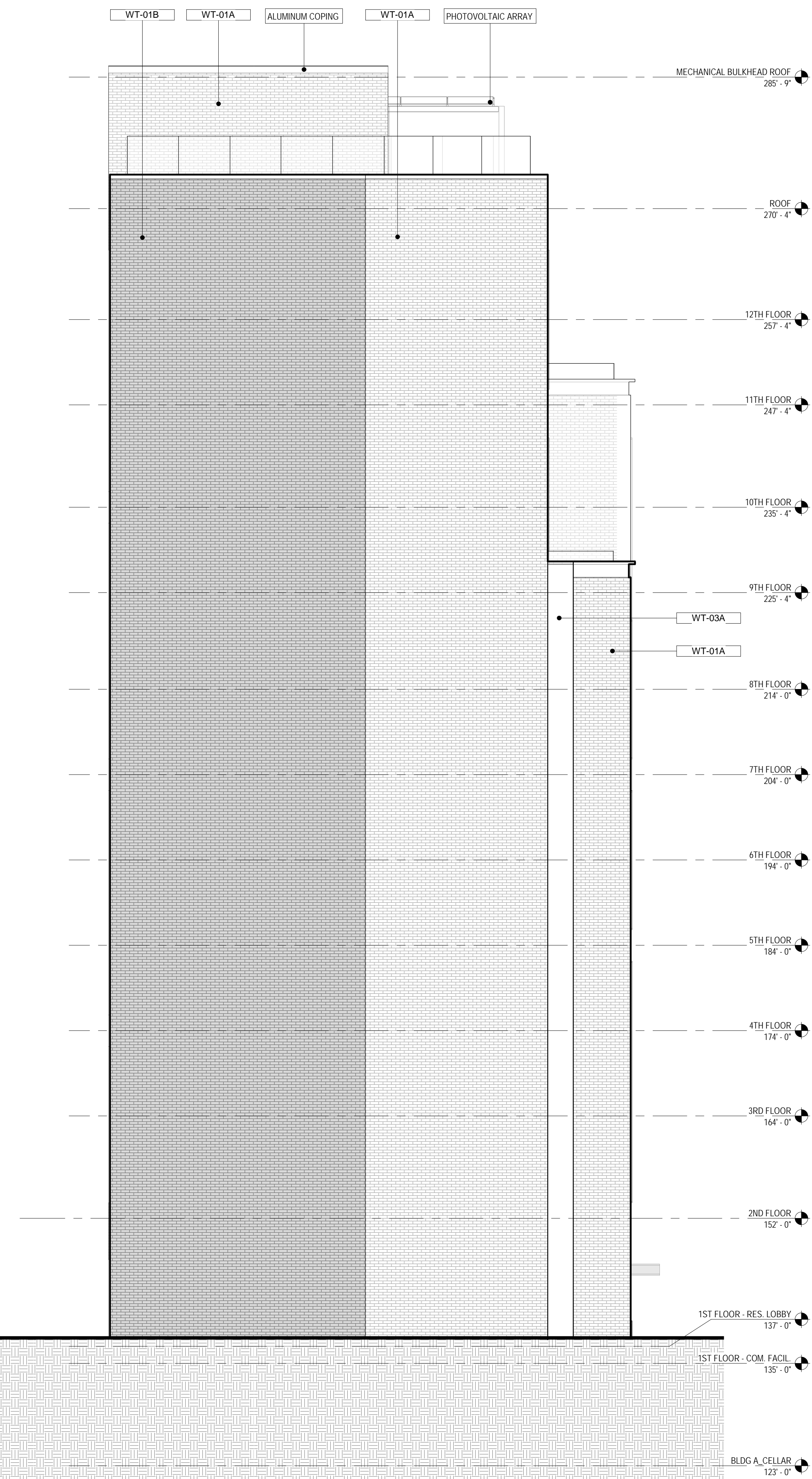
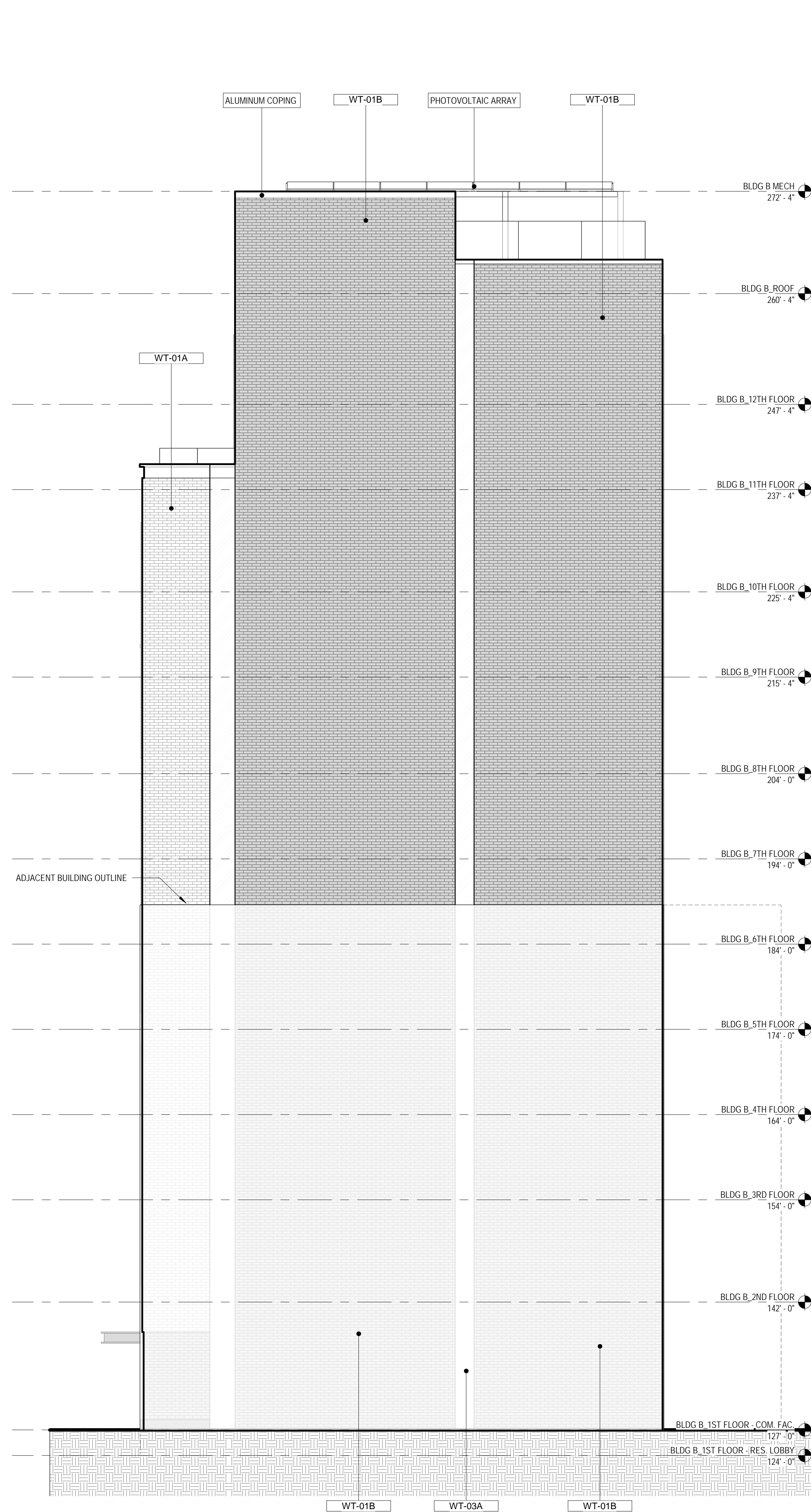
SCALE: 1/8" = 1'-0"

A-206

SCHEMATIC DESIGN

MARCH 22, 2024

EXTERIOR ASSEMBLIES LEGEND	
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WT-01B	BRICK VENEER OVER CMU WALL TYPE B EXTENDED FACE BRICK, BORD MIDNIGHT GALVANIZED BRICK, BLADECUT TEXTURE, BY INTERSTATE BRICK, MONARCH OR UTILITY SIZE, 13 RUNNING BOND PATTERN, COLOR MORTAR (COLOR TO MATCH WCB-106), HOT DIPPED GALVANIZED BRICK TIES WITH THERMAL BREAK, 2" AIR SPACE, 8" CONTINUOUS SEMI RIGID MINERAL WOOL, FLUID APPLIED VAPOR PERMEABLE BARRIER, R 8" CMU BACKUP FULLY GROUTED AND REINFORCED PER STRUCTURAL DESIGN, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PAINTED TO MATCH OF CMU, 2 1/2" MIN. ON STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GMB UNLESS NOTED OTHERWISE)
WT-03A	ALUMINUM PANEL OVER 8" CMU WALL TYPE A 18" THICK ALUMINUM PANEL, PANEL TYPE A, ANNA 265/265P/COATED/50-MTL-04, OVER THERMALLY BROKEN ALUMINUM ATTACHMENT SYSTEM, AIR CAVITY 4" CONTINUOUS SEMI RIGID MINERAL WOOL, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PAINTED TO MATCH OF CMU, 2 1/2" MIN. ON STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GMB UNLESS NOTED OTHERWISE) 18" THICK ALUMINUM PANEL, PANEL TYPE A, ANNA 265/265P/COATED/50-MTL-04, OVER THERMALLY BROKEN ALUMINUM ATTACHMENT SYSTEM, AIR CAVITY 4" CONTINUOUS SEMI RIGID MINERAL WOOL, 1" UNFACED SEMI RIGID MINERAL WOOL BATT INSULATION, STICK PAINTED TO MATCH OF CMU, 2 1/2" MIN. ON STUD, INTERIOR FINISH AS SPECIFIED (PAINTED GMB UNLESS NOTED OTHERWISE)

[illegible]

SEAL

B

A



**PERKINS —
EASTMAN**
115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7876

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:
MONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY
11231

City & Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLANS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPPF:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006

PROJECT TITLE:

20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

DRAWING TITLE:

**BLDG A & B SOUTH
ELEVATION**

SCALE: 1/8" = 1'-0"

A-207

SCHEMATIC DESIGN

MARCH 22, 2024

KEY PLAN

**PERKINS —
EASTMAN**

115 Fifth Avenue
New York, NY 10003
T. +1 212 353 7200
F. +1 212 353 7676

Owner

TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:

MONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY
11231

Civil / Site

VHB

50 MAIN STREET, SUITE 360, WHITE
PLAINS, NY 10606

Structural:

MCNAMARA SALVIA

45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPFP:
DAGHER ENGINEERING

29 BRC

10006

PROJECT TITLE:

20 S. 2nd Avenue

20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

DRAWING TITLE

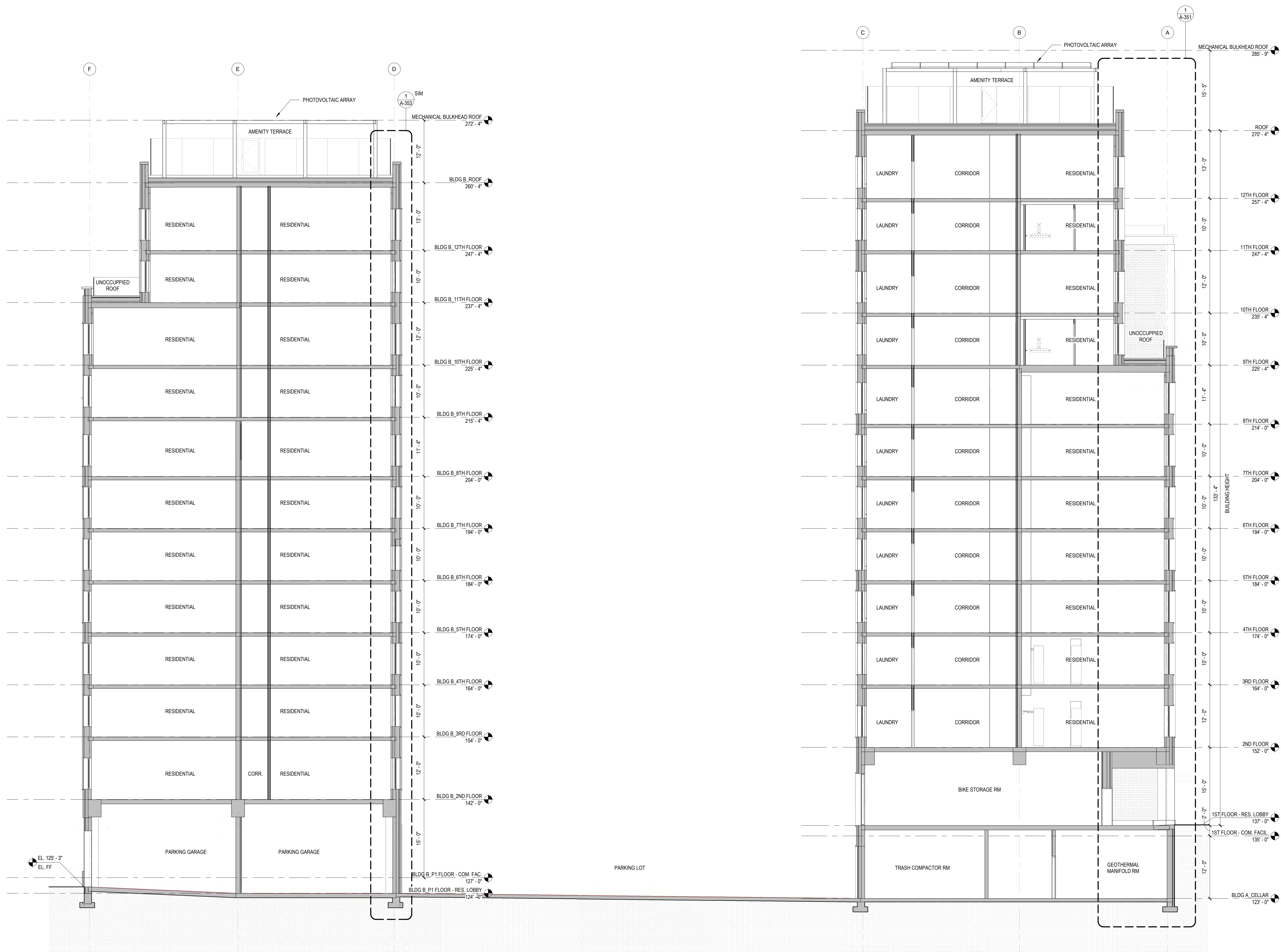
BUILDING SECTIONS

SCALE: 1/8" = 1'-0"

A-301

SCHEMATIC DESIGN

MARCH 22, 2024



1 BUILDING SECTION 1
1/8" = 1'-0"

[illegible]

KEY PLAN

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:
MCMONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY
11231

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLAINS, NY 10606

Structural:
MCMANARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEFPF:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006

MARCH 22, 2024

[illegible]

MEFPF:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006

MARCH 22, 2024

[illegible]

MARCH 22, 2024

SEAL

B

4



PROJECT TITLE: _____

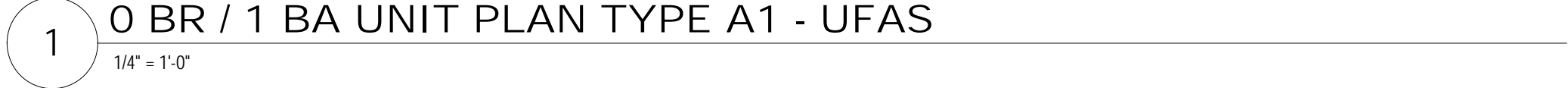
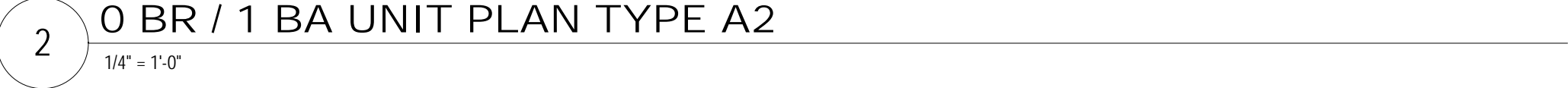
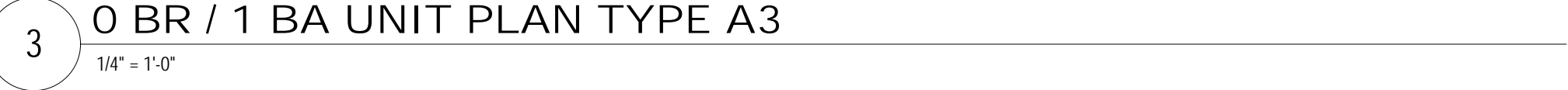
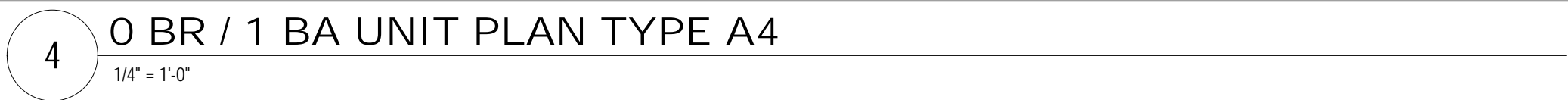
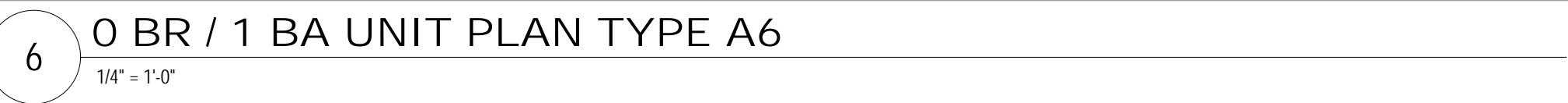
20 South 2nd Avenue,
Mount Vernon, New York

PROJECT No: 68561

SCALE: 1/4" = 1'-0"

SCHEMATIC DESIGN

MARCH 22, 2024



KEY PLAN

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:
MONADNOCK CONSTRUCTION, INC.
153 3RD STREET, BROOKLYN, NY
11231

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLAINS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPPF:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006



MARCH 22, 2024

Owner:
TRINITY FINANCIAL
1350 BROADWAY, SUITE 1700, NEW
YORK, NY 10018

Construction Manager:
MONADNOCK CONSTRUCTION, INC.,
153 3RD STREET, BROOKLYN, NY
11231

Civil / Site:
VHB
50 MAIN STREET, SUITE 360, WHITE
PLANS, NY 10606

Structural:
MCNAMARA SALVIA
45 WEST 45TH STREET, 10TH
FLOOR, NEW YORK, NY 10036

MEPP:
DAGHER ENGINEERING
29 BROADWAY, NEW YORK, NY
10006



MARCH 22, 2024





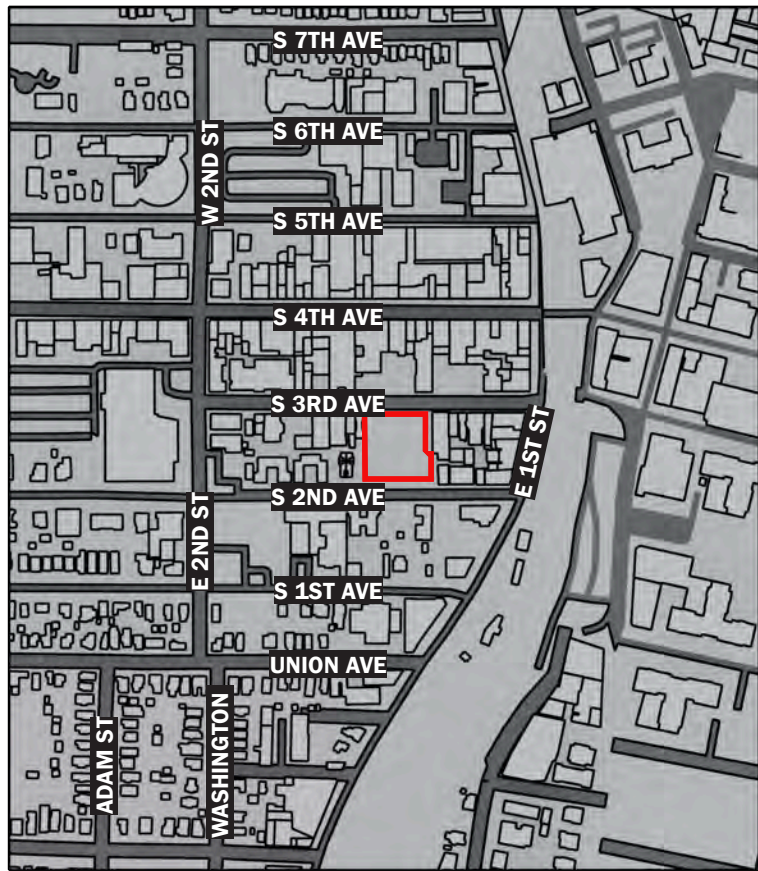




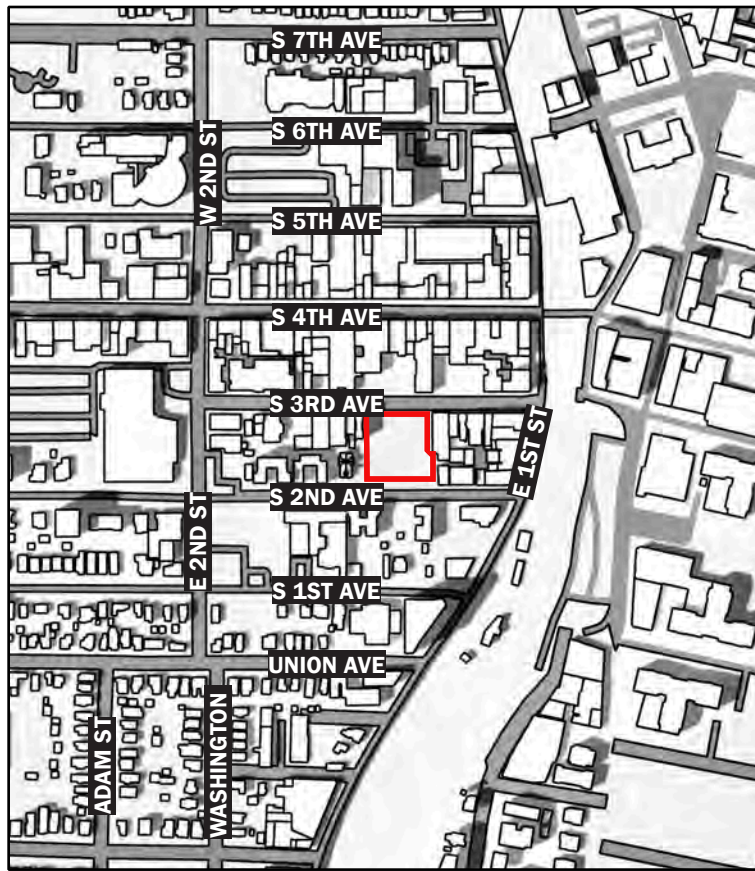


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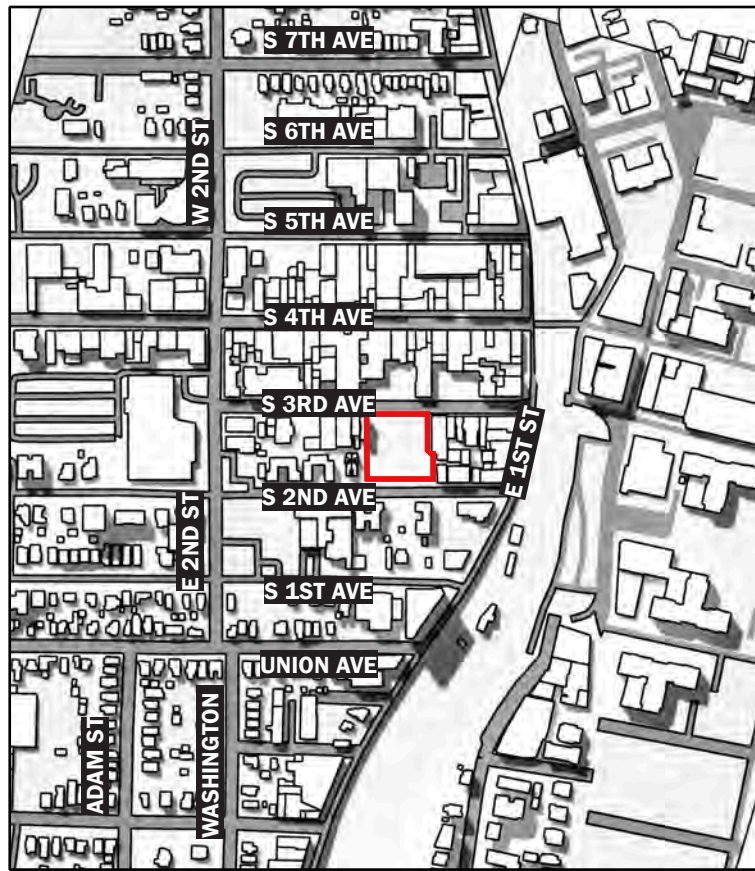
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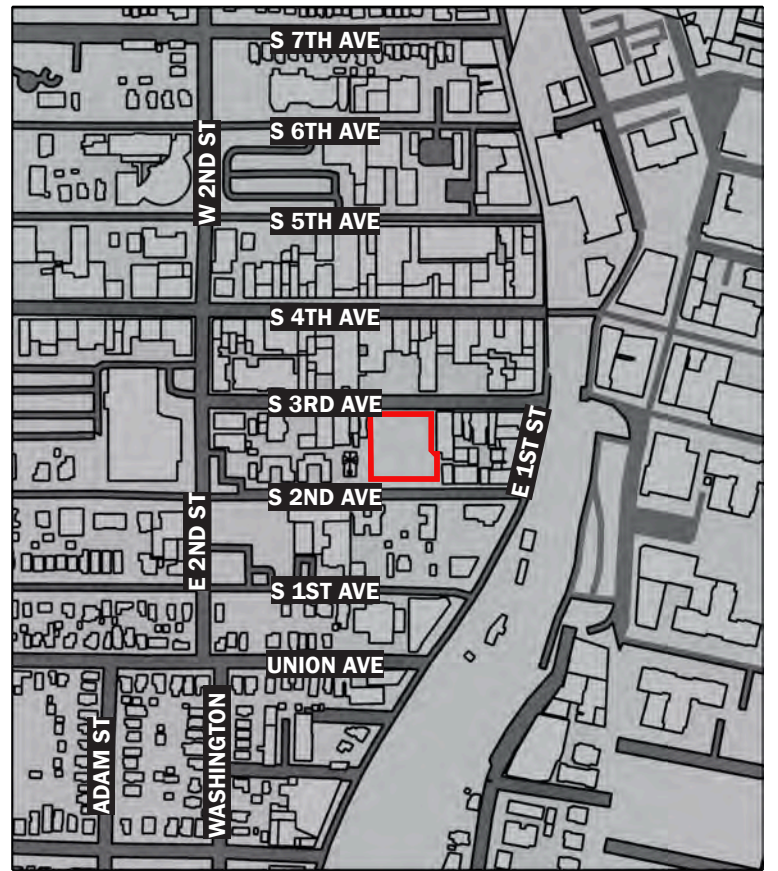
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MARCH 21ST, 10 AM



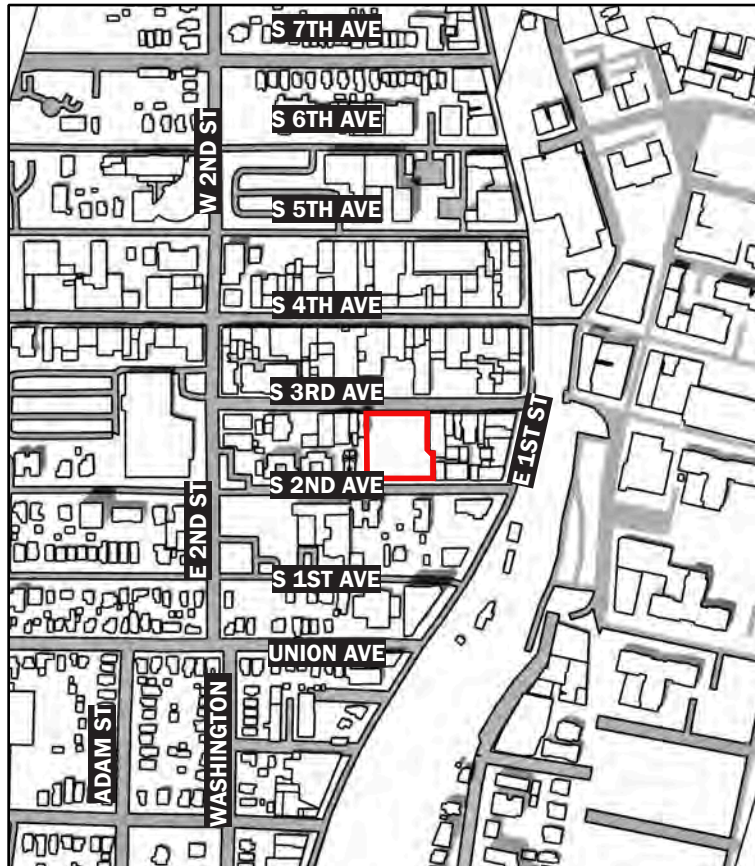
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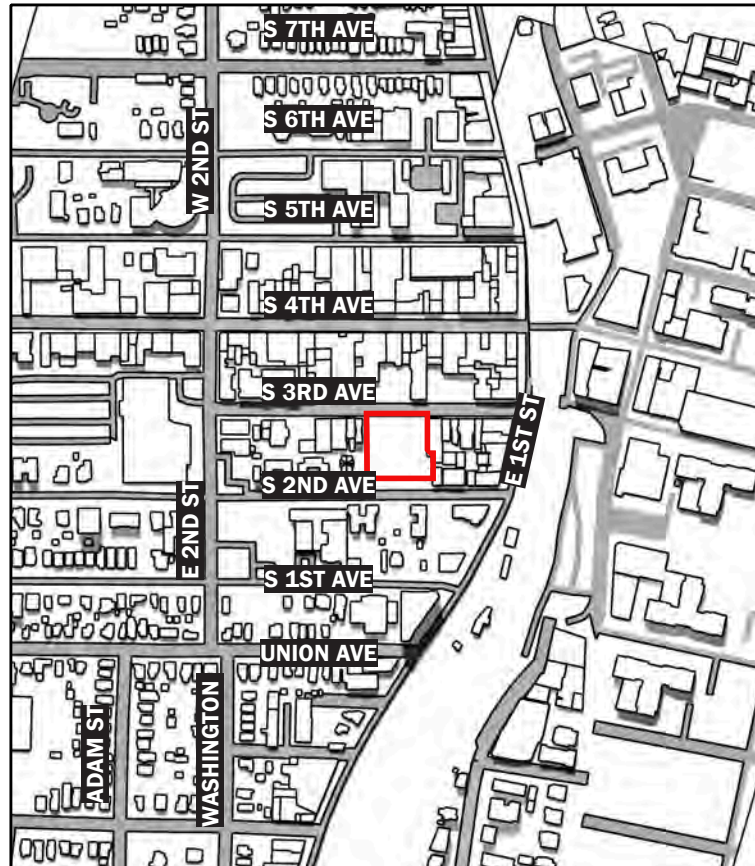
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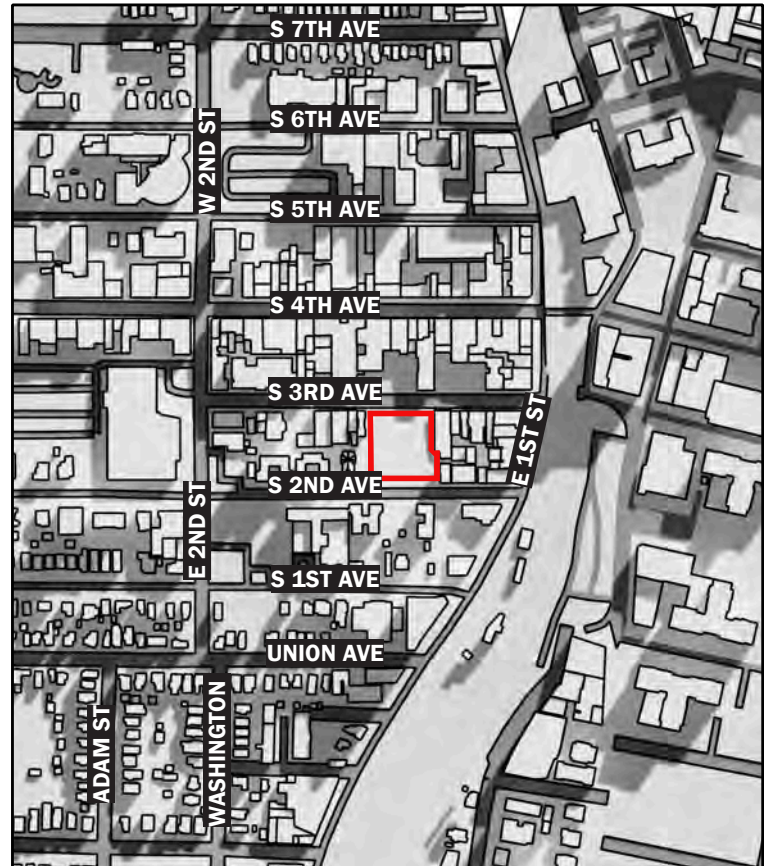
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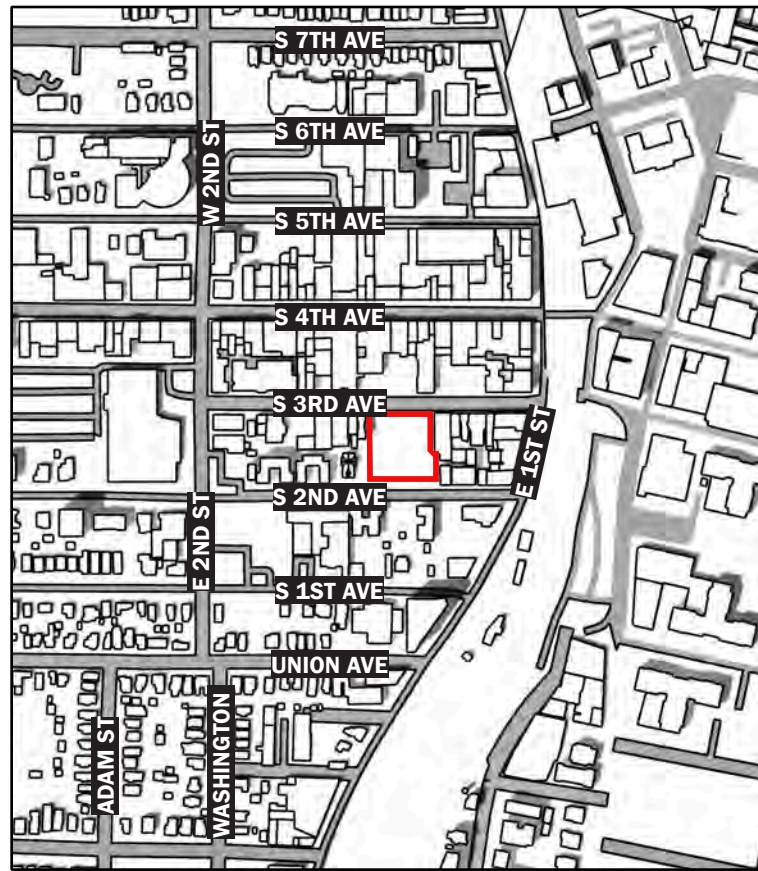
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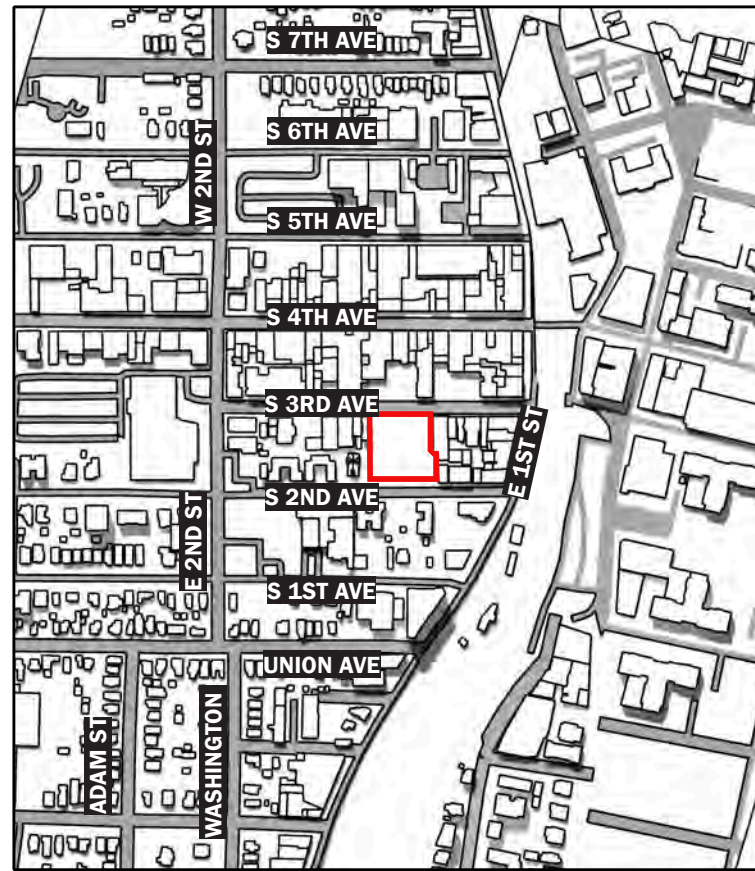
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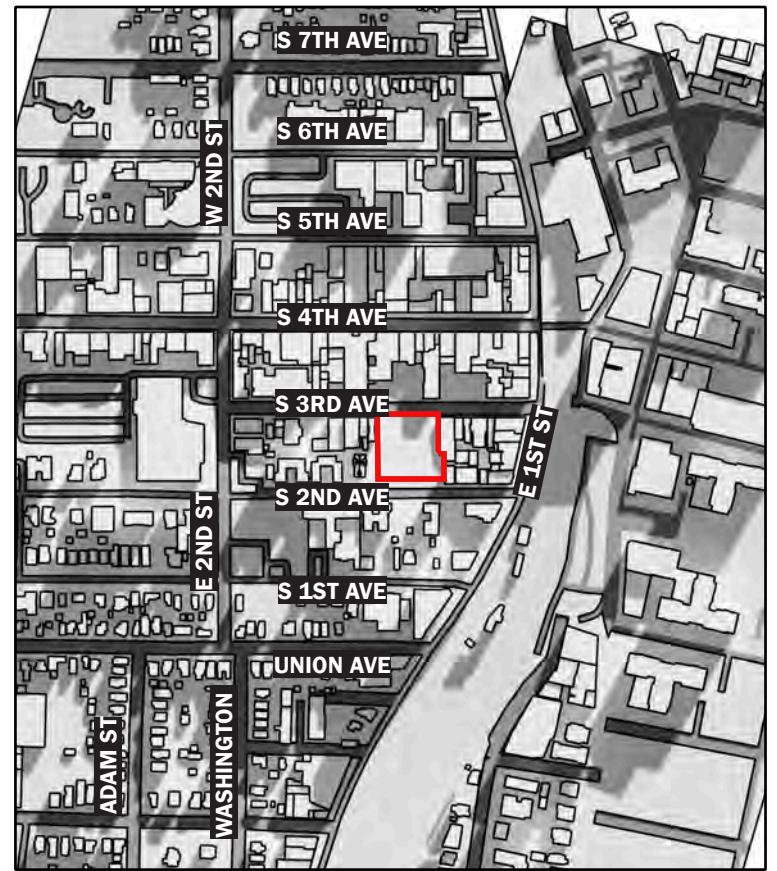
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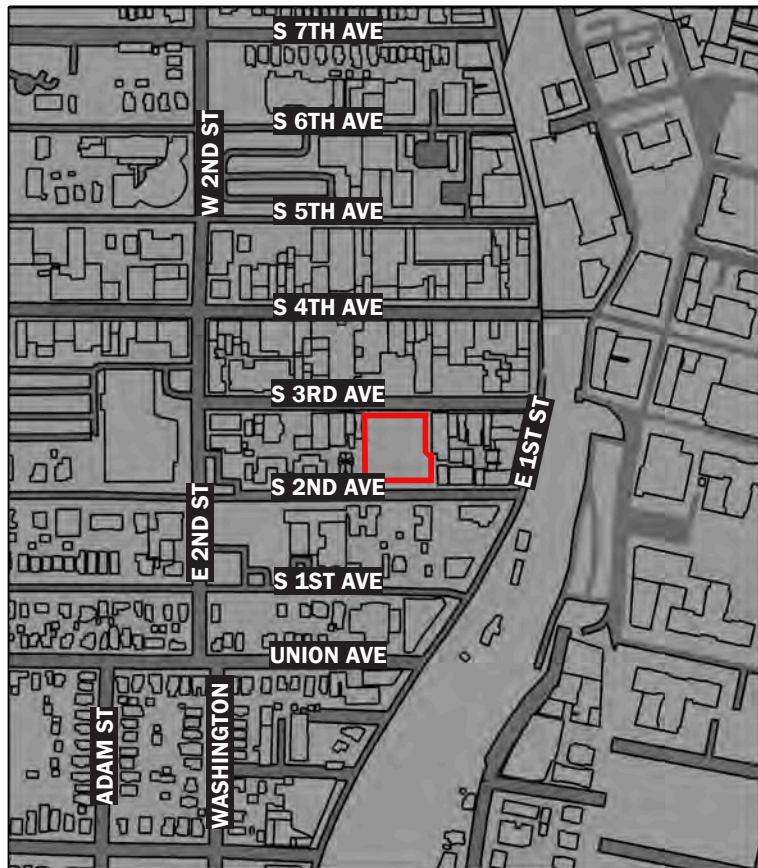
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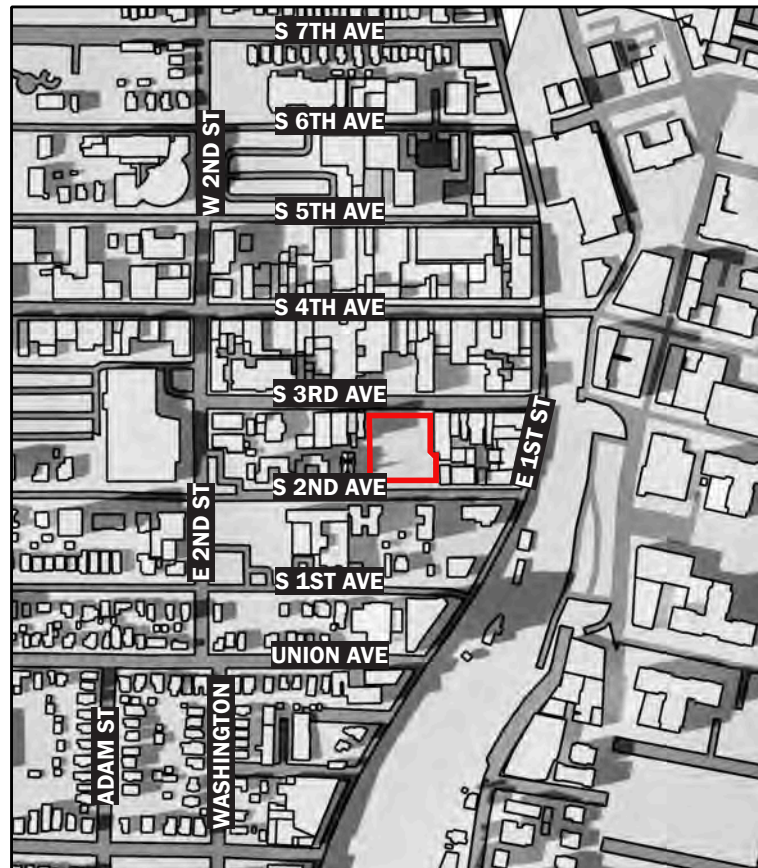
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AUGUST 21ST, 6 PM



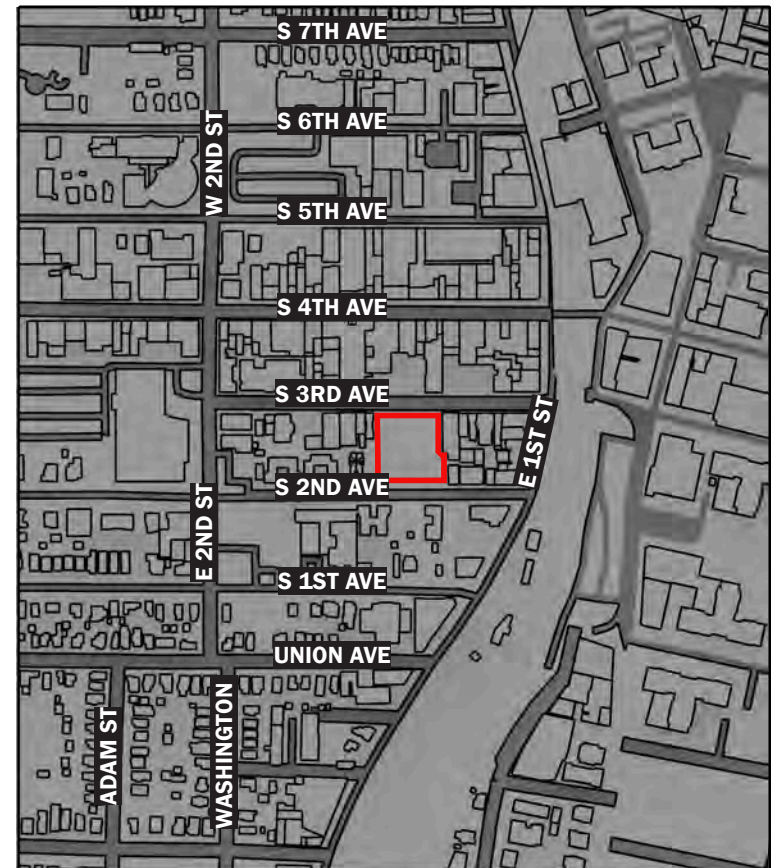
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DECEMBER 21ST, 10 AM



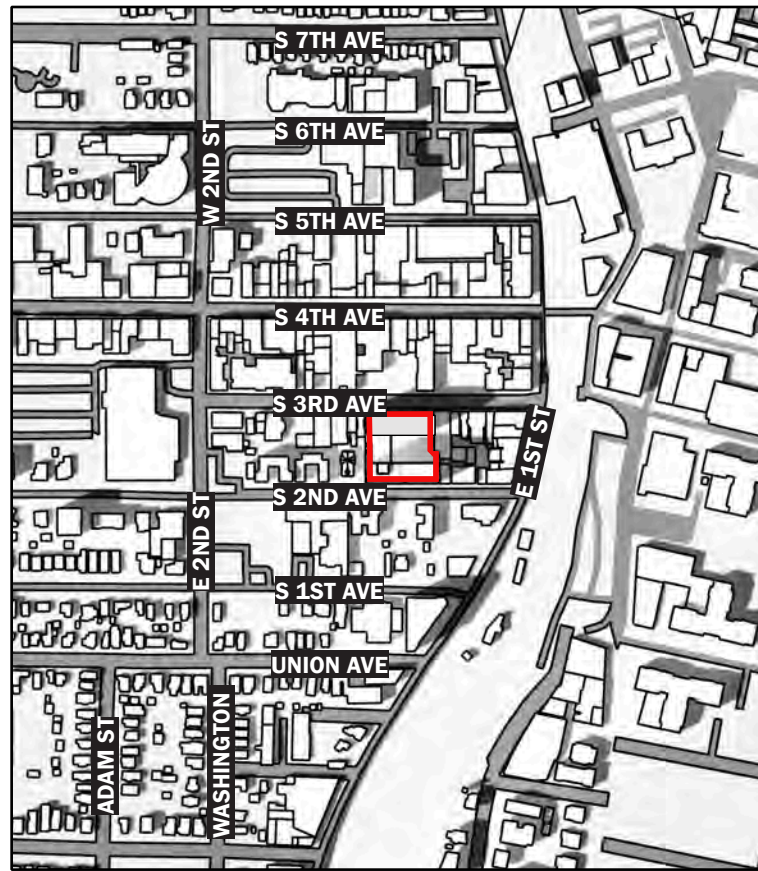
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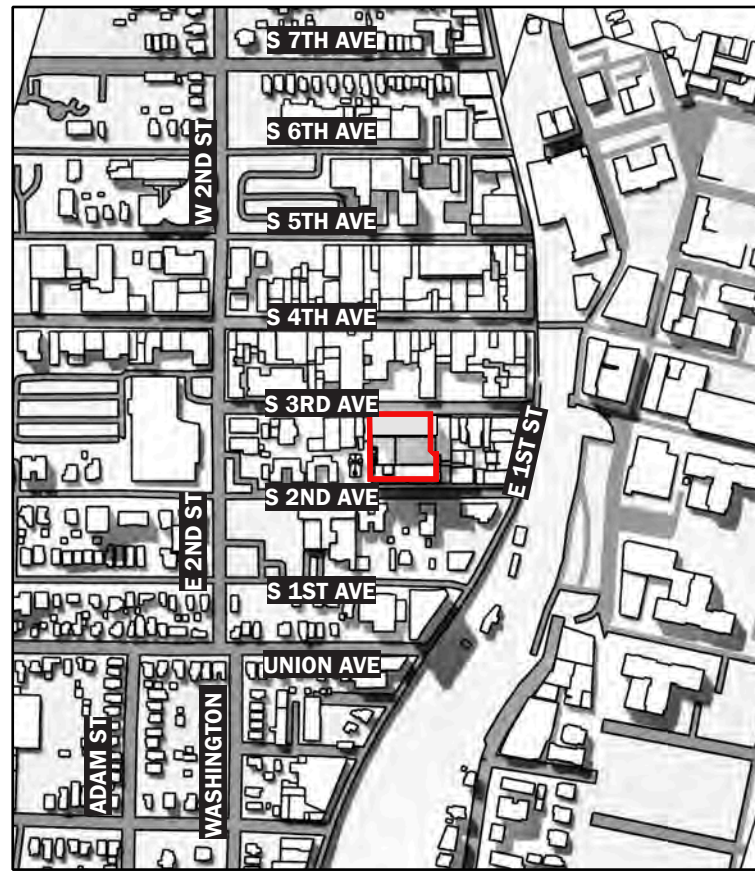
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MARCH 21ST, 6 AM



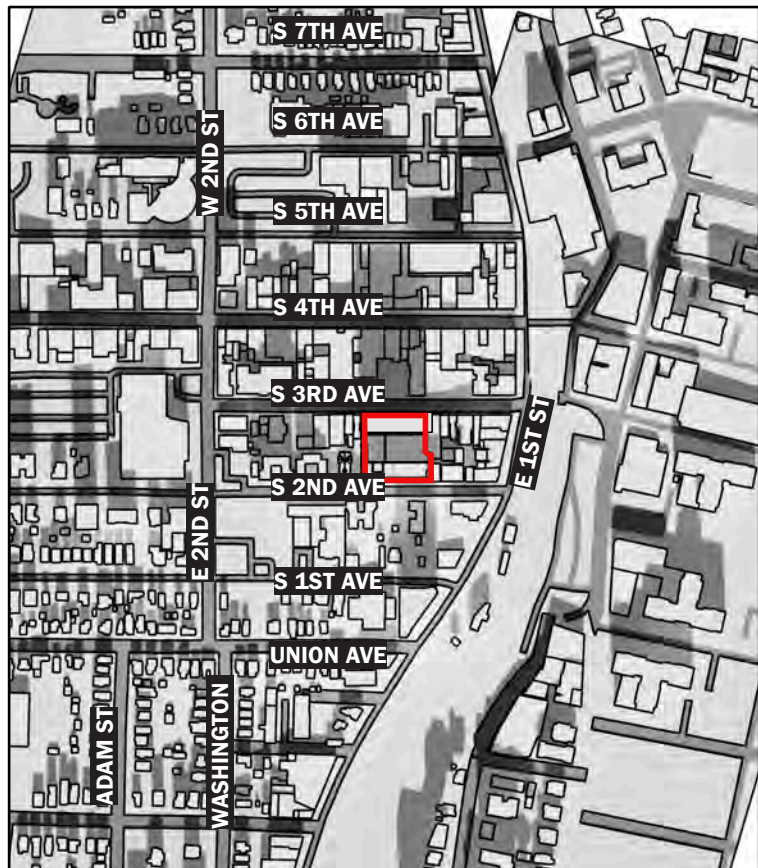
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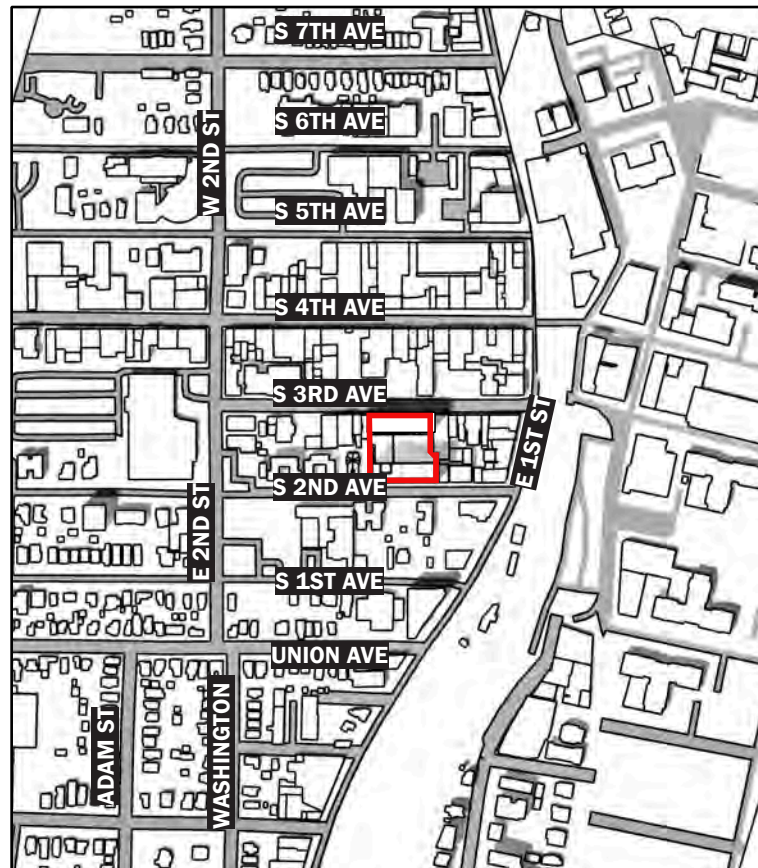
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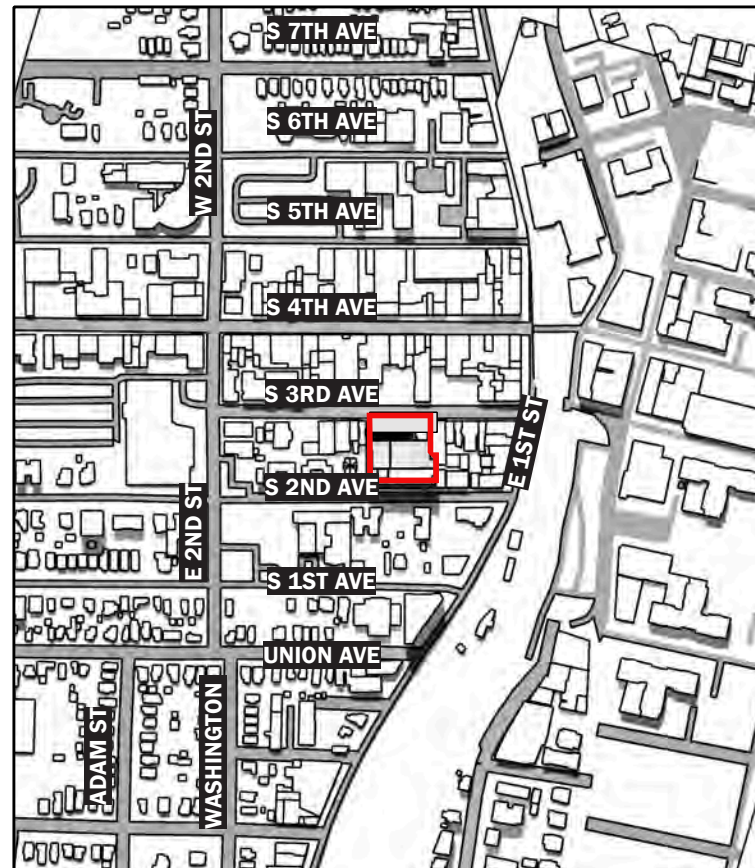
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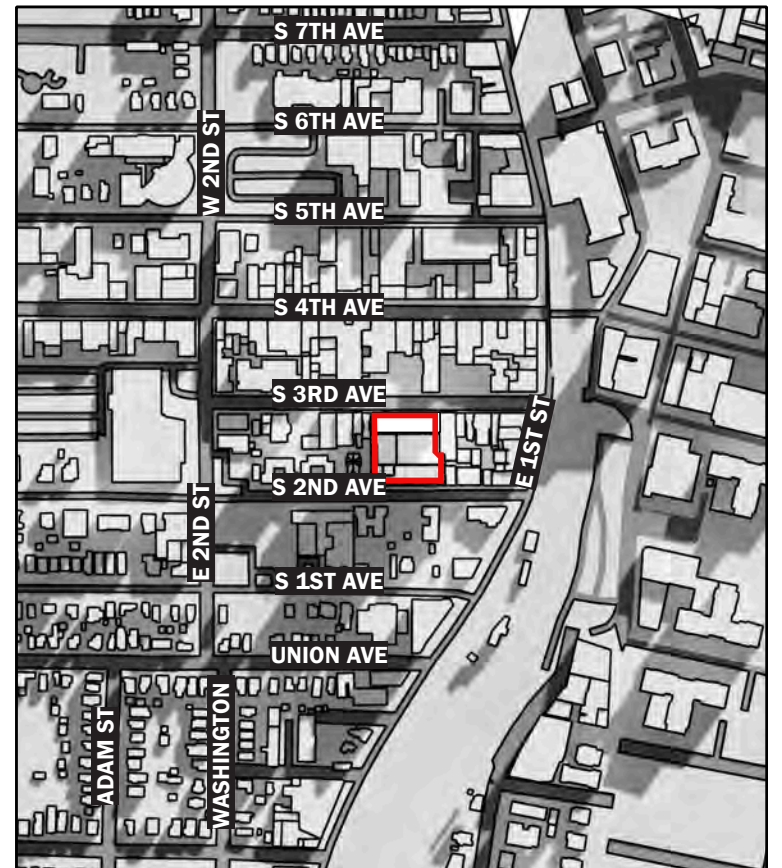
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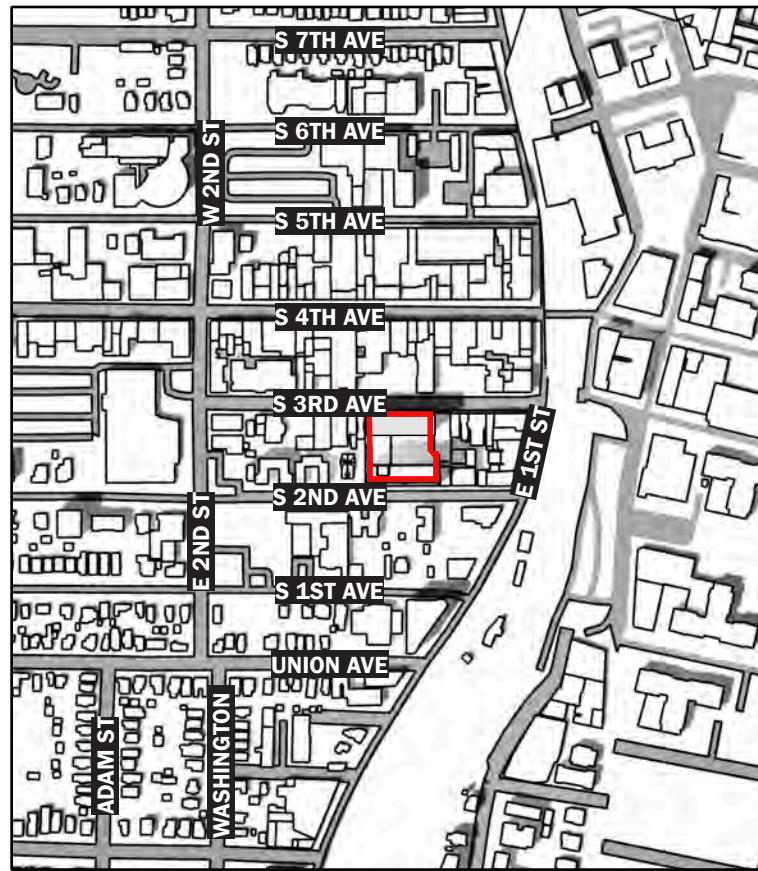
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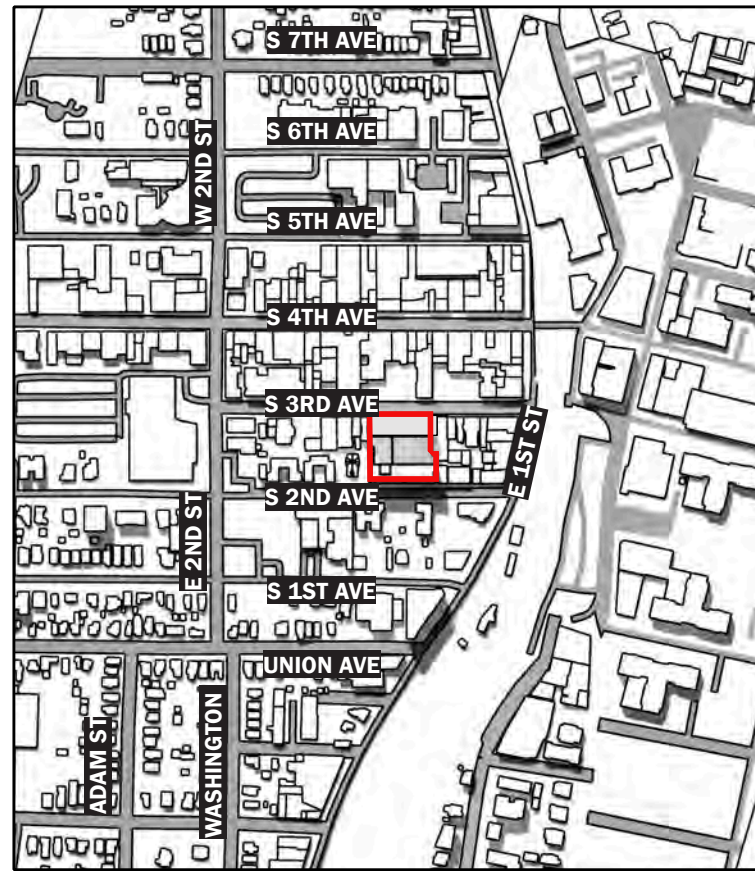
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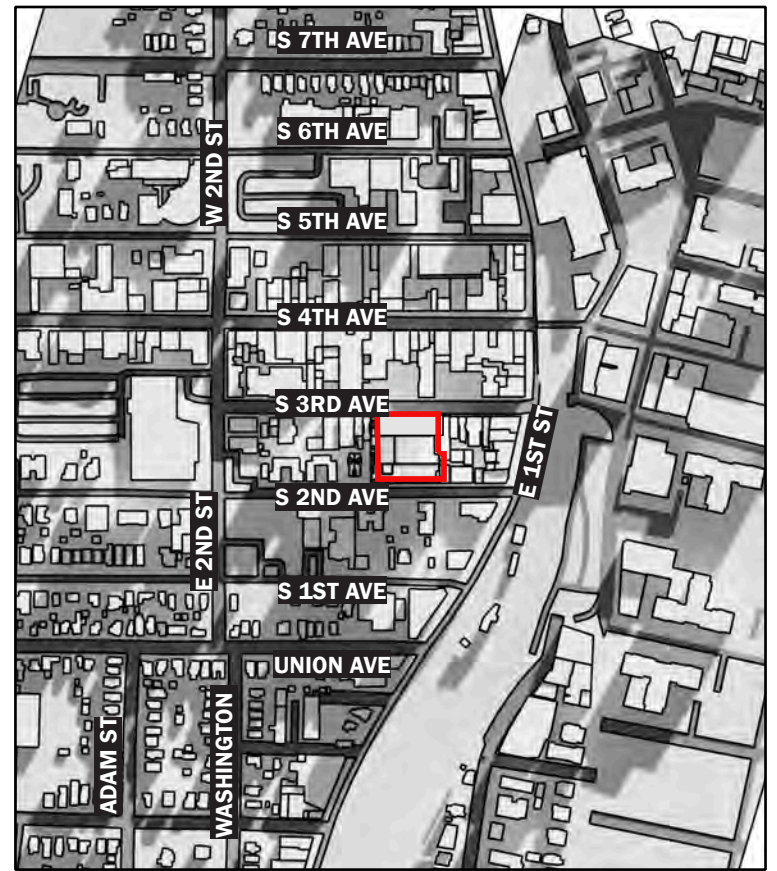
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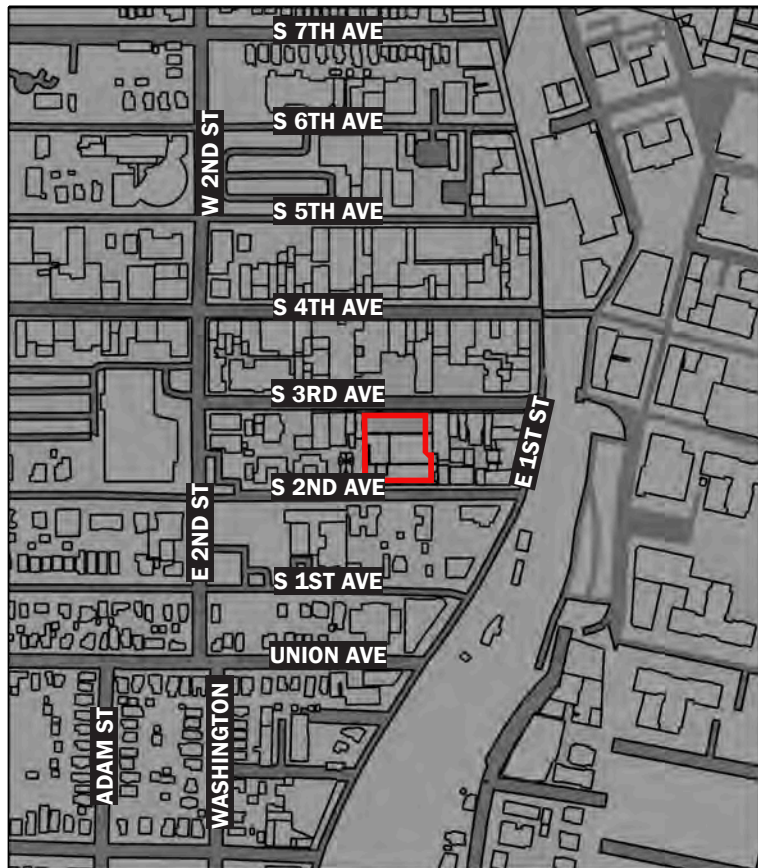
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AUGUST 21ST, 6 PM



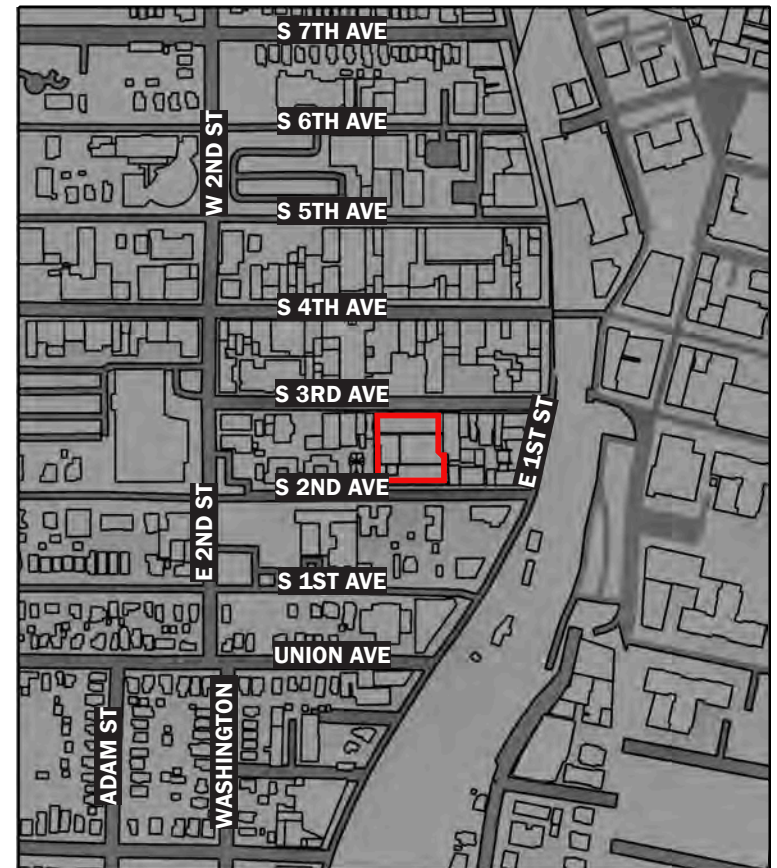
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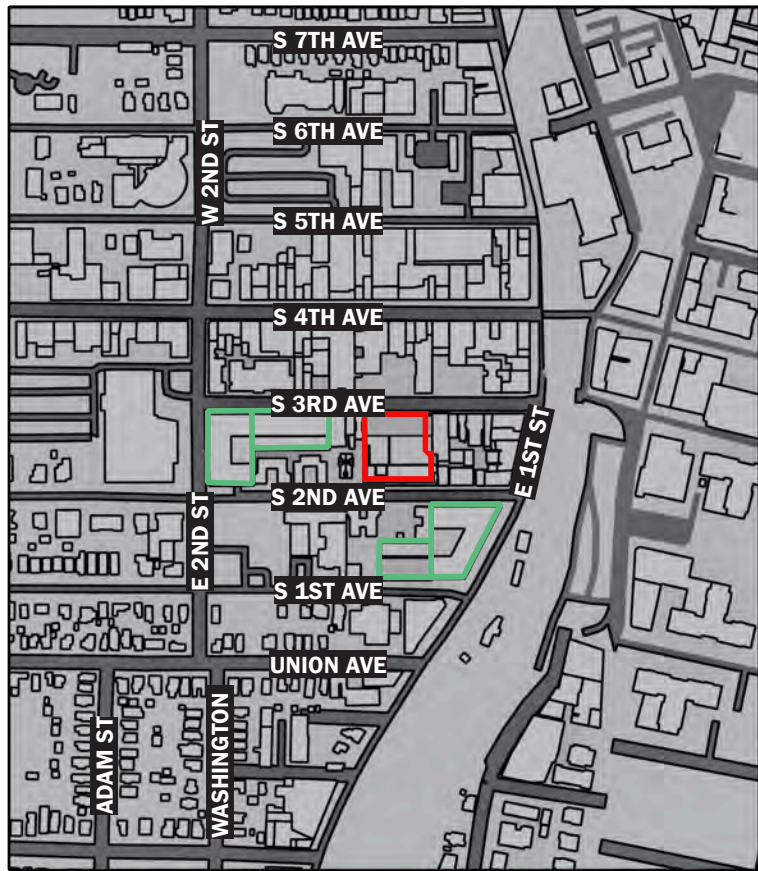
DECEMBER 21ST, 10 AM



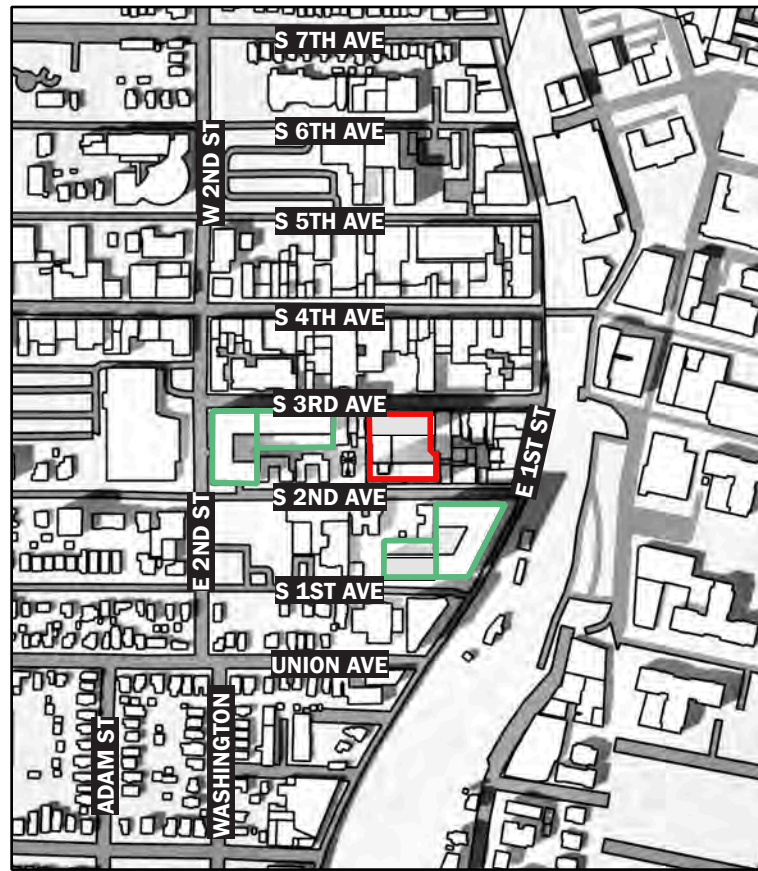
DECEMBER 21ST, 2 PM



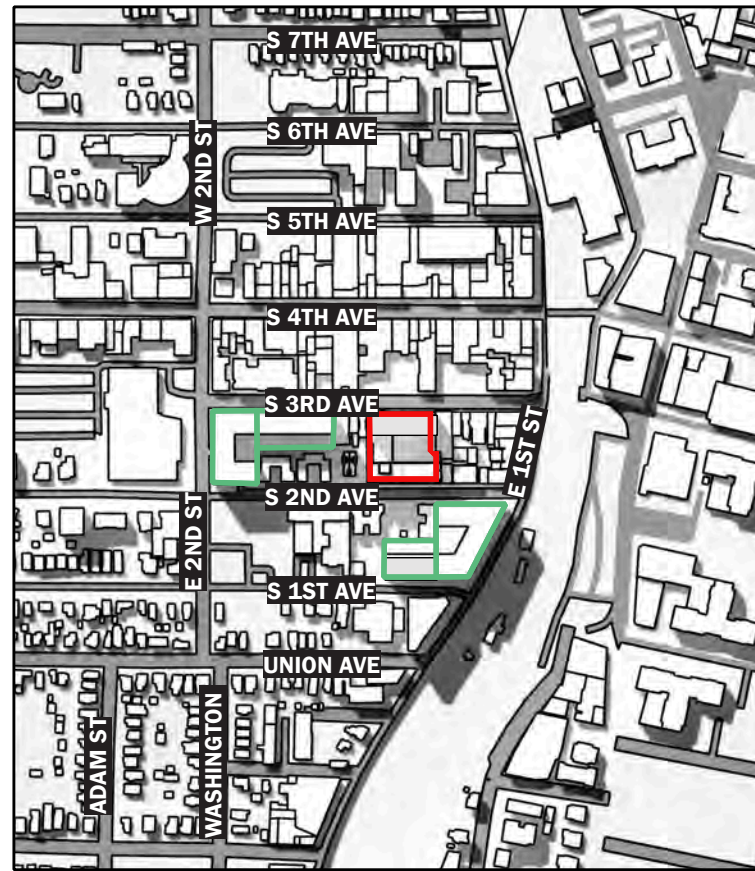
DECEMBER 21ST, 6 PM



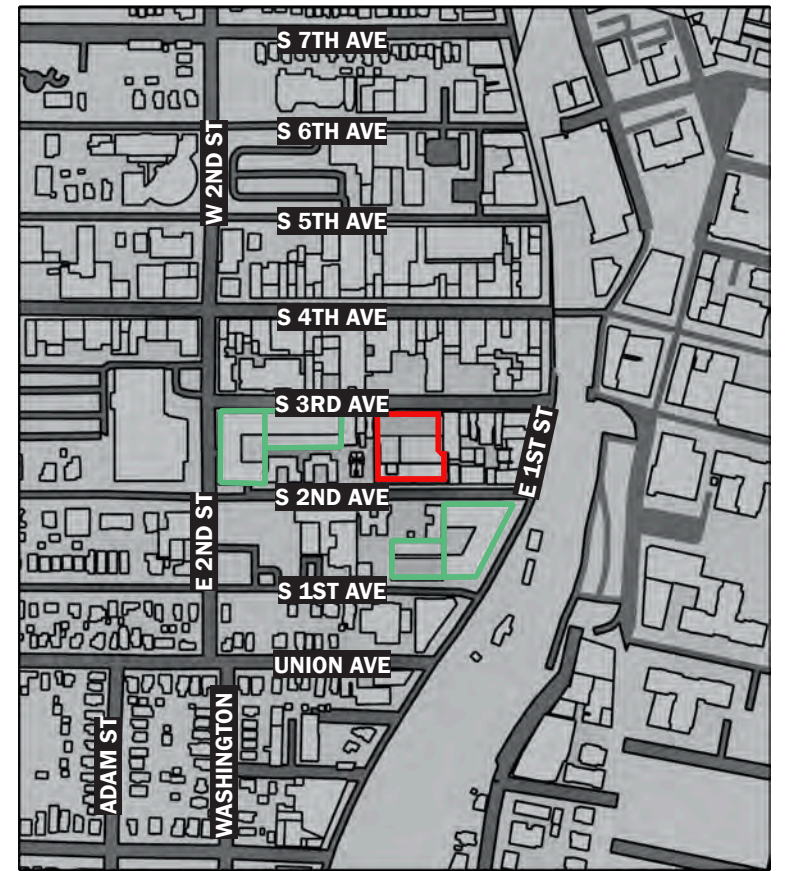
MARCH 21ST, 6 AM



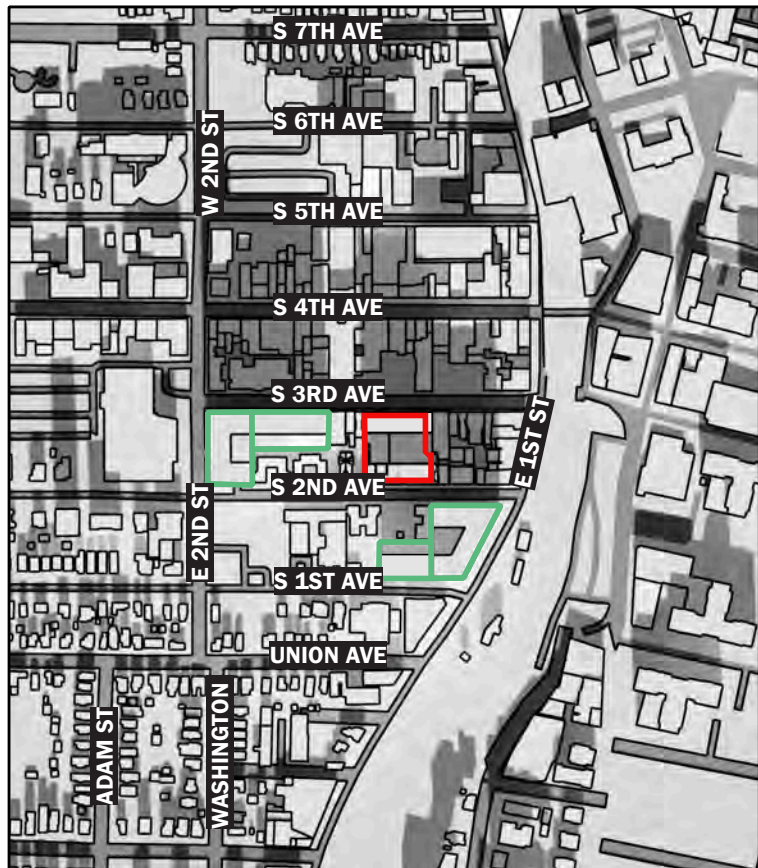
MARCH 21ST, 10 AM



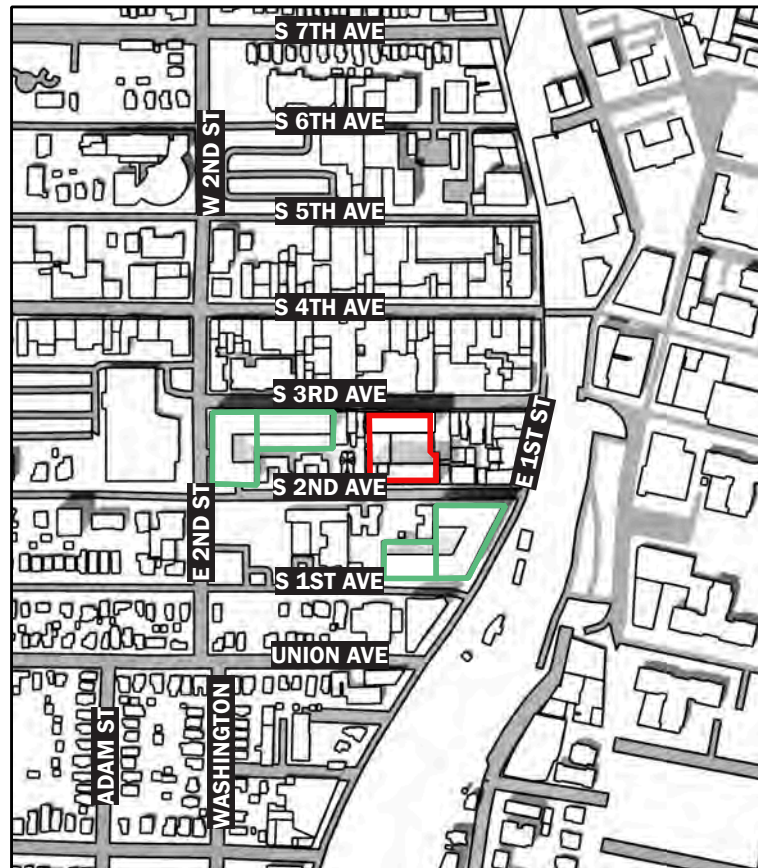
MARCH 21ST, 2 PM



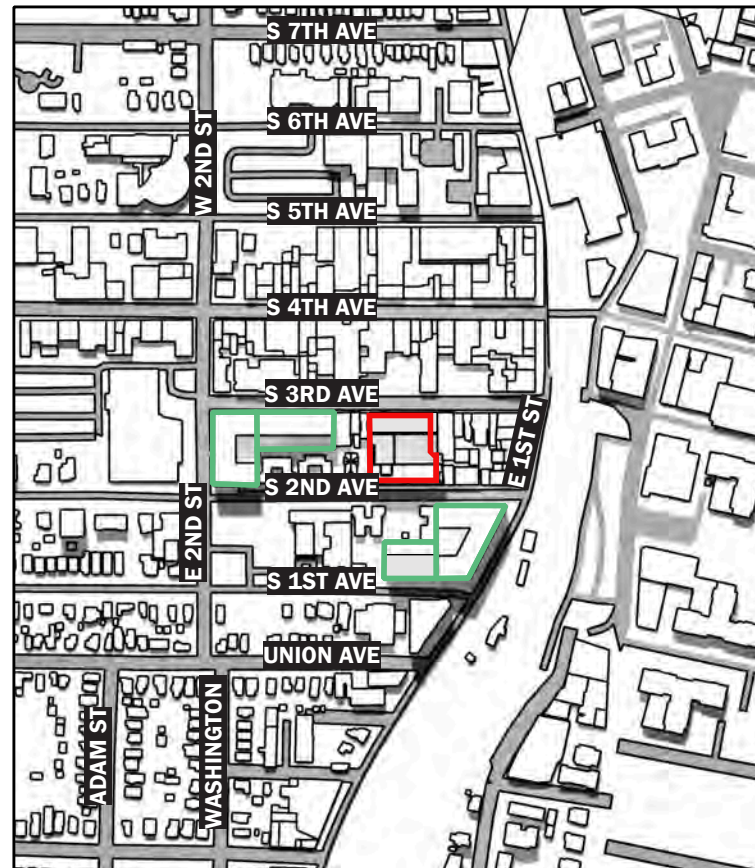
MARCH 21ST, 6 PM



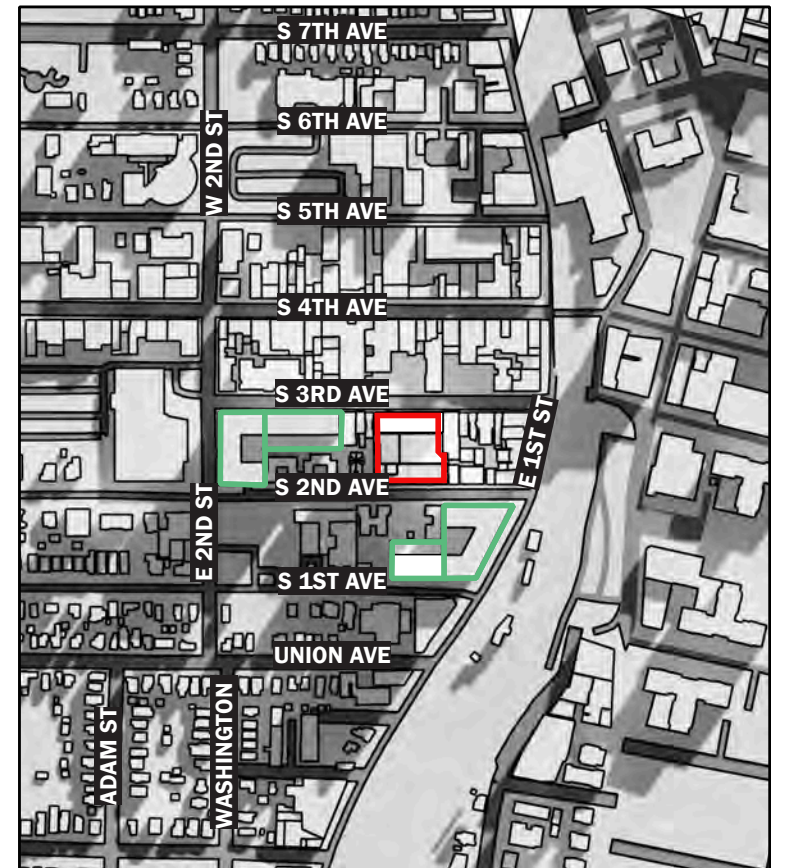
JUNE 21ST, 6 AM



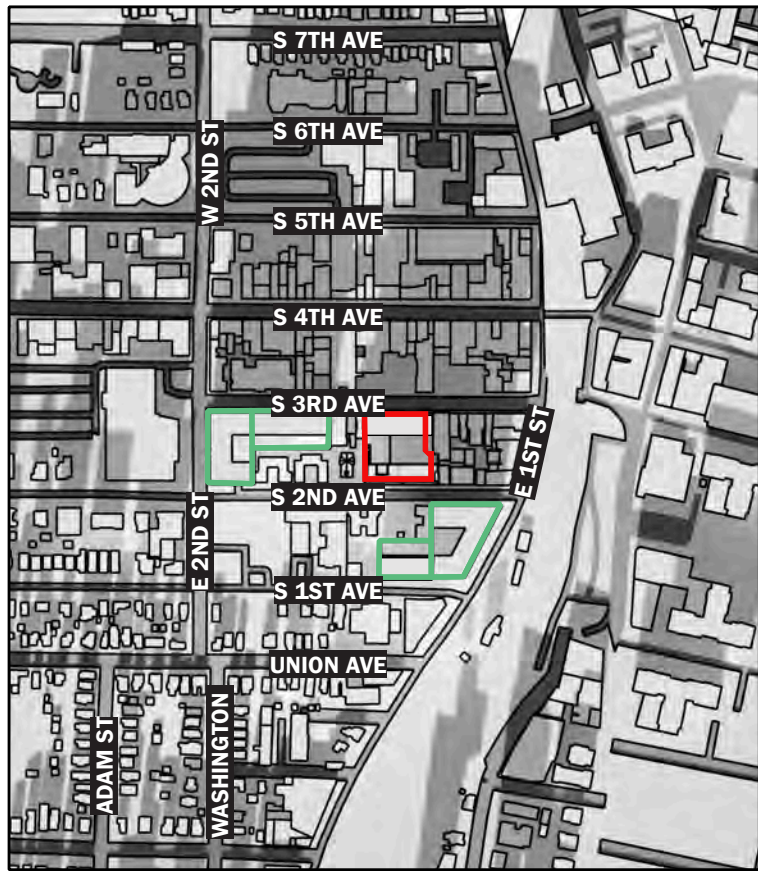
JUNE 21ST, 10 AM



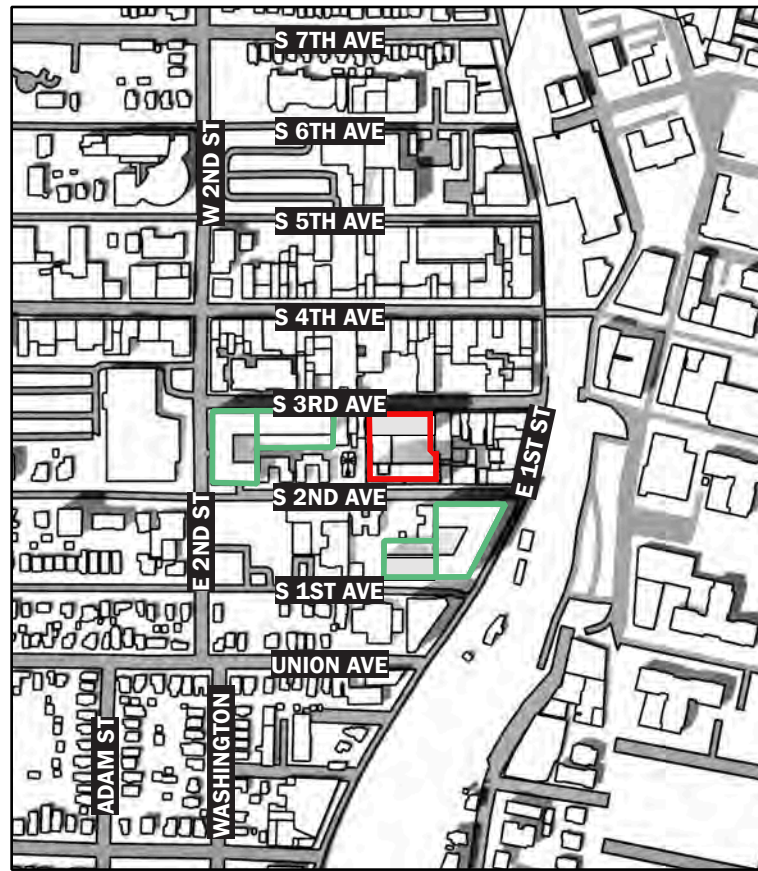
JUNE 21ST, 2 PM



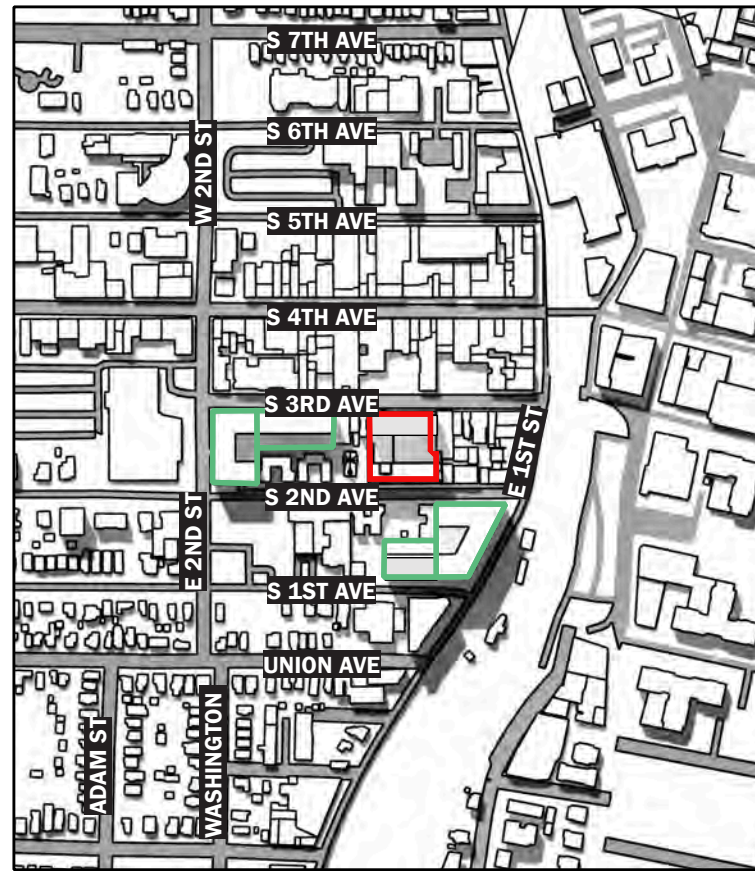
JUNE 21ST, 6 PM



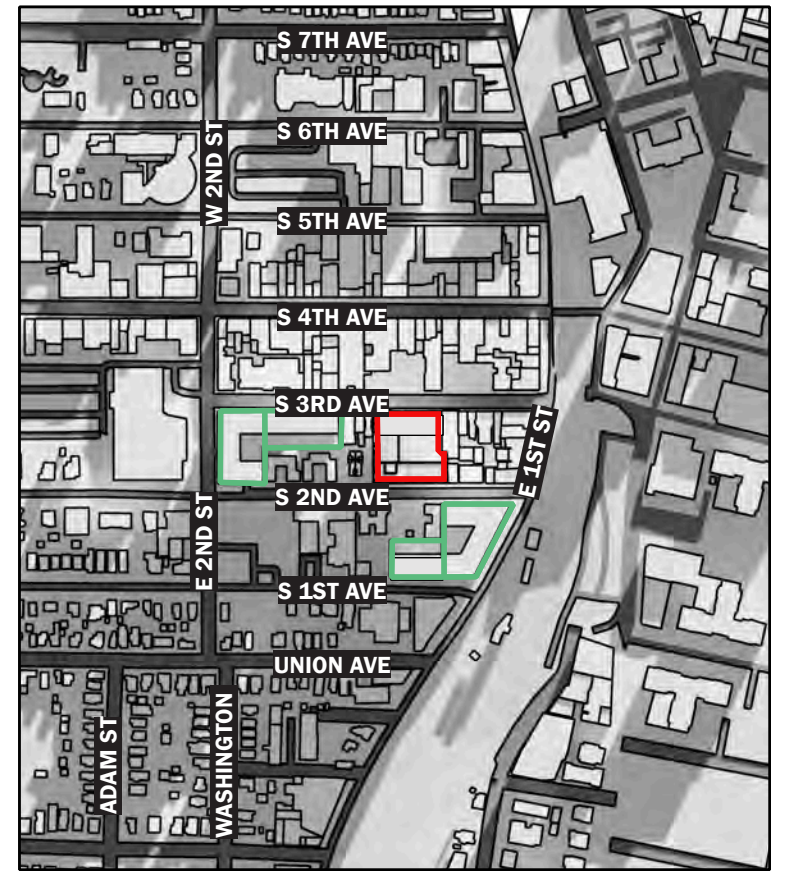
AUGUST 21ST, 6 AM



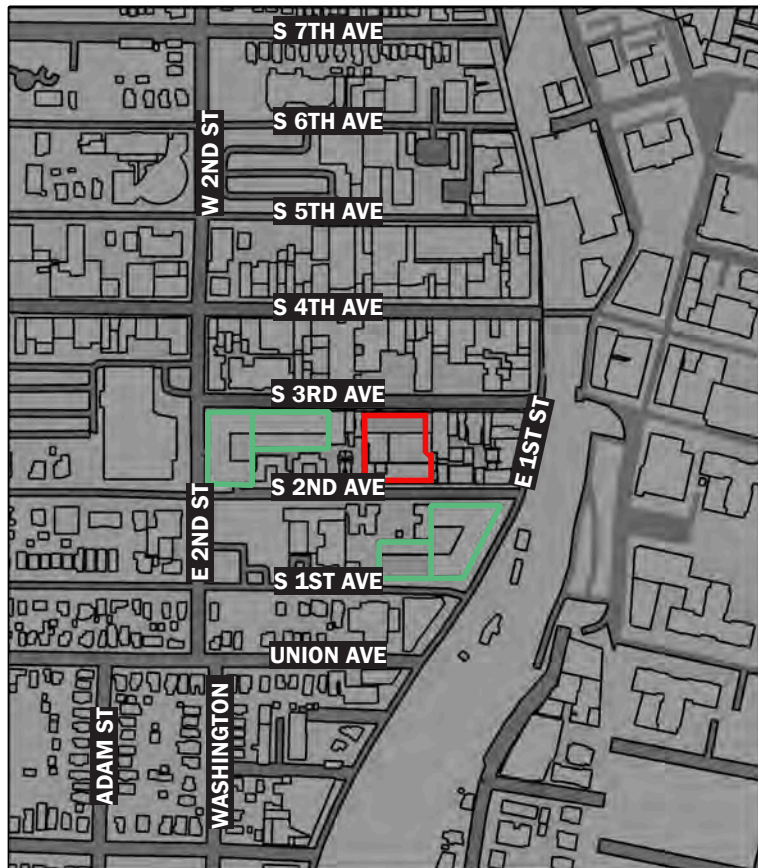
AUGUST 21ST, 10 AM



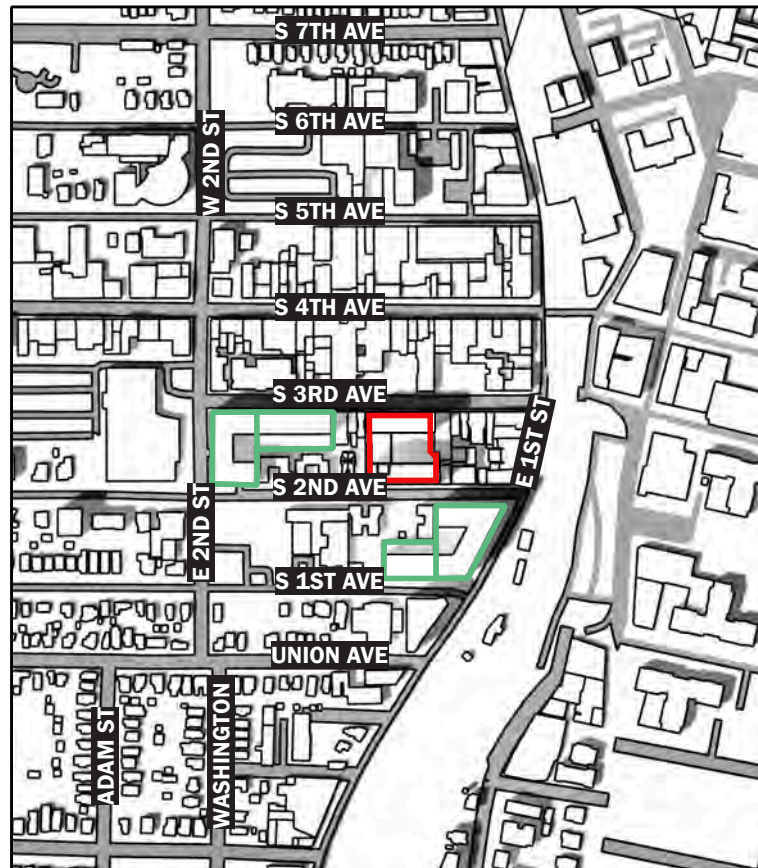
AUGUST 21ST, 2 PM



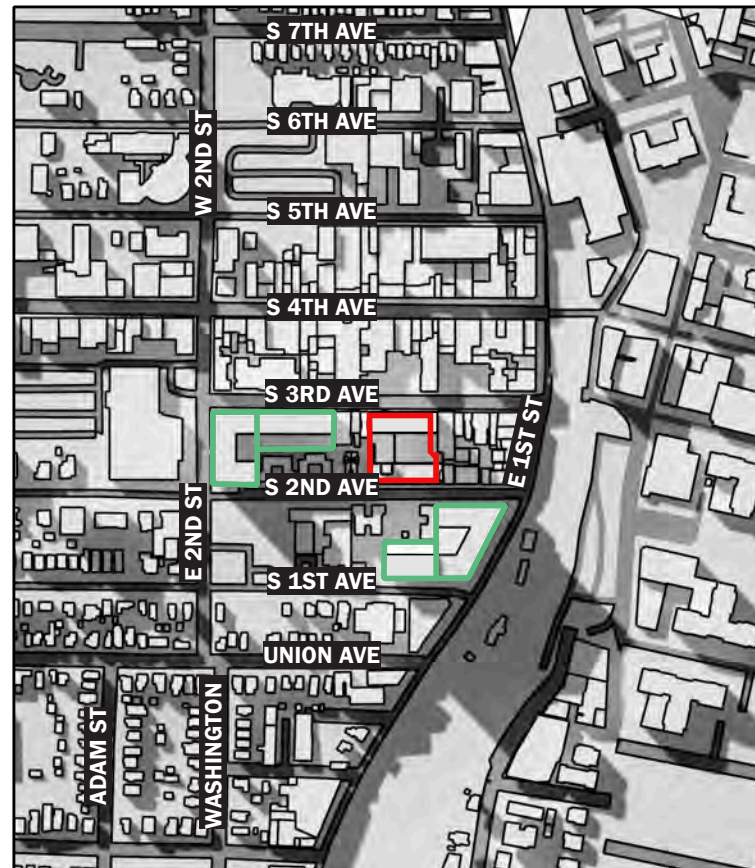
AUGUST 21ST, 6 PM



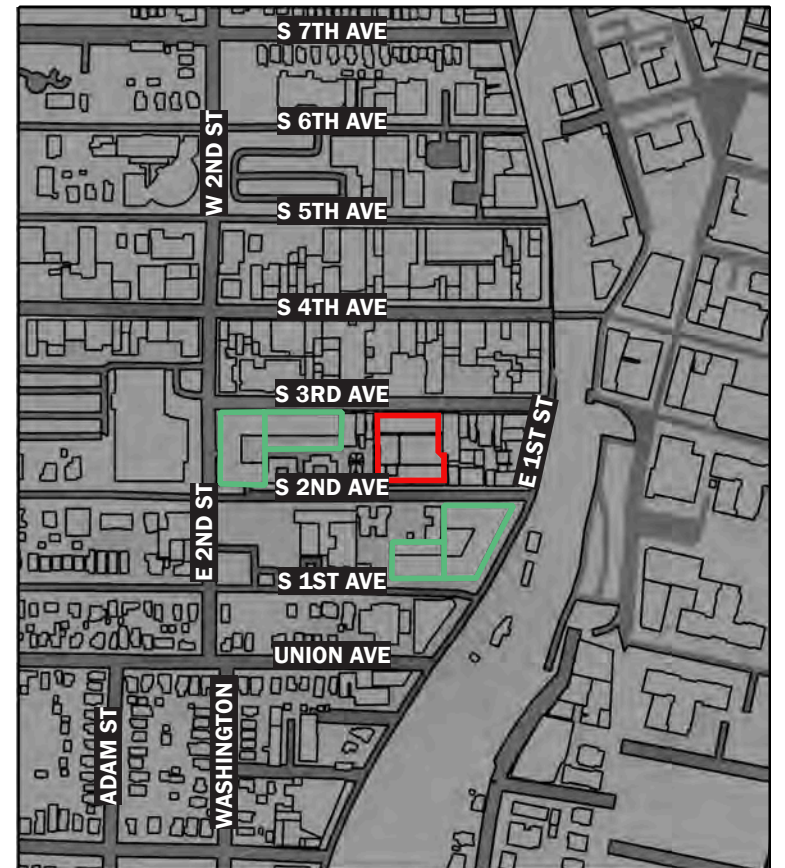
DECEMBER 21ST, 6 AM



DECEMBER 21ST, 10 AM



DECEMBER 21ST, 2 PM



DECEMBER 21ST, 6 PM

G

Hydrant Flow Test Results



CITY OF MOUNT VERNON, NY
BOARD OF WATER
JOHN F. ARENA
SUPERINTENDENT

FIRE FLOW TEST - # 435

Date: 2/9/2022 Time: 12:30 PM

RESIDUAL HYDRANT 95

LOCATION : S. 3rd Ave. c/o E. 1st St.

	PRESSURE PSI
	OBSERVED
STATIC PRESSURE (NO FLOW)	65
RESIDUAL PRESSURE (DURING FLOW)	60
PRESSURE DROP, STATIC TO RESIDUAL	5

FLOWING HYDRANT 1004

LOCATION : HYDRANT #1 19 S. 3rd Ave.

LOCATION : HYDRANT #2

LOCATION : HYDRANT #3

FLOWING HYDRANT #	PITOT PRESSURE READING	GALLONS PER MINUTE
1	9	1075
2		
3		
TOTAL QUANTITY FLOWED		

HYDRANT	TESTED BY	REMARKS
	John F. Arena	This tests represents pressure & psi of main.
	Falliere Mayard / Tim Thorpe.	Service line may differ due to hydraulic loss
		& condition of service.

AVAILABLE AT 20 PSI 3,500 GALLONS/MINUTE



CITY OF MOUNT VERNON, NY
BOARD OF WATER
JOHN F. ARENA
SUPERINTENDENT

FIRE FLOW TEST - # 436

Date: 2/9/2022 Time: 13:15 PM

RESIDUAL HYDRANT 115

LOCATION : S. 2nd Ave. c/o E. 1st St.

	PRESSURE PSI
	OBSERVED
STATIC PRESSURE (NO FLOW)	52
RESIDUAL PRESSURE (DURING FLOW)	40
PRESSURE DROP, STATIC TO RESIDUAL	12

FLOWING HYDRANT 114

LOCATION : HYDRANT #1 38 S. 2nd Ave.

LOCATION : HYDRANT #2

LOCATION : HYDRANT #3

FLOWING HYDRANT #	PITOT PRESSURE READING	GALLONS PER MINUTE
1	5	800
2		
3		
TOTAL QUANTITY FLOWED		

HYDRANT	TESTED BY	REMARKS
	John F. Arena	This tests represents pressure & psi of main.
	Falliere Mayard / Tim Thorpe.	Service line may differ due to hydraulic loss
		& condition of service.

AVAILABLE AT 20 PSI 1,300 GALLONS/MINUTE

H

2024 Traffic Counts

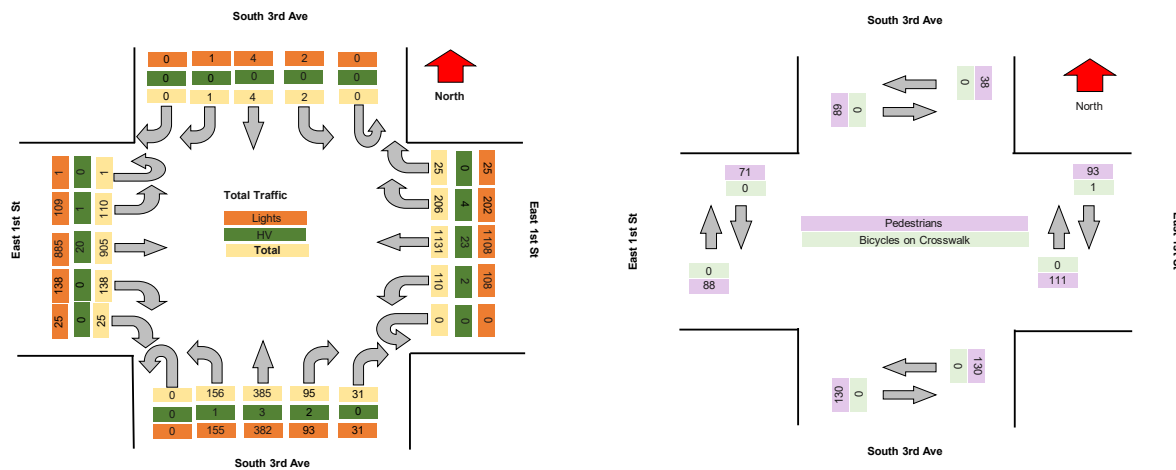
Project	VHB
Project Code	11840
Site Name	11840-2 East 1st St & South 3rd Ave
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2024/06/12, Wednesday
Location	East 1st St & South 3rd Ave
Latitude and Longitude	40.911894, -73.836174

	Start	End	PHF
AM Peak	2024/06/12 07:45:00	2024/06/12 08:45:00	0.93
PM Peak	2024/06/12 16:45:00	2024/06/12 17:45:00	0.97

Turning Movement Data

Leg	East 1st St Eastbound										East 1st St Westbound										South 3rd Ave Northbound										South 3rd Ave Southbound										Total
	Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CW	Peak CCW	Peak CSDF	Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CW	Peak CCW	Peak CSDF	Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CW	Peak CCW	Peak CSDF	Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CW	Peak CCW	Peak CSDF	
7:00:00 AM																																									
7:00:00 AM	5	50	3	2	0	60	5	2			6	51	2	1	0	60	5	2			3	9	3	2	0	17	3	3			0	1	0	0	0	1	0	2	138		
7:15:00 AM	3	52	5	0	0	60	3	2			3	72	7	2	0	84	2	7			5	11	0	4	0	20	3	4			0	0	0	0	0	0	5	2	164		
7:30:00 AM	1	55	11	0	0	67	2	2			11	59	11	2	0	83	2	5			11	23	2	0	0	36	4	5			1	0	0	0	0	1	2	1	197		
7:45:00 AM	9	42	15	6	1	73	6	10			12	71	14	2	0	99	5	10			16	26	6	1	0	49	7	9			0	1	0	0	0	1	1	1	222		
Hourly Total	18	199	34	8	1	269	16	18			32	253	34	7	0	326	14	26			35	69	11	7	0	122	17	21			1	2	0	0	0	3	14	6	711		
8:00:00 AM																																									
8:00:00 AM	4	78	14	4	0	100	6	7			6	67	12	0	0	85	6	15			8	24	7	1	0	40	6	2			0	0	0	0	0	0	6	3	225		
8:15:00 AM	9	51	3	0	0	63	5	1			6	78	20	1	0	105	9	4			9	18	5	0	0	32	8	6			0	0	0	0	0	0	5	1	200		
8:30:00 AM	6	45	8	1	0	60	4	6			9	52	8	3	0	100	4	10			4	20	8	1	0	33	2	7			0	0	0	0	0	0	7	1	193		
8:45:00 AM	5	67	7	0	0	79	6	0			6	93	10	3	0	112	6	4			7	14	6	2	0	29	11	6			0	0	0	0	0	0	10	2	220		
Hourly Total	24	241	32	5	0	302	22	13			27	320	48	7	0	402	27	33			28	76	26	4	0	134	27	23			0	0	0	0	0	0	31	7	838		
4:00:00 PM																																									
4:00:00 PM	13	48	10	1	0	72	4	3			7	68	13	2	0	90	8	3			13	34	7	4	0	58	11	7			0	0	0	0	0	0	7	2	220		
4:15:00 PM	7	63	6	1	0	77	9	5			6	68	12	2	0	88	1	7			10	24	8	3	0	45	11	5			0	0	0	0	0	0	6	3	210		
4:30:00 PM	7	59	4	2	0	72	7	5			3	82	13	2	0	100	9	5			13	29	6	2	0	50	12	17			0	2	0	0	0	0	2	3	4	224	
4:45:00 PM	11	64	3	3	0	82	5	12			6	78	17	2	0	103	10	3			9	38	5	0	0	62	17	16			0	0	0	0	0	0	7	5	237		
Hourly Total	38	234	24	7	0	303	23	25			22	296	55	8	0	381	28	18			45	125	26	9	0	205	51	44			0	2	0	0	0	2	23	14	891		
5:00:00 PM																																									
5:00:00 PM	7	59	13	0	0	79	8	2			10	71	13	0	0	94	7	10			16	28	10	3	0	57	8	17			0	0	0	0	0	0	8	4	230		
5:15:00 PM	10	64	9	1	0	84	6	3			9	59	14	2	0	84	7	5			9	30	12	1	0	52	19	7			0	0	1	0	0	1	4	2	221		
5:30:00 PM	7	58	16	4	0	85	6	5			7	65	22	0	0	94	5	11			9	35	4	5	0	53	2	13			1	0	0	0	0	0	1	2	233		
5:45:00 PM	6	50	10	0	0	66	7	7			3	67	20	1	0	91	6	8			14	22	6	2	0	44	6	8			0	0	0	0	0	0	7	3	201		
Hourly Total	30	231	48	5	0	314	27	17			29	262	69	3	0	363	25	34			48	115	32	11	0	206	35	42			1	0	1	0	0	2	21	11	885		
Grand Total	110	908	138	25	1	1119	86	77			110	1121	295	25	0	1412	96	111			156	369	65	31	0	667	102	106			2	4	1	0	0	7	26		3325		
% Approach	3.3%	76.8%	11.7%	2.1%	0.1%	0.0%	0.0%	0.0%			7.5%	76.8%	14.0%	1.7%	0.0%	0.0%	0.0%	0.0%			23.4%	57.7%	14.2%	4.8%	0.0%	0.0%	0.0%	0.0%			28.6%	57.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Total	3.3%	27.2%	4.2%	0.8%	0.0%	35.8%	0.0%	0.0%			3.3%	34.0%	6.2%	0.8%	0.0%	44.3%	0.0%	0.0%			4.7%	11.6%	2.9%	0.9%	0.0%	26.1%	0.0%	0.0%			0.1%	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%			
Lights	109	885	138	25	1	1158	0	0			108	1108	292	25	0	1443	0	0			155	382	93	31	0	661	0	0			2	4	1	0	0	7	0	0	3269		
% Lights	99.1%	97.6%	100.0%	100.0%	100.0%	98.2%	0.0%	0.0%			98.2%	98.0%	98.1%	100.0%	0.0%	98.0%	0.0%	0.0%			99.4%	99.2%	97.6%	100.0%	0.0%	99.1%	0.0%	0.0%			100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	98.3%			
HW	1	20	0	0	0	21	0	0			2	23	4	0	0	25	0	0			1	3	2	0	0	5	0	0			0	0	0	0	0	0	0	0	56		
% HW	0.9%	2.2%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%			1.8%	2.0%	1.9%	0.0%	0.0%	2.9%	0.0%	0.0%			0.6%	0.8%	2.1%	0.0%	0.0%	0.9%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%			
Pedestrians	0	0	0	0	0	0	88	71	0		0	0	0	0	0	0	93	111			0	0	0	0	0	0	130	130			0	0	0	0	0	0	89	38	750		
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.0%	100.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.9%	100.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.0%	100.0%	100.0%	98.9%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	9			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	1			
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	1.1%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%			

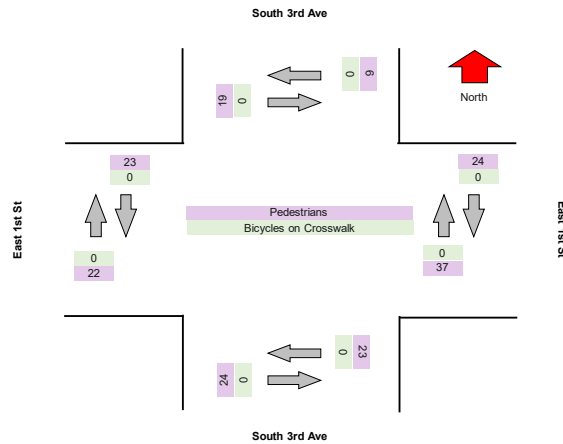
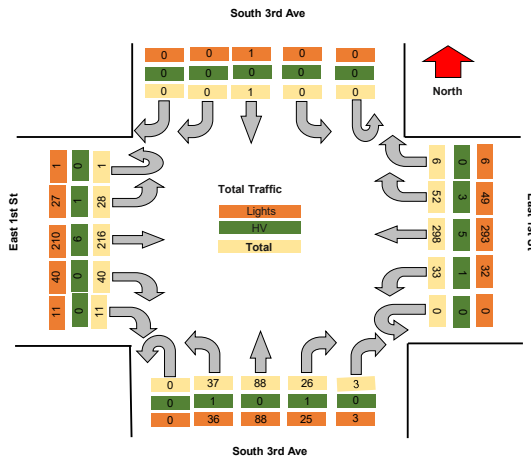
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

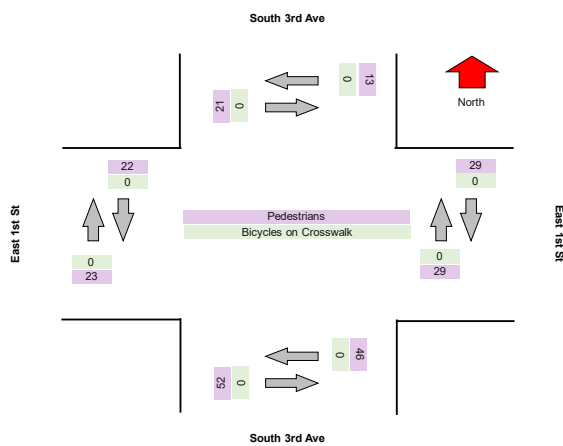
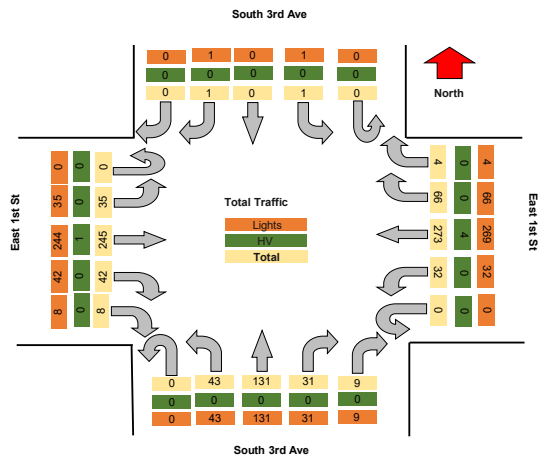
7:45:00 AM

Leg	East 1st St										East 1st St										South 3rd Ave										South 3rd Ave										Total
	Eastbound					Westbound					Northbound					Southbound					Eastbound					Westbound					Northbound					Southbound					
	Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt		Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt		Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt		Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt					
7:45:00 AM	9	42	15	6	1	73	6	10		12	71	14	2	0	99	5	15		16	26	6	1	0	49	7	9		0	1	0	0	0	1	1		222					
8:00:00 AM	4	78	14	4	0	100	7	7		6	67	12	0	0	85	6	15		8	24	7	1	0	40	6	2		0	0	0	0	0	0	0	0	6	3		225		
8:15:00 AM	9	51	3	0	0	63	5	1		6	78	20	1	0	105	9	4		9	18	5	0	0	32	8	6		0	0	0	0	0	0	0	0	5	1		200		
8:30:00 AM	6	45	8	1	0	60	4	0		9	82	6	3	0	100	4	10		4	20	8	1	0	33	7	7		0	0	0	0	0	0	0	7	1		193			
Grand Total	28	216	40	11	1	286	22	18		33	298	52	6	0	389	26	54		37	88	26	3	0	154	23	14		0	1	0	0	0	1	16	1		840				
% Approach	9.5%	73.0%	13.5%	3.7%	0.3%	0.0%	0.0%	0.0%		8.5%	76.6%	13.4%	1.5%	0.0%	9.9%	0.0%	0.0%		24.0%	57.1%	16.9%	1.9%	0.0%	9.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
% Total	3.3%	25.7%	4.8%	1.3%	0.1%	35.2%	0.0%	0.0%		3.9%	35.5%	6.2%	0.7%	0.0%	46.3%	0.0%	0.0%		4.4%	10.5%	3.1%	0.4%	0.0%	18.3%	0.0%	0.0%		0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%				
PHF	0.778	0.692	0.667	0.458	0.250	0.740	0.000	0.000		0.688	0.909	0.650	0.500	0.000	0.926	0.000	0.000		0.578	0.846	0.813	0.750	0.000	0.786	0.000	0.000		0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.933				
Lights	27	210	40	11	1	289	0	0		32	293	49	6	0	380	0	0		36	88	25	3	0	152	0	0		0	1	0	0	0	1	0	0	1	0		822		
% Lights	96.4%	97.2%	100.0%	100.0%	100.0%	97.6%	0.0%	0.0%		97.0%	98.3%	94.2%	100.0%	0.0%	97.7%	0.0%	0.0%		97.3%	100.0%	96.2%	100.0%	0.0%	98.7%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	97.9%	0.0%	0.0%			
HW	1	6	0	0	0	7	0	0		1	5	3	0	0	9	0	0		1	0	1	0	0	2	0	0		0	0	0	0	0	0	0	0	0	0		18		
% HW	3.6%	2.8%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%		3.0%	1.7%	5.8%	0.0%	0.0%	2.3%	0.0%	0.0%		2.7%	0.0%	3.8%	0.0%	0.0%	1.3%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		2.1%	
Pedestrians	0	0	0	0	0	0	22	23		0	0	0	0	0	0	24	37		0	0	0	0	0	0	23	24		0	0	0	0	0	0	0	19	6		178			
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	100.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%		99.9%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0		0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	



Turning Movement Peak Hour Data (PM)
4:45:00 PM

Leg	East 1st St										East 1st St										South 3rd Ave										South 3rd Ave										Total
	Eastbound										Westbound										Northbound										Southbound										
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW			Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW			Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW			Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW			
Start Time																																									
4:45:00 PM	11	64	4	3	0	82	3	12			6	78	17	2	0	103	10	3			9	38	5	0	0	52	17	15			0	0	0	0	0	0	7	5	237		
5:00:00 PM	7	59	13	0	0	79	8	2			10	71	13	0	0	94	7	10			16	28	10	3	0	57	8	17			0	0	0	0	0	0	8	4	230		
5:15:00 PM	10	64	9	1	0	84	6	3			9	59	14	2	0	84	7	5			9	30	12	1	0	52	19	7			0	0	1	0	0	1	4	2	221		
5:30:00 PM	7	58	16	4	0	85	6	5			7	65	22	0	0	94	5	11			9	35	4	5	0	53	7	13			1	0	0	0	0	1	2	2	233		
Grand Total	35	245	42	8	0	330	23	22			32	273	66	4	0	375	25	29			43	131	31	9	0	214	48	52			1	0	1	0	0	2	23	13	921		
% Approach	10.6%	74.2%	12.7%	2.4%	0.0%	0.0%	0.0%	0.0%			8.5%	72.8%	17.6%	1.1%	0.0%	0.0%	0.0%	0.0%			20.1%	61.2%	14.5%	4.2%	0.0%	0.0%	0.0%	0.0%			50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% Total	3.8%	26.6%	4.6%	0.9%	0.0%	35.8%	0.0%	0.0%			3.5%	29.6%	7.2%	0.4%	0.0%	40.7%	0.0%	0.0%			4.7%	14.2%	3.4%	1.0%	0.0%	23.2%	0.0%	0.0%			0.1%	0.0%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%		
PDP	0.795	0.957	0.866	0.500	0.000	0.971	0.000	0.000			0.800	0.875	0.750	0.500	0.000	0.919	0.000	0.000			0.872	0.862	0.640	0.400	0.000	0.939	0.000	0.000			0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.972		
Lights	35	244	42	8	0	329	0	0			32	269	66	4	0	371	0	0			43	131	31	9	0	214	0	0			1	0	1	0	0	2	0	0	916		
% Lights	100.0%	99.6%	100.0%	100.0%	0.0%	99.7%	0.0%	0.0%			100.0%	98.5%	100.0%	100.0%	0.0%	98.9%	0.0%	0.0%			100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%			100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	99.6%		
HV	0	1	0	0	0	1	0	0			0	4	0	0	0	4	0	0			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	5		
% HV	0.0%	0.4%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%			0.0%	1.5%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%		
Pedestrians	0	0	0	0	0	0	23	22			0	0	0	0	0	9	29	0			0	0	0	0	0	0	48	52			0	0	0	0	0	0	21	13	235		
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0		
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		



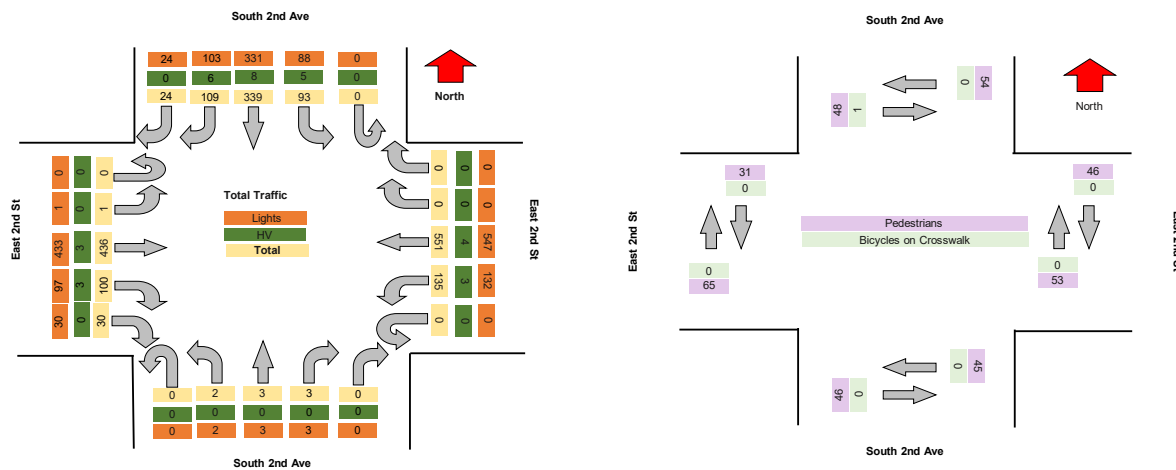
Project	VHB
Project Code	11840
Site Name	11840-3 East 2nd St & South 2nd Ave
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2024/06/12, Wednesday
Location	East 2nd St & South 2nd Ave
Latitude and Longitude	40.909504, -73.834241

	Start	End	PHF
AM Peak	2024/06/12 07:45:00	2024/06/12 08:45:00	0.95
PM Peak	2024/06/12 16:45:00	2024/06/12 17:45:00	0.91

Turning Movement Data

Leg	East 2nd St							East 2nd St							South 2nd Ave							South 2nd Ave							Total							
	Eastbound							Westbound							Northbound							Southbound														
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CDF	Peak CDF	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CDF	Peak CDF	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CDF	Peak CDF	Left	Thru	Right	RTOR	U-Turn	App Total	Peak CDF	Peak CDF				
7:00:00 AM	0	14	3	1	0	18	0	0	0	3	16	0	0	0	19	1	2	0	0	0	0	0	0	5	10	6	2	0	23	2	0	61				
7:15:00 AM	0	21	3	3	0	26	2	2	2	6	16	0	0	0	22	1	4	0	0	0	0	0	0	0	0	1	0	0	1	1	0	74				
7:30:00 AM	0	21	6	4	0	31	6	1	4	28	0	0	0	0	32	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1	99					
7:45:00 AM	0	25	8	3	0	36	6	0	9	33	0	0	0	0	42	1	6	0	0	0	0	0	0	0	13	0	8	17	10	3	38	4	116			
Hourly Total	0	81	19	11	0	111	14	3	22	93	0	0	0	0	115	10	13	0	0	0	0	0	0	0	20	55	30	7	0	112	8	11	340			
8:00:00 AM	0	21	9	1	0	31	6	2	11	37	0	0	0	0	48	7	4	0	0	0	0	0	0	0	2	0	9	21	12	0	42	0	8	121		
8:15:00 AM	0	32	10	1	0	43	5	1	11	33	0	0	0	0	44	0	6	0	0	0	0	0	0	0	3	2	8	17	4	4	33	8	4	120		
8:30:00 AM	0	38	3	1	0	42	2	2	4	32	0	0	0	0	36	3	4	0	0	0	0	0	0	0	1	4	17	3	2	2	26	4	1	104		
8:45:00 AM	0	22	9	2	0	33	2	0	3	36	0	0	0	0	39	2	4	0	0	0	0	0	0	0	9	27	2	2	2	2	40	1	4	112		
Hourly Total	0	113	31	5	0	149	15	5	29	138	0	0	0	0	167	11	18	0	0	0	0	0	0	0	9	13	11	30	82	21	6	141	13	17	467	
4:00:00 PM	0	35	4	2	0	41	6	0	7	38	0	0	0	0	45	4	2	0	0	0	0	0	0	0	4	17	1	2	0	24	0	2	110			
4:15:00 PM	0	37	4	2	0	43	7	4	13	26	0	0	0	0	39	2	9	0	0	0	0	0	0	2	7	5	28	9	1	4	43	4	1	125		
4:30:00 PM	0	26	5	0	0	31	6	2	12	33	0	0	0	0	45	5	2	0	0	0	0	0	0	0	2	0	4	25	5	2	36	5	4	112		
4:45:00 PM	1	28	8	3	0	40	5	5	16	54	0	0	0	0	70	1	5	0	0	0	0	0	0	1	0	0	0	0	0	0	39	2	8	150		
Hourly Total	1	126	21	7	0	155	24	11	48	151	0	0	0	0	199	12	13	0	0	0	0	0	0	1	10	20	20	83	24	5	0	142	13	15	497	
5:00:00 PM	0	24	7	1	0	32	3	4	11	53	0	0	0	0	64	6	2	0	0	0	0	0	0	3	2	4	7	35	14	1	0	57	7	3	156	
5:15:00 PM	0	28	10	3	0	39	1	2	9	39	0	0	0	0	48	2	2	0	0	0	0	0	0	1	1	7	28	4	2	0	39	4	2	128		
5:30:00 PM	0	35	6	3	0	44	1	3	10	36	0	0	0	0	46	0	4	0	0	0	0	0	0	1	1	1	3	28	6	1	0	45	4	3	137	
5:45:00 PM	0	31	6	0	0	37	7	8	6	41	0	0	0	0	47	5	1	0	0	0	0	0	0	2	5	4	19	5	1	0	29	2	5	113		
Hourly Total	0	116	29	7	0	152	12	12	36	169	0	0	0	0	205	13	9	0	0	0	0	0	0	5	8	13	23	109	34	4	0	170	15	11	531	
Grand Total	1	438	102	32	0	567	66	27	132	551	0	0	0	0	685	26	38	0	0	0	0	0	0	2	2	3	3	52	139	109	24	0	285	26	38	1626
% Approach	0.2%	75.9%	17.6%	5.3%	0.0%	9.0%	0.0%	0.0%	19.7%	80.3%	0.0%	0.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	37.5%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% Total	0.1%	23.9%	5.5%	1.6%	0.0%	31.1%	0.0%	0.0%	7.4%	35.2%	0.0%	0.0%	0.0%	37.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Lights	1	433	97	30	0	561	0	0	132	547	0	0	0	0	679	0	0	0	0	0	0	0	0	0	0	88	331	103	24	0	546	0	0	1782		
% Lights	100.0%	99.3%	97.0%	100.0%	0.0%	98.9%	0.0%	0.0%	97.8%	99.2%	0.0%	0.0%	0.0%	99.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.6%	97.6%	94.5%	100.0%	0.0%	96.6%	0.0%	0.0%	98.7%		
HV	0	3	3	0	0	6	0	0	3	4	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	31		
% HV	0.0%	0.7%	3.0%	0.0%	0.0%	1.1%	0.0%	0.0%	2.2%	0.7%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Pedestrians	0	0	0	0	0	0	65	31	0	0	0	0	0	0	0	46	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	54	381		
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.0%	100.0%	99.7%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

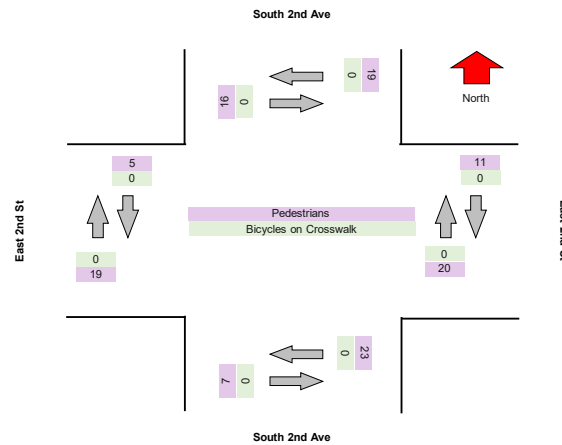
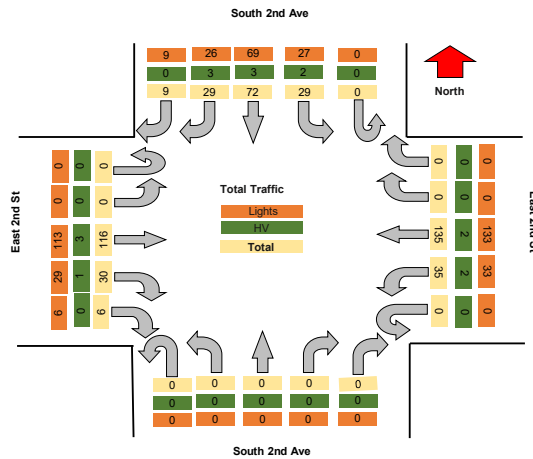
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

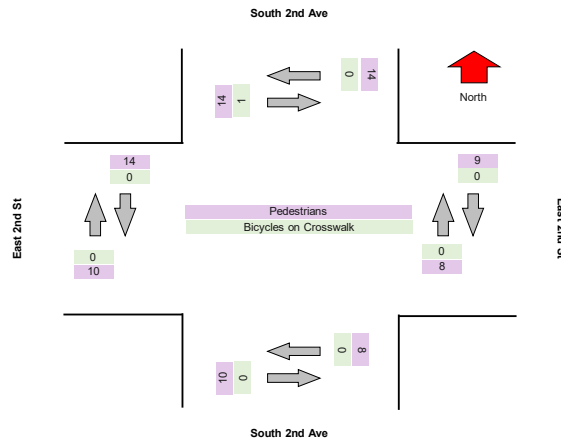
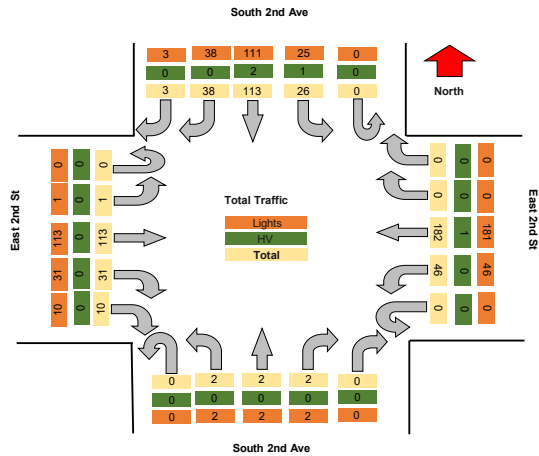
7:45:00 AM

Leg Direction	East 2nd St										East 2nd St										South 2nd Ave										South 2nd Ave										Total
	Eastbound										Westbound										Northbound										Southbound										
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds CCR	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds CCR	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds CCR	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds CCR									
	Start Time																																								
7:45:00 AM	0	25	8	3	0	36	6	0	0	9	33	0	0	0	42	1	0	0	0	0	0	13	0	0	8	17	10	3	0	38	4	6	116								
8:00:00 AM	0	21	9	1	0	31	6	2	11	37	0	0	0	48	7	4	0	0	0	0	0	3	4	0	9	21	12	0	0	42	0	8	121								
8:15:00 AM	0	32	10	1	0	43	5	1	11	33	0	0	0	44	0	6	0	0	0	0	0	3	2	0	8	17	4	4	0	33	8	4	120								
8:30:00 AM	0	38	3	1	0	42	7	0	4	32	0	0	0	36	3	4	0	0	0	0	0	1	1	0	4	17	3	2	0	26	4	7	104								
Grand Total	0	116	30	5	0	152	16	0	0	38	135	0	0	0	179	15	20	0	0	0	0	20	7	0	29	72	26	9	0	139	16	25	451								
% Approach	0.0%	76.3%	19.7%	3.9%	0.0%	9.0%	0.0%	0.0%	20.6%	79.4%	0.0%	0.0%	0.0%	9.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	20.3%	51.8%	20.3%	6.5%	0.0%	9.0%	0.0%	0.0%	0.0%								
% Total	0.0%	25.2%	6.5%	1.3%	0.0%	33.0%	0.0%	0.0%	7.6%	29.3%	0.0%	0.0%	0.0%	36.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	15.6%	6.3%	2.0%	0.0%	30.2%	0.0%	0.0%	0.0%								
PHF	0.000	0.763	0.750	0.500	0.000	0.884	0.000	0.000	0.796	0.912	0.000	0.000	0.000	0.888	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.806	0.857	0.604	0.563	0.000	0.827	0.000	0.000	0.952								
Lights	0	113	29	6	0	148	0	0	0	33	133	0	0	0	166	0	0	0	0	0	0	0	0	0	27	69	26	9	0	131	0	0	444								
% Lights	0.0%	97.4%	96.7%	100.0%	0.0%	97.4%	0.0%	0.0%	34.3%	98.5%	0.0%	0.0%	0.0%	97.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.1%	95.8%	99.7%	100.0%	0.0%	94.2%	0.0%	0.0%	96.9%								
HV	0	3	1	0	0	4	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	3	3	0	0	8	0	0	16								
% HV	0.0%	2.6%	3.3%	0.0%	0.0%	2.6%	0.0%	0.0%	5.7%	1.5%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%	4.2%	10.3%	0.0%	0.0%	6.8%	0.0%	0.0%	3.6%								
Pedestrians	0	0	0	0	0	0	19	5	0	0	0	0	0	0	11	20	0	0	0	0	0	23	7	0	0	0	0	0	0	0	18	19	120								
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%								
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								



Turning Movement Peak Hour Data (PM)
4:45:00 PM

Leg	East 2nd St										East 2nd St										South 2nd Ave										South 2nd Ave										Total
	Eastbound					Westbound					Northbound					Southbound					Southbound																				
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/W	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/W	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/W	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/W									
Start Time																																									
4:45:00 PM	1	28	8	3	0	40	5	5	16	54	0	0	0	70	1	0	0	1	0	0	1	2	2	7	23	9	0	0	39	2	8	160									
5:00:00 PM	0	24	7	1	0	32	3	4	11	53	0	0	0	64	6	2	1	0	2	0	0	3	2	4	7	35	14	1	0	97	7	0	156								
5:15:00 PM	0	26	10	3	0	39	1	2	9	39	0	0	0	48	2	2	0	0	0	0	0	8	1	1	7	26	4	2	0	39	4	0	126								
5:30:00 PM	0	35	6	3	0	44	1	3	10	36	0	0	0	46	0	0	1	1	0	0	0	2	3	3	5	29	11	0	0	45	2	1	137								
Grand Total	1	113	31	10	0	155	10	14	46	182	0	0	0	228	9	0	2	2	2	0	0	6	6	10	20	113	38	3	0	180	15	14	569								
% Approach	0.6%	72.9%	20.0%	6.5%	0.0%	0.0%	0.0%	0.0%	20.2%	79.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	14.4%	62.8%	21.1%	1.7%	0.0%	0.0%	0.0%	0.0%									
% Total	0.2%	19.9%	5.4%	1.8%	0.0%	27.2%	0.0%	0.0%	8.1%	32.0%	0.0%	0.0%	0.0%	40.1%	0.0%	0.0%	0.4%	0.4%	0.4%	0.0%	0.0%	1.1%	0.0%	0.0%	4.6%	19.9%	6.7%	0.5%	0.0%	31.6%	0.0%	0.0%									
PID	0.250	0.807	0.273	0.833	0.000	0.881	0.000	0.000	0.719	0.842	0.000	0.000	0.000	0.814	0.000	0.000	0.500	0.500	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.529	0.807	0.273	0.375	0.000	0.912	0.000									
Lights	1	113	31	10	0	155	10	14	46	181	0	0	0	227	9	0	2	2	2	0	0	6	6	10	20	113	38	3	0	177	15	14	568								
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	99.5%	0.0%	0.0%	0.0%	99.6%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	98.2%	98.2%	100.0%	100.0%	0.0%	98.3%	0.0%	0.0%	99.3%								
HV	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	4									
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	1.8%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.7%									
Pedestrians	0	0	0	0	0	0	10	14	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	87								
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	8.3%	100.0%									
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0									
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	1.1%								



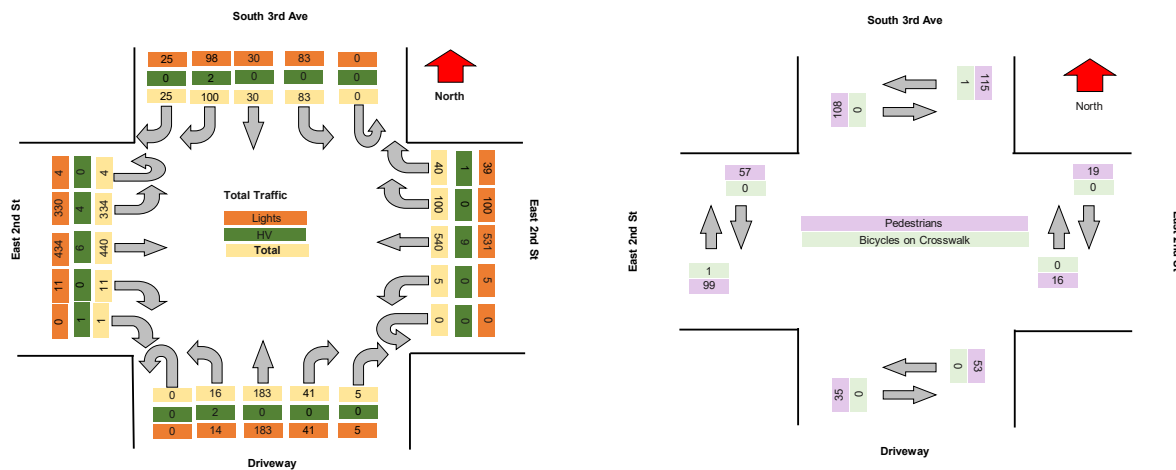
Project	VHB
Project Code	11840
Site Name	11840-4 East 2nd St & South 3rd Ave
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2024/06/12, Wednesday
Location	East 2nd St & South 3rd Ave
Latitude and Longitude	40.909285, -73.835131

	Start	End	PHF
AM Peak	2024/06/12 07:45:00	2024/06/12 08:45:00	0.83
PM Peak	2024/06/12 16:45:00	2024/06/12 17:45:00	0.96

Turning Movement Data

Leg	East 2nd St										East 2nd St										Driveway										South 3rd Ave										Total
	Eastbound					Westbound					Southbound					Northbound					Southbound					Northbound															
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/DW	Total								
7:00:00 AM	6	13	1	0	0	20	1	2	0	21	2	1	0	24	0	0	1	5	2	0	0	8	0	1	3	0	4	0	0	7	0	1	40								
7:15:00 AM	10	22	1	0	0	33	3	0	1	16	4	6	0	27	0	0	0	3	2	0	0	5	2	1	2	0	2	1	0	5	0	2	70								
7:30:00 AM	20	26	0	0	0	46	11	1	0	26	7	0	0	33	0	2	1	10	0	0	0	11	0	1	5	0	6	1	0	12	1	6	102								
7:45:00 AM	31	25	0	0	0	56	11	0	1	32	6	6	0	45	0	6	3	16	2	0	0	21	10	2	9	2	15	6	0	32	2	20	154								
Hourly Total	67	85	2	0	0	155	20	3	2	95	19	13	0	129	0	8	5	34	6	0	0	45	12	5	19	3	27	8	0	67	6	28	386								
8:00:00 AM	16	20	0	0	0	36	13	3	0	40	3	1	0	47	0	0	1	11	3	0	0	15	4	4	8	2	13	4	0	27	6	28	121								
8:15:00 AM	17	37	1	0	0	55	5	1	0	40	3	1	0	44	2	0	0	6	3	0	0	9	4	3	4	2	1	0	0	7	8	10	116								
8:30:00 AM	17	35	1	1	0	54	5	3	0	27	5	4	0	37	4	0	0	8	2	1	0	11	7	1	4	3	6	0	0	13	7	3	111								
8:45:00 AM	14	28	0	0	0	42	5	0	0	34	3	3	0	40	1	1	1	7	1	0	0	9	1	1	4	1	5	0	0	11	5	11	102								
Hourly Total	64	120	2	1	0	187	28	9	0	137	19	12	0	168	7	1	2	32	9	1	0	44	16	9	20	8	25	5	0	58	18	37	457								
4:00:00 PM	26	32	1	0	0	59	4	10	0	24	15	0	0	39	0	0	1	12	2	0	0	15	1	3	6	4	6	2	0	18	9	4	131								
4:15:00 PM	22	33	0	0	1	56	10	6	0	27	5	2	0	34	0	2	0	15	4	3	0	23	5	3	2	4	6	2	0	14	9	5	127								
4:30:00 PM	27	29	1	0	1	58	2	4	0	37	4	1	0	42	3	2	1	18	1	0	0	20	3	6	5	1	2	1	0	9	17	11	129								
4:45:00 PM	31	28	0	0	0	60	6	5	2	53	6	2	0	63	4	1	4	10	5	0	0	19	3	1	5	1	5	1	0	12	10	9	154								
Hourly Total	106	122	3	0	2	233	22	28	2	141	30	5	0	178	7	5	7	55	12	3	0	77	12	13	18	10	19	6	0	53	45	29	541								
5:00:00 PM	25	21	0	0	1	47	10	4	0	36	8	4	0	48	2	0	0	16	5	0	0	21	7	5	6	4	8	1	0	19	12	4	185								
5:15:00 PM	25	30	1	0	0	56	4	1	0	34	10	2	0	46	2	1	1	9	4	0	0	14	1	0	6	2	6	2	0	16	13	9	132								
5:30:00 PM	24	30	0	0	1	55	5	5	0	39	8	1	0	48	1	0	0	23	5	0	0	28	3	2	9	1	10	2	0	22	16	3	163								
5:45:00 PM	23	31	3	0	0	57	5	7	1	38	6	3	0	48	0	1	1	14	0	1	0	16	2	1	5	2	5	1	0	13	5	6	134								
Hourly Total	97	112	4	0	2	215	24	17	1	167	32	10	0	210	5	2	2	62	14	1	0	79	13	8	25	9	29	6	0	70	39	22	574								
Grand Total	434	440	11	1	4	730	100	70	5	540	100	40	0	605	10	16	16	183	41	5	0	245	30	26	63	29	100	25	0	238	100	106	1985								
% Approach	42.3%	55.7%	1.4%	0.1%	0.5%	9.0%	0.0%	0.0%	0.7%	78.8%	14.6%	0.8%	0.0%	9.8%	0.0%	0.0%	5.0%	74.7%	16.7%	2.0%	0.0%	9.8%	0.0%	0.0%	34.9%	12.6%	42.0%	10.0%	0.0%	9.8%	0.0%	0.0%									
% Total	17.1%	22.9%	0.6%	0.1%	0.2%	40.3%	0.0%	0.0%	0.3%	27.6%	5.1%	2.0%	0.0%	35.0%	0.0%	0.0%	0.8%	9.3%	2.1%	0.3%	0.0%	12.8%	0.0%	0.0%	4.2%	1.9%	5.1%	1.3%	0.0%	12.2%	0.0%	0.0%									
Lights	330	434	11	0	4	779	0	0	5	531	100	39	0	675	0	0	14	183	41	5	0	243	0	0	83	30	98	25	0	236	0	0	1933								
% Lights	98.8%	98.6%	100.0%	0.0%	100.0%	98.6%	0.0%	0.0%	100.0%	98.3%	100.0%	97.0%	0.0%	98.5%	0.0%	0.0%	97.5%	100.0%	100.0%	100.0%	99.2%	0.0%	0.0%	100.0%	100.0%	98.0%	100.0%	0.0%	99.2%	0.0%	0.0%	98.7%									
HW	4	6	0	1	0	11	0	0	0	9	0	1	0	10	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	25								
% HW	1.2%	1.4%	0.0%	100.0%	0.0%	1.4%	0.0%	0.0%	0.0%	1.7%	0.0%	2.5%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.8%	0.0%	0.0%	1.3%								
Pedestrians	0	0	0	0	0	0	99	57	0	0	0	0	0	0	19	16	0	0	0	0	0	0	53	35	0	0	0	0	0	0	108	115	502								
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	99.1%	99.6%								
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	2								
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.4%	0.4%								

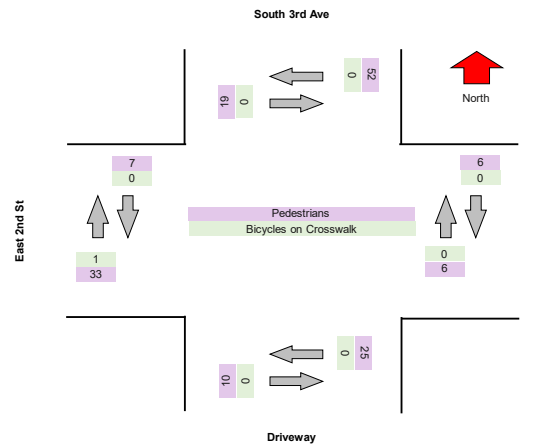
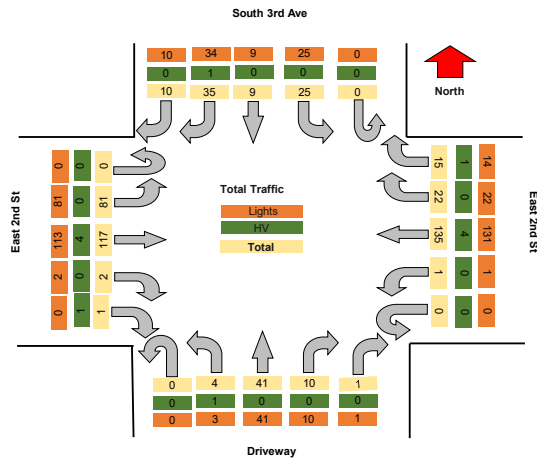
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

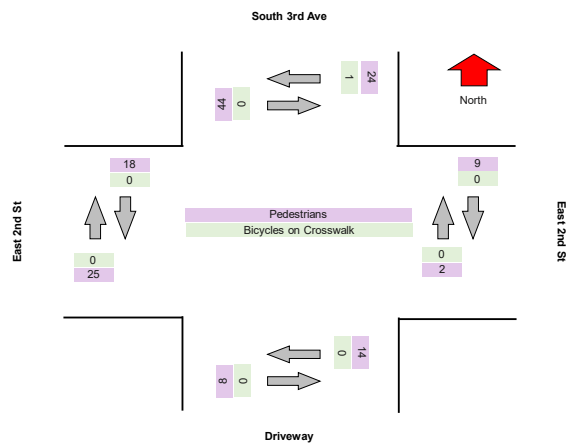
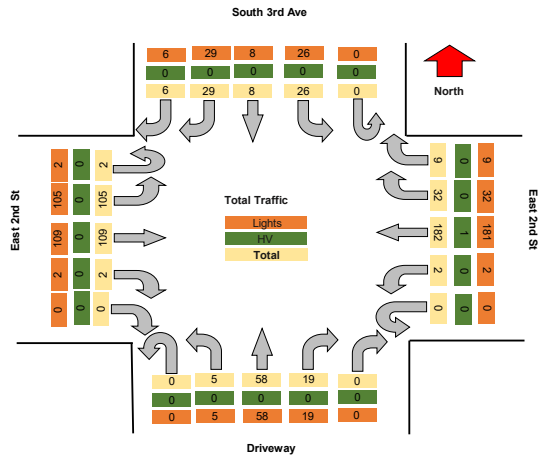
7:45:00 AM

Leg Direction	East 2nd St										East 2nd St										Driveway										South 3rd Ave										Total
	Eastbound					Westbound					Northbound					Southbound					Northbound					Southbound															
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt	Left	Thru	Right	RTOR	U-Turn	App Total	Peds Cnt	Peds Cnt									
Start Time																																									
7:45:00 AM	31	25	0	0	0	56	11	0	1	32	6	6	0	45	0	0	3	16	2	0	0	21	10	2	9	2	15	6	0	32	2	20	154								
8:00:00 AM	16	20	0	0	0	36	13	3	0	36	7	4	0	47	0	0	1	11	3	0	0	15	4	4	8	2	13	4	0	27	2	19	125								
8:15:00 AM	17	37	1	0	0	55	5	1	0	40	3	1	0	44	2	0	0	6	3	0	0	9	4	3	4	2	1	0	0	7	8	10	115								
8:30:00 AM	17	35	1	1	0	54	5	0	0	27	6	4	0	37	4	0	0	8	2	1	0	11	7	1	4	3	6	0	0	13	7	3	115								
Grand Total	81	117	2	1	0	201	34	4	1	135	22	15	0	173	6	0	4	41	10	1	0	55	25	11	25	9	35	10	0	79	16	52	609								
% Approach	40.3%	58.2%	1.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.6%	78.0%	12.7%	8.7%	0.0%	9.0%	0.0%	0.0%	7.1%	73.2%	17.9%	1.8%	0.0%	0.0%	0.0%	0.0%	31.6%	11.4%	44.3%	12.7%	0.0%	0.0%	0.0%	0.0%	0.0%								
% Total	15.9%	23.0%	0.4%	0.2%	0.0%	39.9%	0.0%	0.0%	0.2%	26.5%	4.3%	2.9%	0.0%	34.9%	0.0%	0.0%	0.8%	8.1%	2.0%	0.2%	0.0%	11.0%	0.0%	0.0%	4.9%	1.8%	6.9%	2.0%	0.0%	15.5%	0.0%	0.0%	0.0%								
PHF	0.653	0.791	0.500	0.250	0.000	0.897	0.500	0.000	0.250	0.844	0.786	0.625	0.000	0.920	0.000	0.000	0.333	0.641	0.833	0.250	0.000	0.667	0.000	0.000	0.694	0.750	0.583	0.417	0.000	0.617	0.000	0.500	0.826								
Lights	81	113	2	0	0	196	0	0	1	131	22	14	0	168	0	0	3	41	10	1	0	55	0	0	25	9	34	10	0	78	0	0	497								
% Lights	100.0%	96.6%	100.0%	0.0%	0.0%	97.5%	0.0%	0.0%	100.0%	97.0%	100.0%	93.3%	0.0%	97.1%	0.0%	0.0%	75.0%	100.0%	100.0%	100.0%	0.0%	99.2%	0.0%	0.0%	100.0%	100.0%	97.1%	100.0%	0.0%	98.7%	0.0%	0.0%	97.6%								
HW	0	4	0	1	0	5	0	0	0	4	0	1	0	5	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	12								
% HW	0.0%	3.4%	0.0%	100.0%	0.0%	2.5%	0.0%	0.0%	0.0%	3.0%	0.0%	6.7%	0.0%	2.9%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	1.3%	0.0%	0.0%	2.4%								
Pedestrians	0	0	0	0	0	0	33	7	0	0	0	0	0	0	6	6	0	0	0	0	0	25	10	0	0	0	0	0	0	0	19	52	158								
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.9%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.9%	100.0%	100.0%	99.4%							
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1								
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.6%								



Turning Movement Peak Hour Data (PM)
4:45:00 PM

Leg	East 2nd St										East 2nd St										Driveway										South 3rd Ave										Total
	Eastbound										Westbound										Northbound										Southbound										
	Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/OV		Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/OV		Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/OV		Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds C/W	Peds C/OV		
Start Time																																									
4:45:00 PM	31	28	1	0	0	60	0	0		2	53	6	2	0	0	63	4	1			4	10	5	0	0	0	19	3	1		5	1	5	1	0	12	10	0		154	
5:00:00 PM	25	21	0	0	1	47	10	4		0	56	8	4	0	0	68	2	0			0	16	5	0	0	21	7	5		6	4	8	1	0	19	12	4		155		
5:15:00 PM	25	30	1	0	0	56	4	1		0	34	10	2	0	0	46	2	1			1	9	4	0	0	14	1	0		6	2	6	2	0	16	13	9		132		
5:30:00 PM	24	30	0	0	1	55	5	5		0	39	8	1	0	0	48	0	0			0	23	5	0	0	28	3	2		9	1	10	2	0	22	9	0		153		
Grand Total	105	109	2	0	2	218	25	16		2	182	32	9	0	0	225	0	0			5	58	19	0	0	82	14	0		20	8	29	6	0	69	44	25		694		
% Approach	48.2%	50.0%	0.9%	0.0%	0.9%	0.0%	0.0%	0.0%		0.9%	80.9%	14.2%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%			8.1%	70.7%	23.2%	0.0%	0.0%	0.0%	0.0%	0.0%		27.7%	11.6%	42.0%	8.7%	0.0%	0.0%	0.0%	0.0%				
% Total	17.7%	18.4%	0.3%	0.0%	0.3%	36.7%	0.0%	0.0%		0.3%	30.6%	5.4%	1.5%	0.0%	0.0%	37.9%	0.0%	0.0%			0.8%	9.8%	3.2%	0.0%	0.0%	13.8%	0.0%	0.0%		4.4%	1.3%	4.9%	1.0%	0.0%	11.6%	0.0%	0.0%				
PSP	0.047	0.068	0.000	0.000	0.000	0.098	0.000	0.000		0.250	0.819	0.800	0.063	0.000	0.000	0.927	0.000	0.000			0.213	0.830	0.860	0.000	0.000	0.732	0.000	0.000		0.722	0.589	0.725	0.750	0.000	0.784	0.000	0.000		0.950		
Lights	105	109	2	0	2	218	0	0		2	181	32	9	0	0	224	0	0			5	58	19	0	0	82	0	0		20	8	29	6	0	69	0	0		931		
% Lights	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	0.0%	0.0%		100.0%	99.9%	100.0%	100.0%	0.0%	0.0%	99.6%	0.0%	0.0%			100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%		99.8%		
HW	0	0	0	0	0	0	0	0		0	1	0	0	0	0	1	0	0			0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	1		
% HW	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%		
Pedestrians	0	0	0	0	0	0	25	18		0	0	0	0	0	0	0	9	0			0	0	0	0	0	0	14	9	0		0	0	0	0	0	44	24	144		144	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	96.0%	99.3%			
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	1	1		1	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.7%			



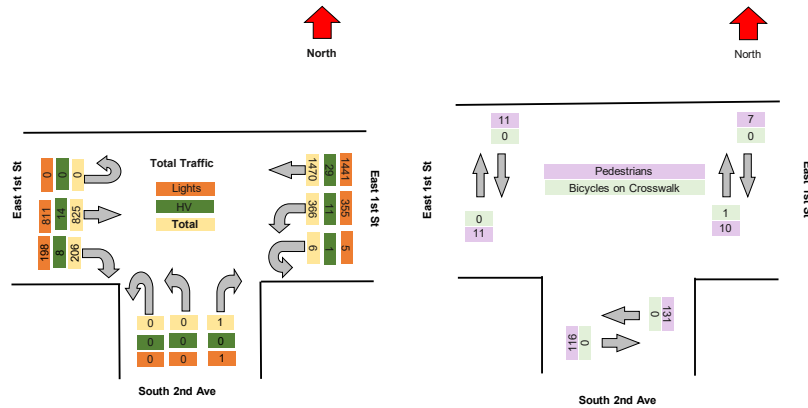
Project	VHB
Project Code	11840
Site Name	11840-1 East 1st St & South 2nd Ave
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2024/06/12, Wednesday
Location	East 1st St & South 2nd Ave
Latitude and Longitude	40.911920, -73.835126

	Start	End	PHF
AM Peak	2024/06/12 08:00:00	2024/06/12 09:00:00	0.94
PM Peak	2024/06/12 16:15:00	2024/06/12 17:15:00	0.97

Turning Movement Data

Leg	East 1st St Eastbound						East 1st St Westbound						South 2nd Ave Northbound						
Direction	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
Start Time																			
7:00:00 AM	48	9	0	57	1	1	11	62	0	73	0	0	0	1	0	1	4	7	131
7:15:00 AM	45	9	0	54	1	0	17	83	0	100	0	2	0	0	0	0	2	4	154
7:30:00 AM	48	8	0	56	0	2	13	80	0	93	0	0	0	0	0	0	3	3	149
7:45:00 AM	45	7	0	52	2	0	32	107	0	139	0	0	0	0	0	0	14	11	191
Hourly Total	186	33	0	219	4	3	73	332	0	405	0	2	0	1	0	1	23	25	625
8:00:00 AM	67	18	0	85	1	0	20	78	0	98	1	0	0	0	0	0	6	4	183
8:15:00 AM	44	7	0	51	0	0	26	110	0	136	0	0	0	0	0	0	5	5	187
8:30:00 AM	49	10	0	59	0	0	20	102	1	123	0	2	0	0	0	0	6	9	182
8:45:00 AM	60	15	0	75	0	0	18	107	0	125	0	0	0	0	0	0	3	5	200
Hourly Total	220	50	0	270	1	0	84	397	1	482	1	2	0	0	0	0	20	23	752
4:00:00 PM	48	12	0	60	1	2	19	90	0	109	1	0	0	0	0	0	6	3	169
4:15:00 PM	54	18	0	72	1	1	28	87	1	116	1	1	0	0	0	0	14	5	188
4:30:00 PM	56	10	0	66	0	0	24	107	0	131	0	0	0	0	0	0	9	9	197
4:45:00 PM	53	17	0	70	1	2	27	96	1	124	1	0	0	0	0	0	18	13	194
Hourly Total	211	57	0	268	3	5	88	380	2	480	3	6	0	0	0	0	46	30	748
5:00:00 PM	51	19	0	70	0	1	35	95	1	131	0	0	0	0	0	0	10	17	201
5:15:00 PM	50	27	0	77	3	0	23	83	0	106	1	0	0	0	0	0	20	6	189
5:30:00 PM	58	13	0	71	0	1	26	93	1	120	0	1	0	0	0	0	5	10	191
5:45:00 PM	49	7	0	56	0	1	27	90	1	118	0	0	0	0	0	0	8	5	174
Hourly Total	208	66	0	274	3	3	111	361	3	475	3	1	0	0	0	0	43	38	749
Grand Total	828	208	0	1031	11	11	366	1470	6	1842	7	13	0	1	0	1	133	116	2874
% Approach	90.0%	20.0%	0.0%	8.8%	0.0%	0.0%	19.9%	79.8%	0.3%	8.8%	0.0%	0.0%	0.0%	100.0%	0.0%	8.8%	0.0%	0.0%	
% Total	28.7%	7.2%	0.0%	35.9%	0.0%	0.0%	12.7%	51.1%	0.2%	64.1%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%	0.0%	
Lights	811	188	0	1009	0	0	355	1441	5	1801	0	0	0	1	0	1	0	0	2811
% Lights	58.3%	58.1%	0.0%	87.9%	0.0%	0.0%	57.0%	58.0%	83.3%	87.8%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	87.9%
HV	14	8	0	22	0	0	11	29	1	41	0	0	0	0	0	0	0	0	63
% HV	1.7%	3.9%	0.0%	2.1%	0.0%	0.0%	3.0%	2.0%	16.7%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
Pedestrians	0	0	0	0	11	11	0	0	0	0	7	10	0	0	0	0	131	116	286
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	90.9%	90.9%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	99.7%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%

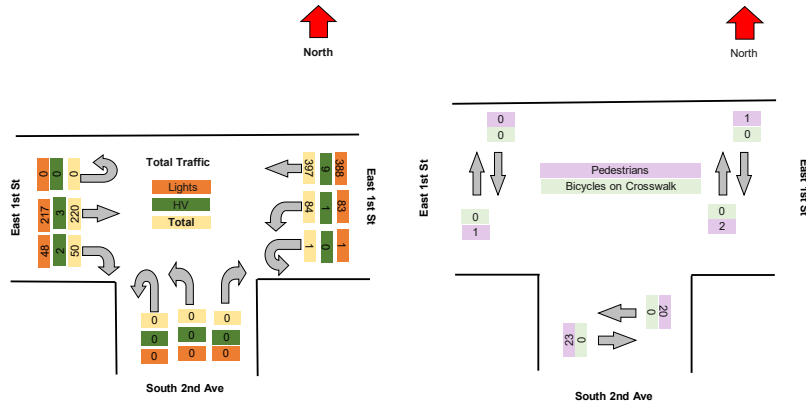
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

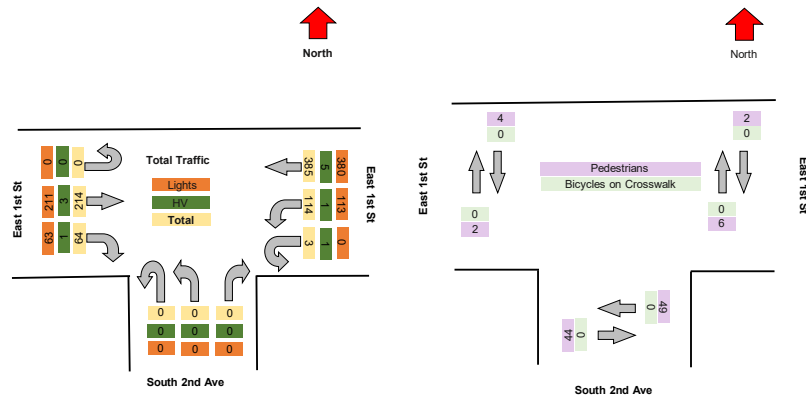
8:00:00 AM

Leg Direction	East 1st St Eastbound						East 1st St Westbound						South 2nd Ave Northbound						Total
	Thru	Right	U-Turn	App Total	Peds C/W	Peds C/W	Left	Thru	U-Turn	App Total	Peds C/W	Peds C/W	Left	Right	U-Turn	App Total	Peds C/W	Peds C/W	
Start Time																			
8:00:00 AM	67	18	0	85	1	0	20	78	0	98	1	0	0	0	0	0	0	4	183
8:15:00 AM	44	7	0	51	0	0	25	110	0	135	0	0	0	0	0	0	5	5	187
8:30:00 AM	49	10	0	59	0	0	20	102	1	123	0	2	0	0	0	0	0	9	182
8:45:00 AM	60	15	0	75	0	0	18	107	0	125	0	0	0	0	0	0	3	5	200
Grand Total	220	50	0	270	1	0	84	397	1	482	1	0	0	0	0	0	13	23	752
% Approach	81.5%	18.5%	0.0%	8.0%	0.0%	0.0%	17.4%	82.4%	0.2%	0.0%	0.0%	0.0%	RDV/0%	RDV/0%	RDV/0%	0.0%	0.0%	0.0%	
% Total	29.3%	6.0%	0.0%	35.9%	0.0%	0.0%	11.2%	52.8%	0.1%	64.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Ped	0.021	0.004	0.000	0.734	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.940
Lights	217	48	0	265	0	0	83	388	1	472	0	0	0	0	0	0	0	0	737
% Lights	88.6%	86.0%	0.0%	98.1%	0.0%	0.0%	88.6%	97.7%	100.0%	97.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.0%
HV	3	2	0	5	0	0	1	9	0	10	0	0	0	0	0	0	0	0	19
% HV	1.4%	4.0%	0.0%	1.9%	0.0%	0.0%	1.2%	2.3%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%
Pedestrians	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	30	23	47
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)
4:15:00 PM

Leg	East 1st St						East 1st St						South 2nd Ave						
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds C/W	Peds C/W	Left	Thru	U-Turn	App Total	Peds C/W	Peds C/W	Left	Right	U-Turn	App Total	Peds C/W	Peds C/W	Total
4:15:00 PM	54	18	0	72	1	1	28	87	1	116	1	1	0	0	0	0	16	5	188
4:30:00 PM	56	10	0	66	0	0	24	107	0	131	0	0	0	0	0	0	9	9	197
4:45:00 PM	53	17	0	70	1	2	27	96	1	124	1	5	0	0	0	0	16	13	194
5:00:00 PM	51	19	0	70	0	1	35	95	1	131	0	0	0	0	0	0	10	17	251
Grand Total	214	64	0	278	2	4	114	385	3	502	2	6	0	0	0	0	40	44	790
% Approach	77.0%	23.0%	0.0%	0.0%	0.0%	0.0%	22.7%	76.7%	0.6%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	
% Total	27.4%	8.2%	0.0%	35.6%	0.0%	0.0%	14.6%	49.4%	0.4%	64.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
PSP	0.995	0.842	0.000	0.995	0.000	0.000	0.814	0.999	0.750	0.999	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.970
Lights	211	63	0	274	0	0	113	380	2	495	0	0	0	0	0	0	0	0	789
% Lights	98.6%	98.4%	0.0%	98.6%	0.0%	0.0%	99.1%	98.7%	66.7%	98.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.6%
HW	3	1	0	4	0	0	1	5	1	7	0	0	0	0	0	0	0	0	11
% HW	1.4%	1.6%	0.0%	1.4%	0.0%	0.0%	0.9%	1.3%	33.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
Pedestrians	0	0	0	0	2	4	0	0	0	0	2	0	0	0	0	0	49	44	107
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





Market Study

Value and Risk Advisory

Client: Trinity NY Development LLC
Property: 20 South 2nd Avenue
Address: 20 South 2nd Avenue, Mount Vernon, NY 10550
Report Date: September 6, 2024
JLL File Number: VRA-24-5801650

September 6, 2024

Joshua Dickens
Assistant Project Manager
Trinity NY Development LLC
6130 Liebig Avenue
Bronx, NY 10471-1008

Re: Residential Market Study

20 South 2nd Avenue
Mount Vernon, NY 10550

JLL File #: VRA-24-5801650

Dear Mr. Dickens:

At your request, we have prepared a residential market study for the above referenced property, which may be briefly described as follows:

The subject property is a 43,467 square foot site through-block site, with frontage along South 2nd and South 3rd Streets in the city of Mount Vernon, Westchester County, NY. The property is identified as Section 165.70, Block 3112, Lots 11, 13, 37, and 39 on the Westchester County assessor's roll.

The site is currently improved with a 3-story 9,750 square foot vacant commercial structure, which is scheduled for demolition. The site is expected to be improved with an affordable housing facility. According to provided material, the subject property will be improved with (2) 12-story buildings that will contain a total of 272 apartments (inclusive of a non-revenue employee unit), 11,630 square feet of community facility space, and a below-grade parking garage containing 59 parking spaces. The subject property will contain 307,932 square feet of gross building area, of which 198,829 square feet is rentable residential area.

Of the subject property's 271 rentable apartments, 81 units are set aside for individuals or households earning no more than 50% of the Area Median Income (AMI), 162 units are set aside for individuals or households earning no more than 60% of the AMI, and 28 units are set aside for individuals or households earning no more than 80% of the AMI.

It is understood that construction is expected to commence on or about December 1, 2025 and are expected to be completed on or about June 1, 2028. The purpose of the residential market study is to provide our opinion of the potential market rents for the subject property as if hypothetically complete as of our April 22, 2024 date of inspection.

The residential market study is intended to conform with the Uniform Standards of Professional Appraisal Practice (USPAP), the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute, applicable state appraisal regulations.

Based on the market study described in the accompanying report, subject to the Limiting Conditions and Assumptions, and Hypothetical Conditions, we have made the following conclusions:

Rental Rate Conclusions		
Unit Type	No. of Units	Monthly Rent
Market Rate		
Studio	57	\$2,136
1-Bedroom	139	\$2,346
2-Bedroom	75	\$2,754
Totals	271	
Affordable		
<u>50% of the AMI</u>		
Studio	18	\$1,367
1-Bedroom	36	\$1,465
2-Bedroom	<u>30</u>	\$1,757
Subtotals	84	
<u>60% of the AMI</u>		
Studio	34	\$1,641
1-Bedroom	87	\$1,758
2-Bedroom	<u>40</u>	\$2,109
Subtotals	161	
<u>80% of the AMI</u>		
Studio	5	\$2,188
1-Bedroom	16	\$2,344
2-Bedroom	<u>5</u>	\$2,812
Subtotals	26	
Totals	271	

It is emphasized that the affordable rent levels illustrated in the preceding table are reflective of the gross rents before consideration for utility allowance deductions. For the sake of comparison, the market rate rent levels illustrated above are inclusive of the applicable utility allowance for each unit type. Such is discussed and analyzed in greater detail within the Market Rent Analysis section of this report.

Your attention is directed to the Limiting Conditions and Assumptions section of this report. Acceptance of this report constitutes an agreement with these conditions and assumptions. In particular, we note the following:

Extraordinary Assumptions & Hypothetical Conditions

The value conclusions are subject to the following extraordinary assumptions that may affect the assignment results. An extraordinary assumption is an assignment-specific assumption as of the effective date regarding uncertain information used in the analysis which, if found to be false, could alter the appraiser's opinions of conclusions.

1. None

The value conclusions are based on the following hypothetical conditions that may affect the assignment results. A hypothetical condition is a condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis.

1. The market study employs the hypothetical condition that the proposed construction is approved and completed as of a current date.

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

JLL Valuation & Advisory Services, LLC



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Appendices

- A. Appraiser Qualifications
- B. Definitions
- C. Comparable Data
- D. Engagement Letter

Certification Statement

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions and conclusions.
3. We have no present or prospective future interest in the property that is the subject of this report, and have no personal interest with respect to the parties involved.
4. We have no bias with respect to the property that is the subject of this report, or to the parties involved with this assignment.
5. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP).
8. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
9. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
10. We certify sufficient competence to appraise this property through education and experience, in addition to the internal resources of the appraisal firm.
11. Peter Rastetter and Mac Wilson have performed services, as an appraiser, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
12. Peter Rastetter, MAI has not made an inspection of the subject property. Mac Wilson has made a personal inspection of the property.
13. No one provided significant real property appraisal assistance to the persons signing this certification.

14. As of the date of this report, Peter Rastetter, MAI, has completed the continuing education program for Designated Members of the Appraisal Institute.

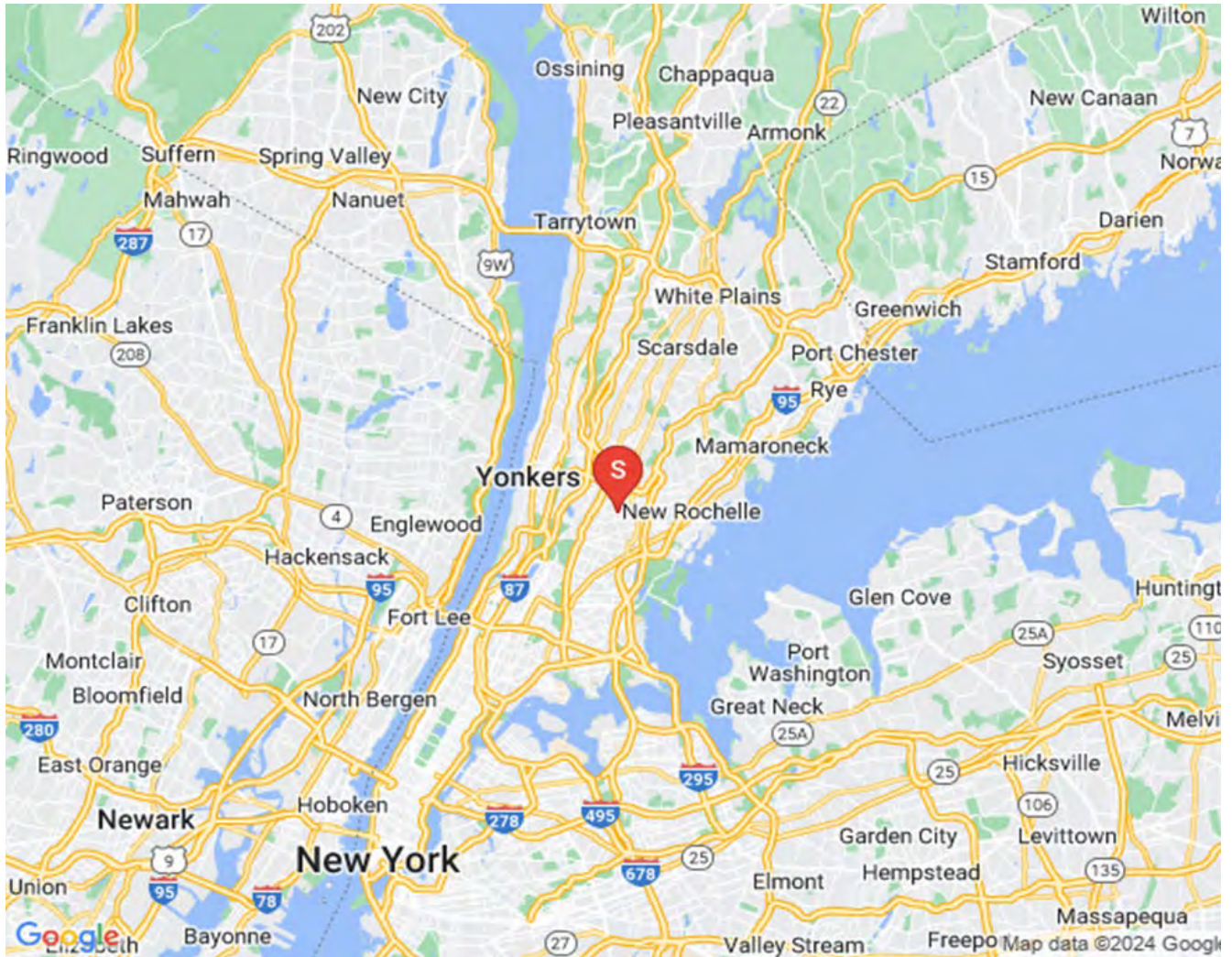


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Subject Location



Summary of Salient Facts and Conclusions

Address	20 South 2nd Avenue
City, State	Mount Vernon, NY
Property Type	Multi-Family
Property Sub-Type	Income-Restricted Affordable Housing
Tax ID	165.70-3112-11, 165.70-3112-13, 165.70-3112-37, 165.70-3112-39
Gross Site Area (Sq. Ft.)	43,467
Number of Units	272
Average Unit Size (Sq. Ft.)	731
Residential Rentable Area (Sq. Ft.)	198,671
Parking Area (Sq. Ft.)	10,353
Community Facility Space (Sq. Ft.)	11,630
Gross Building Area (Sq. Ft.)	307,932
Year Built	Proposed Construction: 30 months from commencement
Date of Report	September 6, 2024

Rental Rate Conclusions

Unit Type	No. of Units	Monthly Rent
Market Rate		
Studio	57	\$2,136
1-Bedroom	139	\$2,346
2-Bedroom	75	\$2,754
Totals	271	

Affordable50% of the AMI

Studio	18	\$1,367
1-Bedroom	36	\$1,465
2-Bedroom	<u>30</u>	\$1,757
Subtotals	84	

60% of the AMI

Studio	34	\$1,641
1-Bedroom	87	\$1,758
2-Bedroom	<u>40</u>	\$2,109
Subtotals	161	

80% of the AMI

Studio	5	\$2,188
1-Bedroom	16	\$2,344
2-Bedroom	<u>5</u>	\$2,812
Subtotals	26	
Totals	271	

It is emphasized that the affordable rent levels illustrated in the preceding table are reflective of the gross rents before consideration for utility allowance deductions. For the sake of comparison, the market rate rent levels illustrated above are inclusive of the applicable utility allowance for each unit type. Such is discussed and analyzed in greater detail within the Market Rent Analysis section of this report.

Strengths and Weaknesses

Strengths/Opportunities of the property include:

- Proximity to public transportation and local retail services;
- Upon completion, the subject property will be a modern facility in great condition.

Weaknesses/Threats of the property include:

- While there are several pre-existing legal and non-conforming multifamily properties within the immediate vicinity of the subject, the subject's surrounding improvements primarily consist of 2- and 3-story commercial uses.

Introduction

Subject Identification

Address	20 South 2nd Avenue, Mount Vernon, Westchester, NY 10550
Tax ID	Section 165.70, Block 3112, Lots 11, 13, 37, and 39
Owner of Record	City of Mount Vernon

Ownership and Transaction History

To the best of our knowledge, no sale or transfer of ownership has taken place within a three-year period prior to the effective appraisal date.

A provided Land Disposition Agreement, effective July 2, 2021, indicates that the subject property is expected to be sold by The City of Mount Vernon to 20 S 2nd Square CMV, LLC. According to the Land Disposition Agreement, the proposed purchase price is \$1,500,000.

As stated within the Land Disposition Agreement, The City of Mount Vernon's transfer of title to the Property shall occur on or before thirty days after the last Conditions Precedent stated within the Land Disposition Agreement has been satisfied or waived. Most notably, the transfer is contingent upon the subject property receiving all Municipal Approval necessary for the proposed development described within this report.

Scope of Work

According to the Uniform Standards of Professional Appraisal Practice, it is the appraiser's responsibility to develop and report a scope of work that results in credible results that are appropriate for the appraisal problem and intended user(s).

Scope of work is the type and extent of research and analyses involved in an assignment. To determine the appropriate scope of work for the assignment, we considered the intended use of the market study, the needs of the user, the relevant characteristics of the subject property, and other pertinent factors. Our concluded scope of work is summarized below, and in some instances, additional scope details are included in the appropriate sections of the report.

Summary

Research

- We have inspected the property and its environs. Physical information on the subject was obtained from the property owner's representative, public records, and/or third-party sources.
- Regional economic and demographic trends, as well as the specifics of the subject's local area were investigated. Data on the local and regional property market (supply and demand trends, rent levels, etc.) was also obtained. This process was based on interviews with regional and/or local market participants, primary research, available published data, and other various resources.
- Other relevant data was collected, verified, and analyzed. Comparable property data was obtained from various sources (public records, third-party data-reporting services, etc.) and confirmed with a party to the transaction (buyer, seller, broker, owner, tenant, etc.) wherever possible. It is, however, sometimes necessary to rely on other sources deemed reliable, such as data reporting services.

Analysis

- We analyzed the data gathered using generally accepted appraisal methodology to arrive at our opinion of the potential market rents for the subject property as if hypothetically complete as of our April 22, 2024 date of inspection.

Applicable Requirements

This appraisal is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute;
- Applicable state appraisal regulations.

Client, Intended Use, and User(s)

Client: Trinity NY Development LLC

Intended Use: The intended use of the market study is for due diligence.

Intended User(s): The intended user(s) of the appraisal is Trinity NY Development LLC. The appraisal is not intended for any other use or user. No party or parties other than Trinity NY Development LLC may use or rely on the information, opinions, and conclusions contained in this report.

Purpose of the Appraisal

The purpose of the residential market study is to provide our opinion of the potential market rents for the subject property as if hypothetically complete as of our April 22, 2024 date of inspection.

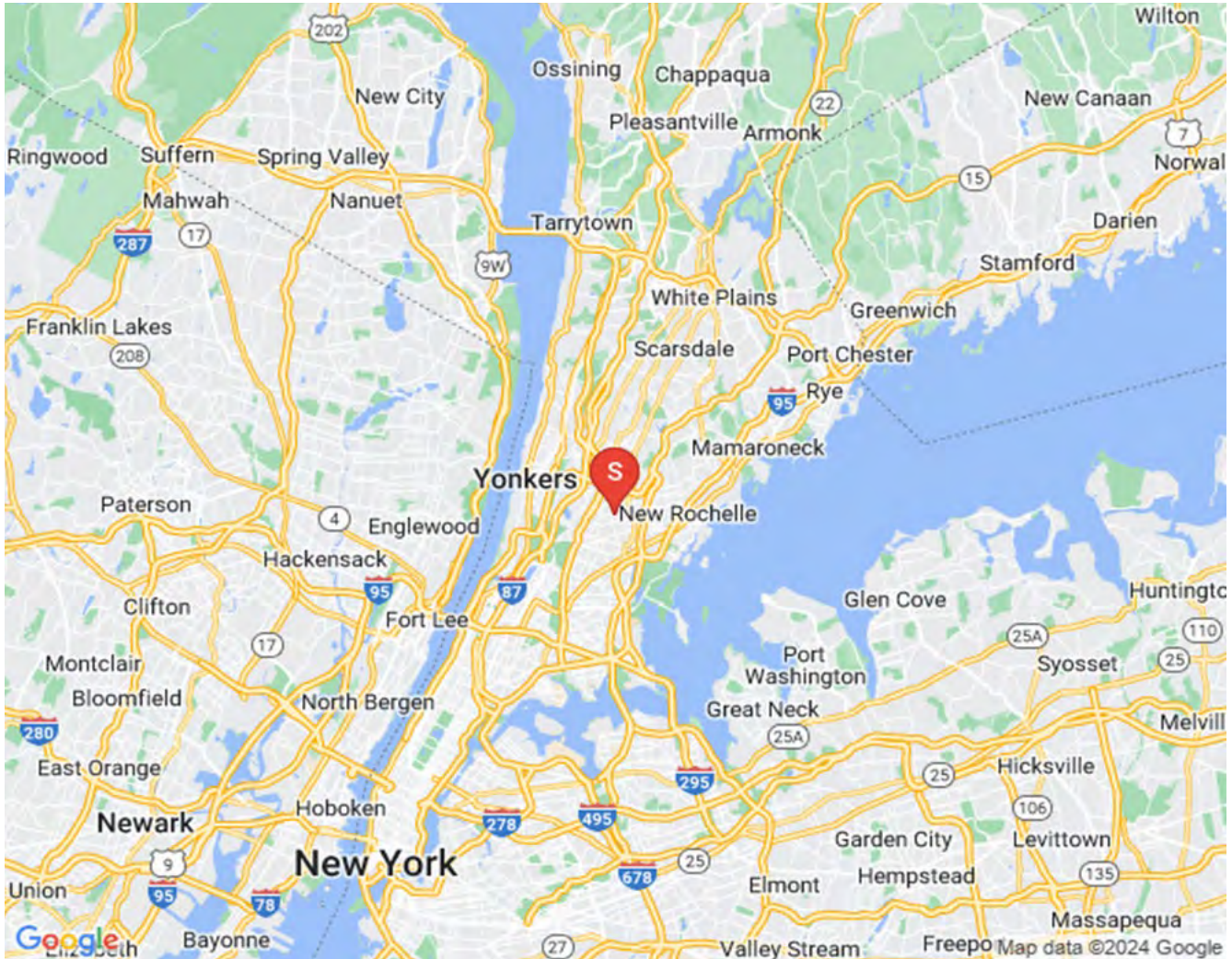
The date of the report is September 6, 2024. The appraisal is valid only as of the stated effective date or dates.

Inspection

Peter Rastetter, MAI has not made an inspection of the subject property. Mac Wilson has made a personal inspection of the property. Our inspection was conducted on April 22, 2024 and is intended to be cursory.

Area Demographics and Market Analysis

Area Map



New York MSA Area Demographics

The subject is located in the New York-Newark-Jersey City, NY-NJ-PA Metropolitan Statistical Area, hereinafter called the New York MSA, as defined by the U.S. Office of Management and Budget. The New York MSA is 6,685 square miles in size, and is the most populous metropolitan area in the nation.

Population

The New York MSA has an estimated 2023 population of 20,181,143, which represents about the same population compared to the 2010 census amount of 20,140,470.

Population Trends

Area	Population				Compound Ann. % Chng	
	2010 Census	2020 Census	2023 Est.	2028 Est.	2020 - 2023	2023 - 2028
1 mi. radius	66,500	73,163	73,105	72,940	0.0%	0.0%
3 mi. radius	387,395	412,827	411,002	410,183	-0.1%	0.0%
5 mi. radius	1,013,209	1,074,214	1,072,239	1,067,807	-0.1%	-0.1%
Westchester County	949,113	1,004,457	1,006,594	1,013,176	0.1%	0.1%
New York MSA	18,897,109	20,140,470	20,181,143	20,167,113	0.1%	0.0%
New York	19,378,102	20,201,249	20,113,414	19,995,476	-0.1%	-0.1%
United States	308,745,538	331,449,281	337,470,185	342,640,129	0.6%	0.3%

Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.

Looking forward, the New York MSA's population will remain essentially the same from 2023 - 2028 without any appreciable growth or decline. The New York MSA growth rate is expected to exceed that of New York, which is projected to be 0.1%.

Employment

The current estimate of total employment in the New York MSA is 10,061,442 jobs. Since 2014, employment grew by 867,950 jobs, equivalent to a 9.4% gain over the entire period. There were gains in employment in eight of the past ten years despite the national economic downturn and slow recovery.

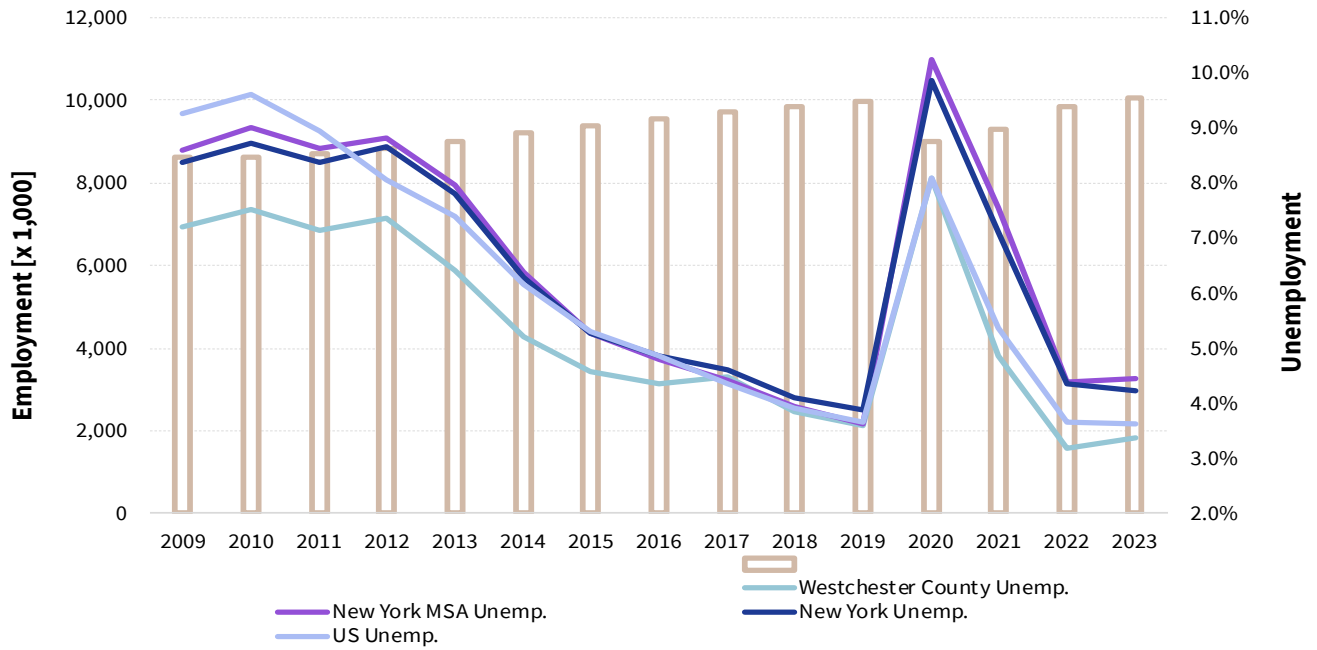
The New York MSA's rate of change in employment outperformed the State of New York, which experienced an increase in employment of 6.4% or 588,067 over this period.

Employment Trends

Year	Total Employment (Annual Average)								Unemployment Rate (Ann. Avg.)			
	Westchester County	Change	New York MSA	Change	New York	Change	United States	Change	Westchester County	New York MSA	New York	United States
2009	402,103	-	8,610,783	-	8,540,325	-	131,295,833	-	7.2%	8.6%	8.4%	9.3%
2010	398,832	-0.8%	8,604,275	-0.1%	8,544,633	0.1%	130,344,500	-0.7%	7.5%	9.0%	8.7%	9.6%
2011	403,332	1.1%	8,719,208	1.3%	8,691,667	1.7%	131,914,333	1.2%	7.1%	8.6%	8.4%	9.0%
2012	404,858	0.4%	8,853,825	1.5%	8,819,875	1.5%	134,157,333	1.7%	7.4%	8.8%	8.6%	8.1%
2013	406,392	0.4%	9,006,617	1.7%	8,956,592	1.6%	136,363,250	1.6%	6.4%	8.0%	7.8%	7.4%
2014	412,605	1.5%	9,193,492	2.1%	9,122,600	1.9%	138,939,250	1.9%	5.2%	6.4%	6.3%	6.2%
2015	418,887	1.5%	9,388,467	2.1%	9,291,858	1.9%	141,824,250	2.1%	4.6%	5.3%	5.3%	5.3%
2016	422,288	0.8%	9,553,858	1.8%	9,435,600	1.5%	144,335,333	1.8%	4.4%	4.8%	4.9%	4.9%
2017	426,170	0.9%	9,710,042	1.6%	9,560,925	1.3%	146,606,917	1.6%	4.5%	4.4%	4.6%	4.4%
2018	429,127	0.7%	9,841,775	1.4%	9,684,883	1.3%	148,908,333	1.6%	3.9%	3.9%	4.1%	3.9%
2019	432,732	0.8%	9,971,417	1.3%	9,786,242	1.0%	150,904,333	1.3%	3.6%	3.6%	3.9%	3.7%
2020	386,750	-10.6%	8,996,250	-9.8%	8,814,625	-9.9%	142,185,833	-5.8%	8.1%	10.2%	9.9%	8.1%
2021	395,736	2.3%	9,304,058	3.4%	9,064,283	2.8%	146,284,500	2.9%	4.9%	7.6%	7.1%	5.4%
2022	411,178	3.9%	9,845,750	5.8%	9,515,683	5.0%	152,519,917	4.3%	3.2%	4.4%	4.4%	3.7%
2023	418,206	1.7%	10,061,442	2.2%	9,710,667	2.0%	156,050,667	2.3%	3.4%	4.4%	4.2%	3.6%
10 Yr Change	5,601	1.4%	867,950	9.4%	588,067	6.4%	17,111,417	12.3%				
Avg Unemp. Rate 2014-2023									4.6%	5.5%	5.5%	4.9%
Unemployment Rate - Mar 2024									3.7%	4.3%	4.2%	3.9%

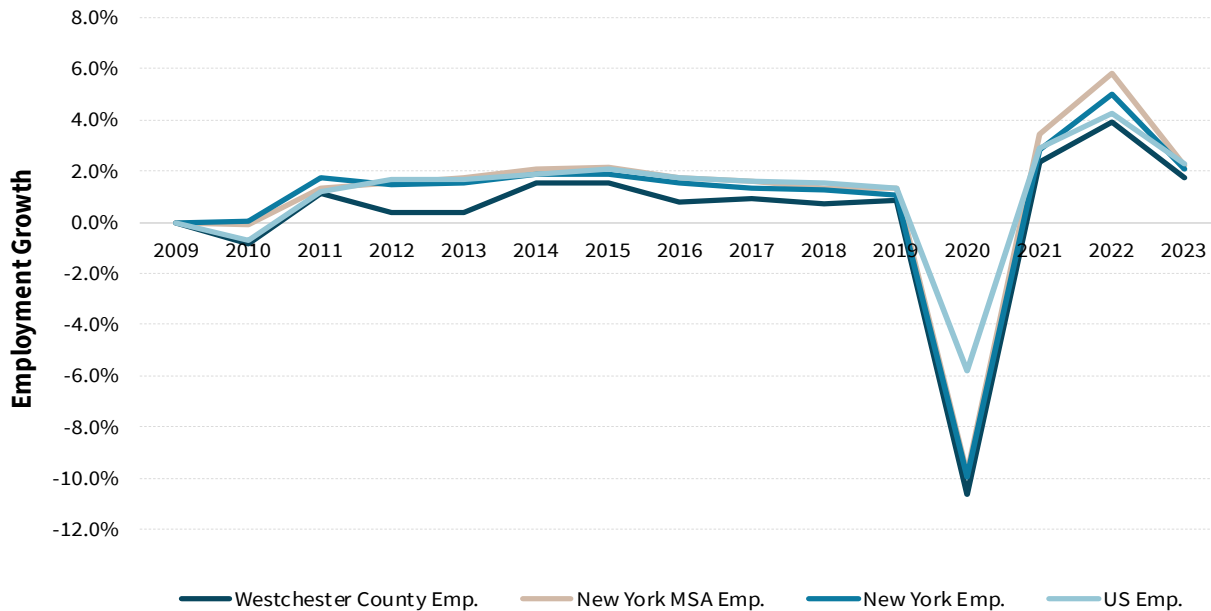
Source: Bureau of Labor Statistics. County employment is from the Quarterly Census of Employment & Wages (QCEW), all other areas use the Current Employment Survey (CES). Unemployment rates use the Current Population Survey (CPS). Data is not seasonally adjusted.

Employment / Unemployment Historical Trends



Source: Bureau of Labor Statistics. County employment is from the Quarterly Census of Employment & Wages (QCEW), all other areas use the Current Employment Survey (CES). Unemployment rates use the Current Population Survey (CPS). Data is not seasonally adjusted.

Employment % Growth Year-Over-Year

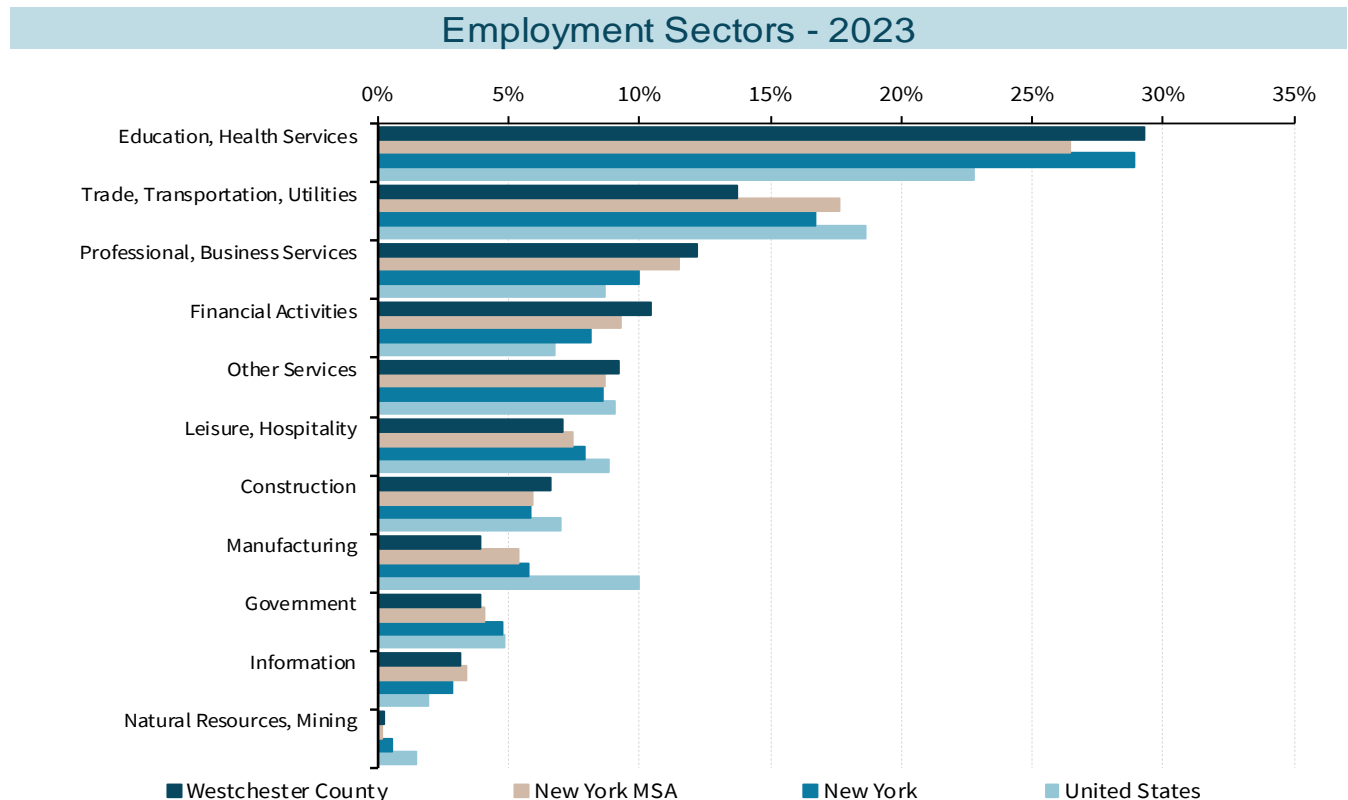


Source: Bureau of Labor Statistics. County employment is from the Quarterly Census of Employment & Wages (QCEW), all other areas use the Current Employment Survey (CES). Unemployment rates use the Current Population Survey (CPS). Data is not seasonally adjusted.

A comparison of unemployment rates is another way of gauging an area's economic health, where a higher unemployment rate is a negative indicator. Over the past decade, the New York MSA unemployment rate of 5.5% has been comparable to the New York rate. In the latter half of the decade the New York MSA has continued to perform similarly to New York. Recent data shows that the New York MSA unemployment rate is 4.3%, which was a comparable rate to New York. This similarity is further supported by the fact that the New York MSA and New York sustained a similar pace of job growth over the past two years.

Employment Sectors

The composition of the New York MSA job market is illustrated in the chart below, paired with that of New York. Total employment for the areas is stratified by eleven major employment sectors, ranked from largest to smallest based on the percentage of New York MSA jobs in each sector.



Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.

The New York MSA has a greater percentage employment than New York in the following categories:

1. Trade, Transportation, Utilities - which accounts for 17.7% of New York MSA payroll employment compared to 16.7% for New York as a whole. This sector includes jobs in retail trade, wholesale trade, trucking, warehousing, and electric, gas, and water utilities.
2. Professional, Business Services - which accounts for 11.5% of New York MSA payroll employment compared to 10.0% for New York as a whole. This sector includes legal, accounting, and engineering firms, as well as management of holding companies.

3. Financial Activities - which accounts for 9.3% of New York MSA payroll employment compared to 8.2% for New York as a whole. Banking, insurance, and investment firms are included in this sector, as are real estate owners, managers, and brokers.
4. Information - which accounts for 3.4% of New York MSA payroll employment compared to 2.9% for New York as a whole. Publishing, broadcasting, data processing, telecommunications, and software publishing are included in this sector.

The New York MSA is underrepresented in the following categories:

1. Education, Health Services - which accounts for 26.4% of New York MSA payroll employment compared to 28.9% for New York as a whole. This sector includes employment in public and private schools, colleges, hospitals, and social service agencies.
2. Government - which accounts for 4.1% of New York MSA payroll employment compared to 4.8% for New York as a whole. This sector includes public administration at the federal, state, and county level, as well as other government positions.
3. Leisure, Hospitality - which accounts for 7.5% of New York MSA payroll employment compared to 7.9% for New York as a whole. This sector includes employment in hotels, restaurants, recreation facilities, and arts and cultural institutions.
4. Manufacturing - which accounts for 5.4% of New York MSA payroll employment compared to 5.8% for New York as a whole. This sector includes all establishments engaged in the manufacturing of durable and nondurable goods.

Major Employers

The table below contains major employers in the New York MSA.

Major Employers - New York MSA

Name	Employees
1 Northwell Health	60,000
2 Montefiore Health System	32,232
3 Mount Sinai Health System	32,074
4 JPMorgan Chase & Co.	29,000
5 Bank of America	27,000
6 Newark International Airport	24,500
7 New York-Presbyterian Healthcare System	23,709
8 NYU Langone Medical Center	23,491
9 Macy's Inc.	22,100
10 Henry Schein Inc.	21,000
11 Univ. of Medicine and Dentistry of New Jersey	20,700
12 Volt Information Sciences Inc.	20,100
13 Verizon Communications	16,973
14 JetBlue Airways	16,841
15 Columbia University	16,136
16 Altice USA	16,000
17 Citigroup Inc.	15,878
18 Verizon	15,800
19 Morgan Stanley	15,380
20 Memorial Sloan-Kettering Cancer Center	14,908

Sources(s): Albany Business Review and Poughkeepsie Journal, 2016; Think Dutchess - Alliance for Business, 2017; Think Dutchess - Alliance for Business, 2019; Nassau Daily Voice, 2020; Newsday, 2017; Newsday, 2019; City of Morris NJ Planning & Preservation, 2019; Newark Board of Education, CAFR, 2019; NJBIZ July 3rd, 2017 Journal; NJBIZ, Book of Lists, 2020; UCEDC, Major Employers, 2020; Crain's New York Business Book of Lists - 2017; CUNY, 2017; nj.com, 2017; NJBIZ Business Book of Lists - 2018; Rutgers

Gross Domestic Product

Based on Gross Domestic Product (GDP), the New York MSA ranks #1 out of all metropolitan area economies in the nation.

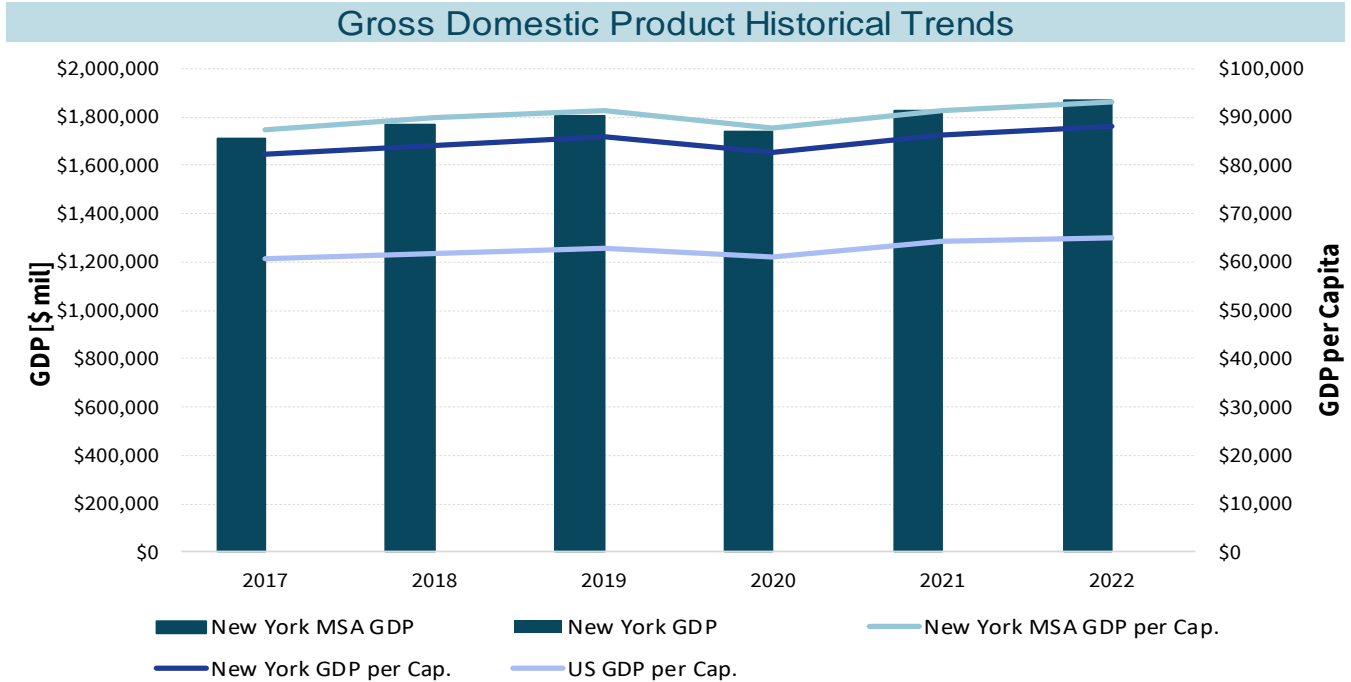
Economic growth, as measured by annual changes in GDP, has been somewhat higher in the New York MSA than New York overall during the past five years. The New York MSA has expanded at a 1.8% average annual rate while the State of New York has grown at a 1.7% rate.

The New York MSA has a per capita GDP of \$93,129, which is 6.0% greater than New York's GDP of \$87,926. This means that the New York MSA industries and employers are adding relatively more value to the economy than their peers in New York.

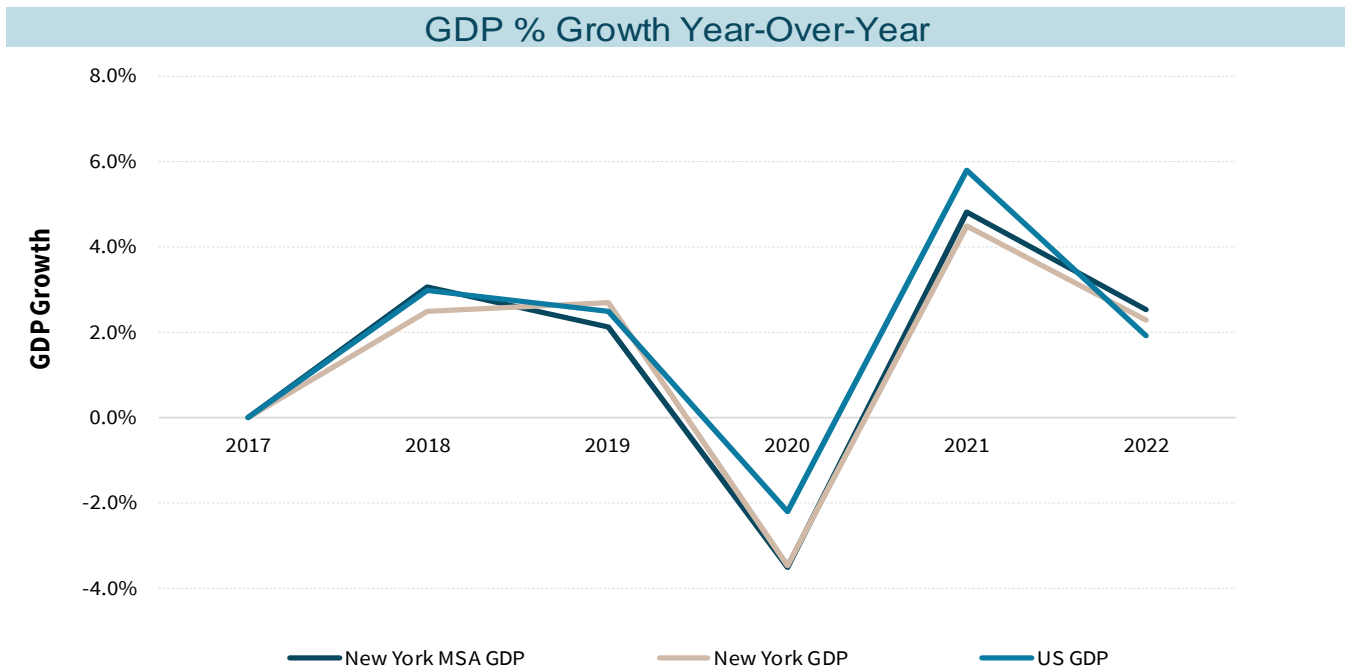
Gross Domestic Product

Year	Gross Domestic Product (\$ mil)										
	Westchester		New York		New York		United States		New York		United States
	County	Change	MSA	Change		Change		Change	MSA	New York	
2017	\$81,820	-	\$1,714,074	-	\$1,624,801	-	\$19,612,102	-	\$87,504	\$82,168	\$60,491
2018	\$82,990	1.4%	\$1,766,287	3.0%	\$1,665,187	2.5%	\$20,193,896	3.0%	\$89,717	\$83,971	\$61,864
2019	\$85,918	3.5%	\$1,803,715	2.1%	\$1,709,751	2.7%	\$20,692,087	2.5%	\$91,161	\$85,973	\$62,964
2020	\$85,979	0.1%	\$1,740,098	-3.5%	\$1,650,567	-3.5%	\$20,234,074	-2.2%	\$87,509	\$82,761	\$61,159
2021	\$86,267	0.3%	\$1,823,942	4.8%	\$1,724,472	4.5%	\$21,407,692	5.8%	\$91,272	\$86,222	\$64,278
2022	\$88,166	2.2%	\$1,870,253	2.5%	\$1,763,525	2.3%	\$21,822,037	1.9%	\$93,129	\$87,926	\$65,090
6 Yr Change	\$6,346	1.5%	\$156,179	1.8%	\$138,724	1.7%	\$2,209,935	2.2%	\$5,625	\$5,758	\$4,598

Source: Bureau of Economic Analysis. The release of state and local GDP data has a longer lag time than national data. The data represents inflation-adjusted 'real' GDP stated in 2012 dollars. Per Capita GDP data are calculated by dividing the area GDP by its estimated population for the year shown.



Source: Bureau of Labor Statistics. County employment is from the Quarterly Census of Employment & Wages (QCEW), all other areas use the Current Employment Survey (CES). Unemployment rates use the Current Population Survey (CPS). Data is not seasonally adjusted.



Source: Bureau of Labor Statistics. County employment is from the Quarterly Census of Employment & Wages (QCEW), all other areas use the Current Employment Survey (CES). Unemployment rates use the Current Population Survey (CPS). Data is not seasonally adjusted.

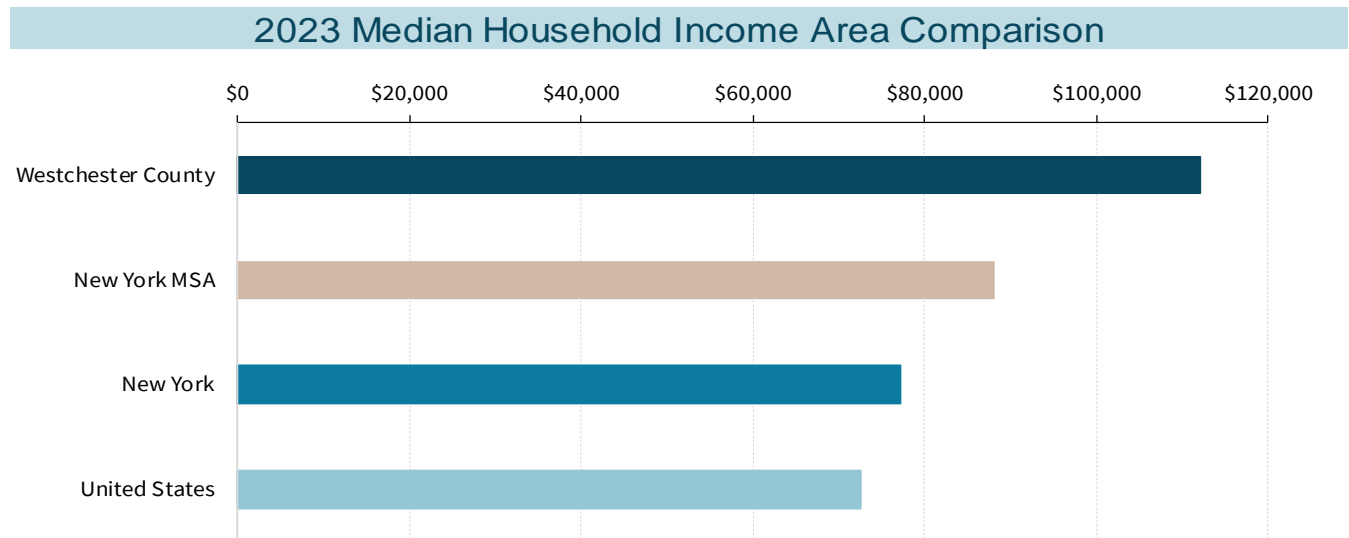
Gross Domestic Product is a measure of economic activity based on the total value of goods and services produced in a specific geographic area. The figures in the table above represent inflation adjusted “real” GDP stated in 2017 dollars.

Household Income

The New York MSA has a much higher level of household income than New York. Median household income for the New York MSA is \$87,926, which is 14.1% higher than New York.

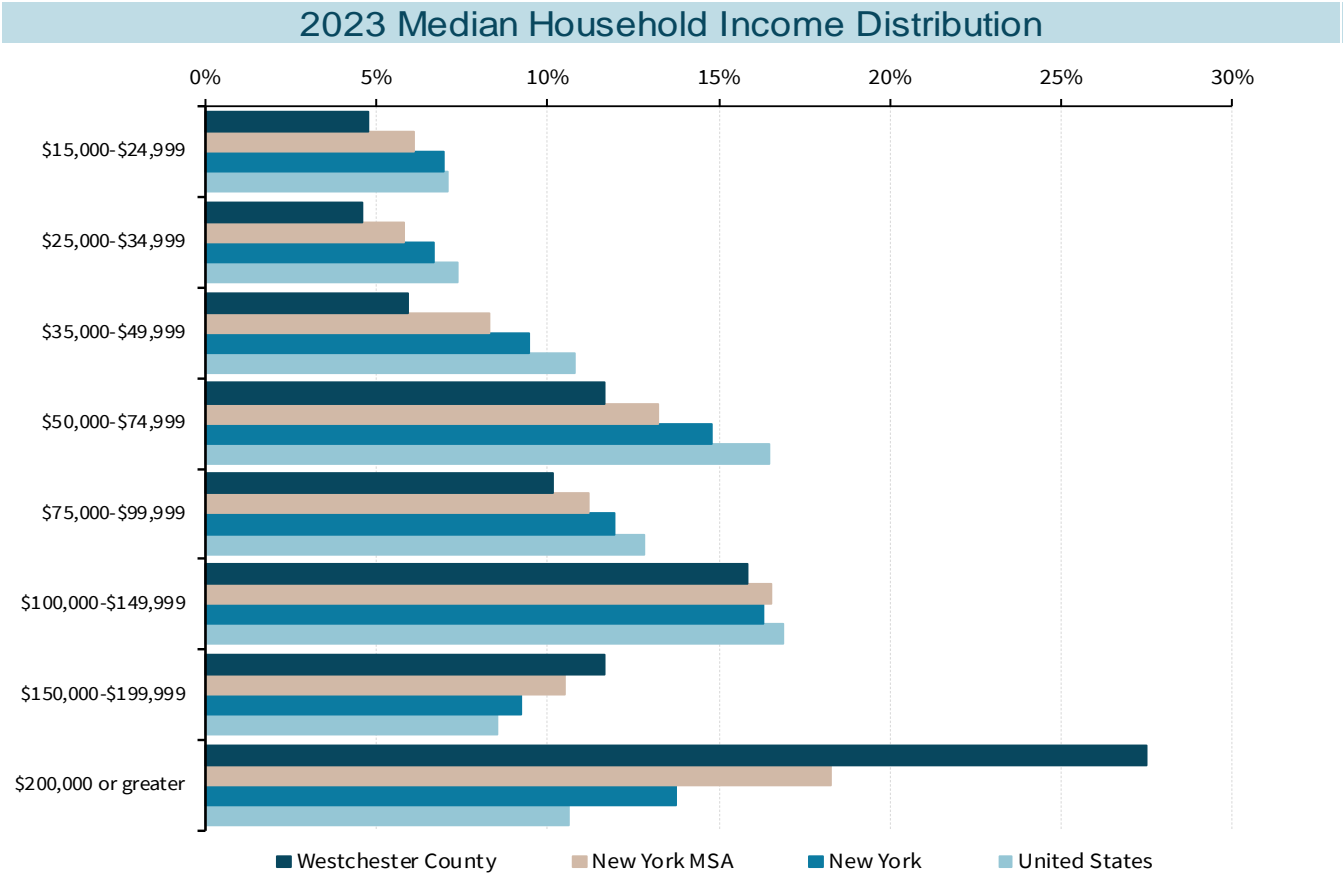
Median Household Income			
Area	Med. Household Income		Compound Ann. %
	2023 Est.	2028 Est.	Chng 2023 - 2028
Westchester County	\$111,970	\$126,909	2.5%
New York MSA	\$87,926	\$99,857	2.6%
New York	\$77,077	\$85,392	2.1%
United States	\$72,603	\$82,410	2.6%

Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.



Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.

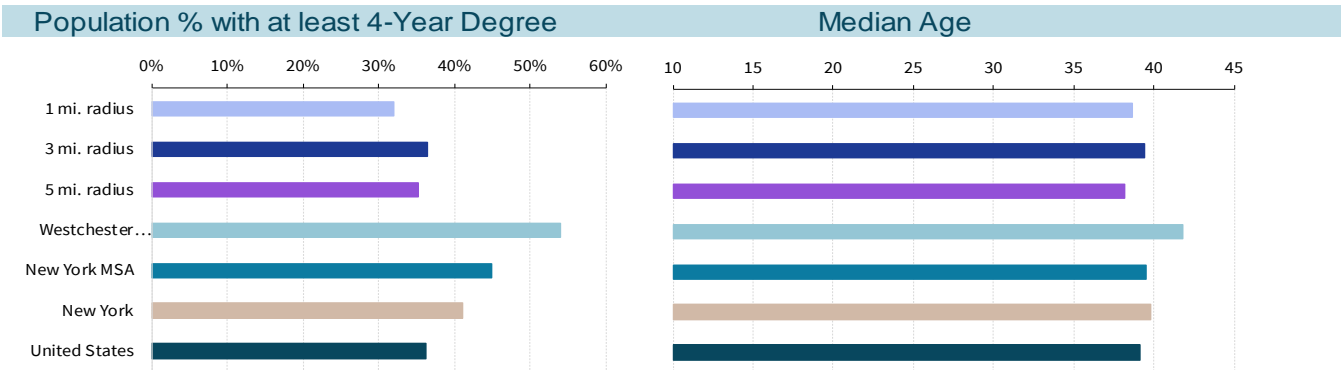
The New York MSA has a smaller concentration of households in the lower income levels than New York. Specifically, 22% of the New York MSA households are below the \$35,000 level in household income as compared to 25% of New York households. A greater concentration of households exists in the higher income levels, as 56% of the New York MSA households are at the \$75,000 or greater levels in household income versus 51% of New York households.



Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.

Education and Age

Residents of the New York MSA have a higher level of educational attainment than those in New York. An estimated 44.9% of the New York MSA residents are college graduates with four-year degrees or higher, while New York residents have an estimated 41.0% with at least a four-year degree. People in the New York MSA are similar in age to their peers in New York. The median age of both the New York MSA and New York is 40 years.

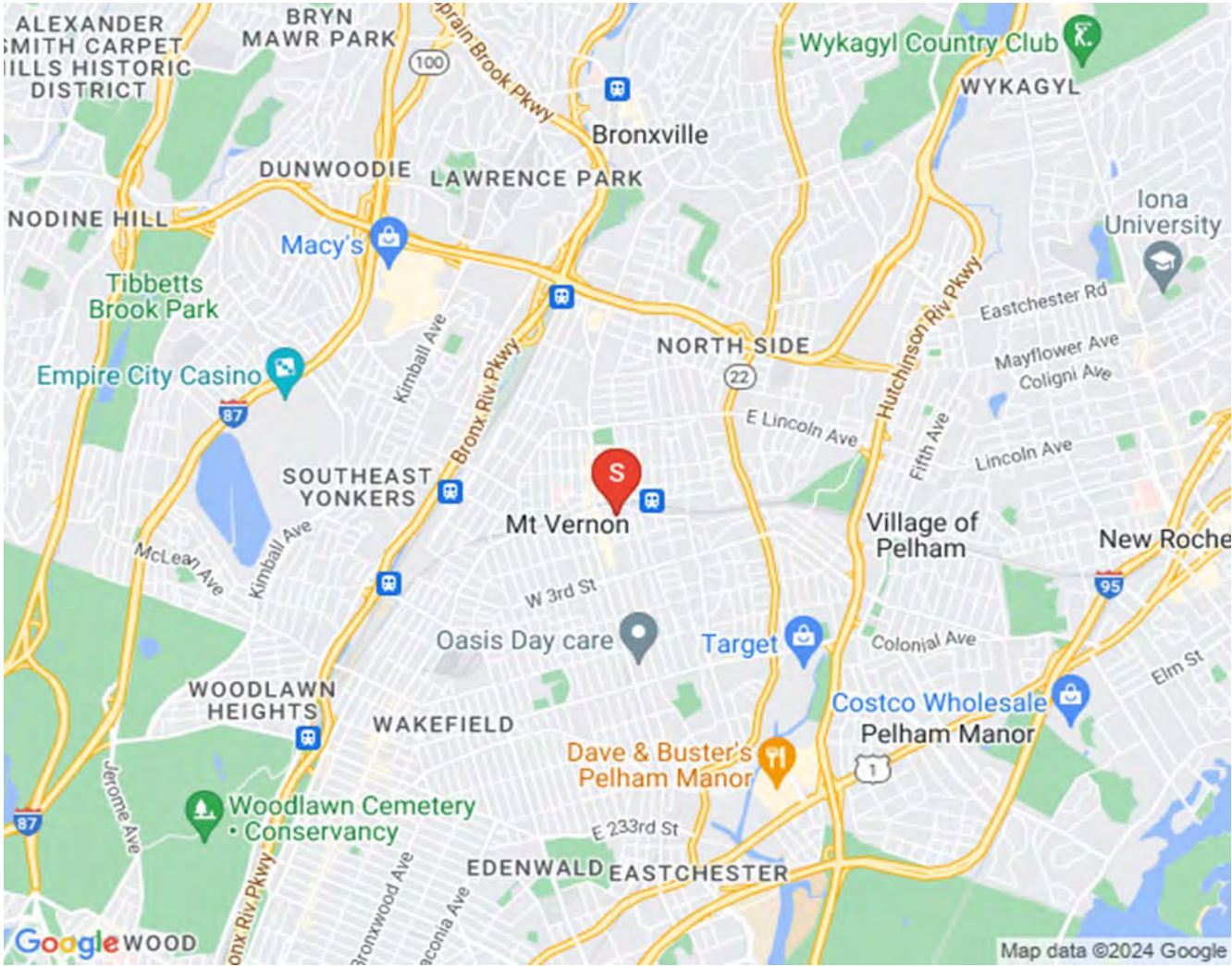


Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.

Conclusion

The New York MSA's economy will benefit from a stable to slightly growing population base, and higher income and education levels. The New York MSA saw an increase in the number of jobs in the past 10 years, and it can be anticipated that employment growth will continue in the future. Furthermore, the New York MSA is well-positioned from being the most populous metropolitan area in the country and having both a higher rate of GDP growth in the past five years and a higher level of GDP per capita than New York overall. We project that the New York MSA's economy will improve and employment will grow, strengthening the demand for real estate overall.

Surrounding Area Map



Surrounding Area Analysis

Boundaries

The subject is located in the Yonkers/Mt Vernon/New Rochelle submarket, which is generally bound as follows:

North	Yonkers, Mt. Vernon, and New Rochelle City Limits
South	Bronx County Limits
East	Long Island Sound
West	Hudson River

Surrounding Demographics

A snapshot of the surrounding area demographics, including population, households, and income data, is displayed in the following table.

Surrounding Area Demographics							
	1 mi. radius	3 mi. radius	5 mi. radius	Westchester County	New York MSA	New York	United States
Population							
2010	66,500	387,395	1,013,209	949,113	18,897,109	19,378,102	308,745,538
2020	73,163	412,827	1,074,214	1,004,457	20,140,470	20,201,249	331,449,281
2023	73,105	411,002	1,072,239	1,006,594	20,181,143	20,113,414	337,470,185
2028	72,940	410,183	1,067,807	1,013,176	20,167,113	19,995,476	342,640,129
Compound Chg 2020 - 2023	-0.03%	-0.15%	-0.06%	0.07%	0.07%	-0.15%	0.60%
Compound Chg 2023 - 2028	-0.05%	-0.04%	-0.08%	0.13%	-0.01%	-0.12%	0.30%
Density	23,289	14,540	13,654	2,338	3,019	427	96
Households							
2010	25,763	146,713	377,281	347,232	6,918,950	7,317,755	116,716,292
2020	27,920	154,835	397,642	367,296	7,405,418	7,715,172	126,817,580
2023	28,315	155,800	400,832	371,849	7,499,516	7,768,100	129,917,449
2028	28,653	157,796	405,364	380,223	7,595,425	7,832,588	133,099,006
Compound Chg 2020 - 2023	0.47%	0.21%	0.27%	0.41%	0.42%	0.23%	0.81%
Compound Chg 2023 - 2028	0.24%	0.25%	0.23%	0.45%	0.25%	0.17%	0.49%
Other Demographics							
Med. Household Income	\$66,873	\$72,941	\$62,888	\$111,970	\$87,926	\$77,077	\$72,603
Avg. Household Size	2.6	2.6	2.6	2.6	2.6	2.5	2.5
College Graduate %	32.0%	36.4%	35.2%	53.9%	44.9%	41.0%	36.1%
Median Age	39	39	38	42	40	40	39
Owner Occupied %	37%	45%	36%	61%	51%	54%	65%
Renter Occupied %	63%	55%	64%	39%	49%	46%	35%
Med. Home Value	\$427,021	\$531,244	\$554,555	\$629,034	\$581,676	\$416,411	\$308,943

Source: Esri 2024. Compiled by JLL Valuation & Advisory Services, LLC.

As illustrated above, the current population within a three-mile radius of the subject is 411,002, and the average household size is 2.6. Population in the area has declined since the 2020 census, but this downward trend is expected to level out in the ensuing five years. The steady population within a three-mile radius will be matched by the New York MSA overall.

Median household income is \$72,941, which is considerably lower than the household income for the New York MSA as a whole. The populace within a three-mile radius has less formal college education than residents in the New York MSA, and median home values in the area are also lower.

Access and Linkages

Major highways, which traverse the county in a north-south direction are the Hutchinson River Parkway, New England Thruway (Interstate 95), Interstate 684, the Taconic State Parkway, New York Thruway (Interstate 87), and the Saw Mill River Parkway. Interstate 287, which runs east-west, links these highways, passing through White Plains and continuing to the Tappan Zee Bridge. In southern Westchester County, the Cross County Parkway provides a similar linkage.

Westchester County has the fourth largest bus system in New York State, with 62 inter-municipal routes. Buses run to subways, which serve New York City; private operators run express buses to Manhattan.

In addition, the subject property is located approximately 3 blocks, or 0.2 miles from the Mount Vernon East Metro North Railroad station, which provides access to points in the county and New York City.

The following table presents a summary of the convenience of walking and biking to amenities in the neighborhood around the subject property, as well as its accessibility to public transportation.

Walk, Bike, and Transit Information		
Metric	Rating (0-100)	Description
Walk Score	91	Walker's Paradise
Bike Score	41	Somewhat Bikeable
Transit Score	59	Good Transit
Mass Transit	Mi. from Subj.	Location
Nearest Rail Stop	0.2	Mt Vernon East
Nearest Bus Stop	0.1	E Prospect Ave @ N 3Rd Ave
Summary: 14 nearby routes: 12 bus, 2 rail		
Source: Walkscore.com, updated 02/20/2024. Compiled by JLL Valuation & Advisory Services, LLC.		

Air service is also available from the Westchester County Airport, which, according to the Westchester County Planning Department, is the fourth most active airport in the state. Located primarily in Rye Brook with smaller portions in both Harrison and Greenwich, Connecticut, the airport is used for recreation, by privately owned single-engine propeller planes, corporate jets, and approximately 70 commercial flights per day by domestic carriers and several small commuter airlines.

The nearest major commercial airports are John F. Kennedy International Airport, LaGuardia Airport, and Newark Liberty International Airport.

Police/Fire Protection

Police and fire protection is provided by the City of Mount Vernon, NY.

Schools

The subject property is within the Mount Vernon City School District. According to the Mount Vernon City School District School Zone Lookup, the subject property is zoned to the following district schools. Ratings as noted are per Greatschools.org

- Elementary School – Edward Williams School (4/10)
- Middle School – Benjamin Turner Middle School (3/10)
- High School – Mount Vernon High School (2/10)

Shopping

The area is adequately served by a number of shopping centers and stand-alone retailers. The nearest shopping centers are Bogopa Plaza and Pelham Manor Shopping Plaza, both of which are within 2 miles of the subject property.

Land Use

The subject property's surrounding improvements primarily consist of pre-war elevated and walk-up multifamily residential buildings along with 2- and 3-story commercial uses along side streets. As such, the subject site is deemed to have adequate light, air, and view characteristics.

Outlook and Conclusion

The surrounding area is experiencing moderate population growth and has above-average income levels. The area is considered to be in a stage of stability. As a result, the demand for existing developments is expected to remain stable.

Market Area Analysis

Multi-family Market Area Analysis

New York Metro Area Trends and Analysis

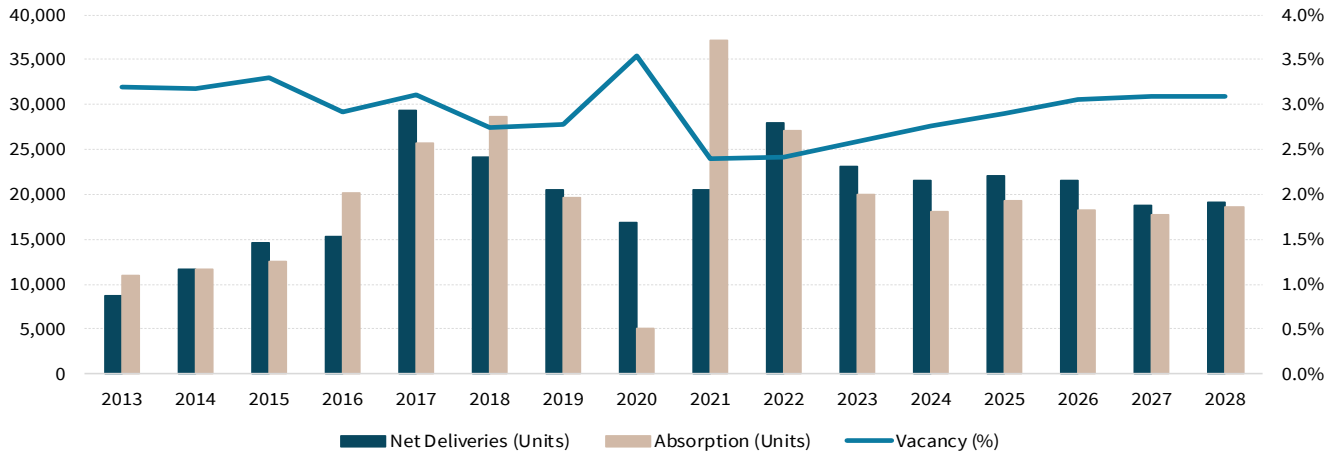
The subject is located in the New York metro area, as defined by CoStar. Supply and demand metrics, including inventory levels, vacancy, net deliveries, absorption, and rental rates for all classes of space are presented in the following table.

Year	Inventory (Units)	Vacancy (Units)	Vacancy (%)	Net Deliveries (Units)	Absorption (Units)	Inventory, Under Cons (Units)	Asking Rent (\$/Unit)
2013	1,342,051	42,961	3.2%	8,685	10,893	26,259	\$2,299
2014	1,353,750	43,002	3.2%	11,699	11,698	40,976	\$2,356
2015	1,368,419	45,096	3.3%	14,669	12,596	54,302	\$2,434
2016	1,383,712	40,296	2.9%	15,290	20,131	58,361	\$2,479
2017	1,413,063	43,902	3.1%	29,348	25,780	49,980	\$2,516
2018	1,437,299	39,464	2.7%	24,236	28,745	46,238	\$2,561
2019	1,457,763	40,393	2.8%	20,464	19,674	51,112	\$2,601
2020	1,474,685	52,356	3.6%	16,922	5,105	54,329	\$2,579
2021	1,495,215	35,896	2.4%	20,531	37,192	53,798	\$2,721
2022	1,523,251	36,907	2.4%	28,035	27,169	61,534	\$2,827
2023	1,546,277	39,952	2.6%	23,026	20,034	67,580	\$2,884
2024	1,567,757	43,327	2.8%	21,480	18,132	0	\$2,951
2025	1,589,753	46,006	2.9%	21,996	19,310	0	\$3,022
2026	1,611,290	49,355	3.1%	21,537	18,189	0	\$3,082
2027	1,630,124	50,459	3.1%	18,834	17,734	0	\$3,134
2028	1,649,188	50,959	3.1%	19,064	18,561	0	\$3,183
2013 - 2023 Avg.	1,435,953	41,839	2.9%	19,355	19,911	51,315	\$2,569

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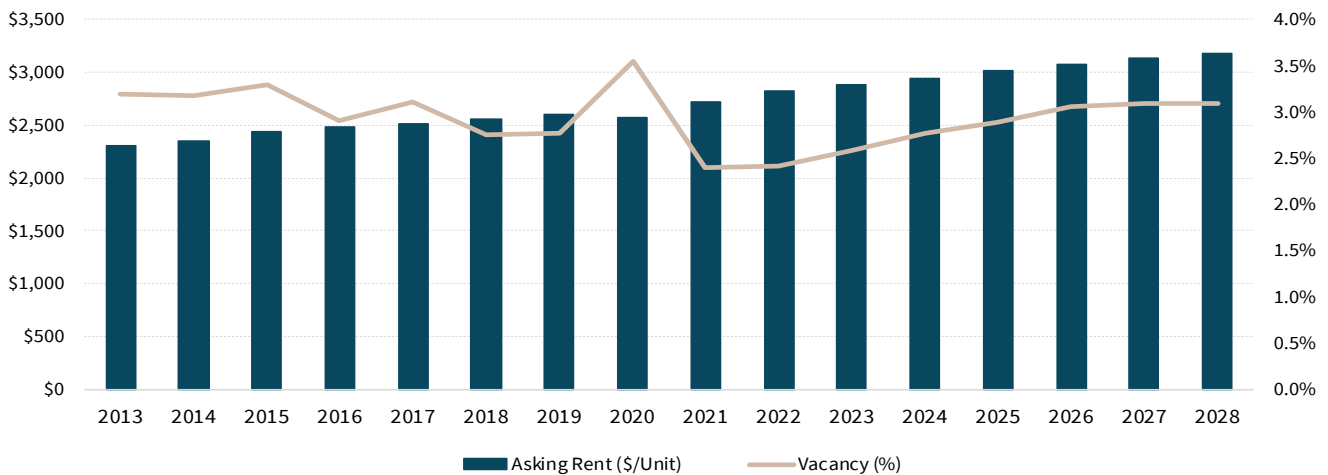
- The most recent data shows 23,026 units were added to the market. On average 19,355 units have been added to the market over the last eleven complete years. During the same period, net deliveries rose from a minimum of 8,685 units in 2013 and attained a high of 29,348 units in 2017.
- Looking forward, it is expected that in five years net deliveries will show a drop of 1.5% from the 11-year average of 19,355 units, representing a change of 291 units by year-end 2028.
- The most recent data shows asking rent is \$2,884/unit. Over the last eleven complete years, asking rent had an annual average of \$2,569/unit and increased 25.4%. During the same period, asking rent rose from a minimum of \$2,299/unit in 2013 and attained a high of \$2,884/unit in 2023.
- Looking forward, it is expected that in five years asking rent will show an increase of 10.4% from the present amount of \$2,884/unit, representing a change of \$299/unit by year-end 2028.

Supply and Demand Trends



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Vacancy Rate vs. Asking Rent



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- Vacancy rates are presently 2.6%. Over the past eleven complete years, vacancy rates had an annual average of 2.9% and dropped 62 bps. During the same period, vacancy rates saw a low of 2.4% in 2021 and attained a high of 3.6% in 2020.
- Projecting five years into the future, vacancy rates will show a gain of 51 bps from the present amount of 2.6%.
- Currently, absorption is 20,034 units. During the past eleven complete years, absorption averaged 19,911 units annually and increased 83.9%. Over that same time frame, absorption reached a low of 5,105 units in 2020 and attained a high of 37,192 units in 2021.
- Five-year forecasts demonstrate that absorption will be 18,561 units by the end of 2028, equivalent to a decline of 6.8% compared to the eleven-year average of 19,911 units.

Yonkers/Mt Vernon/New Rochelle Submarket Synopsis

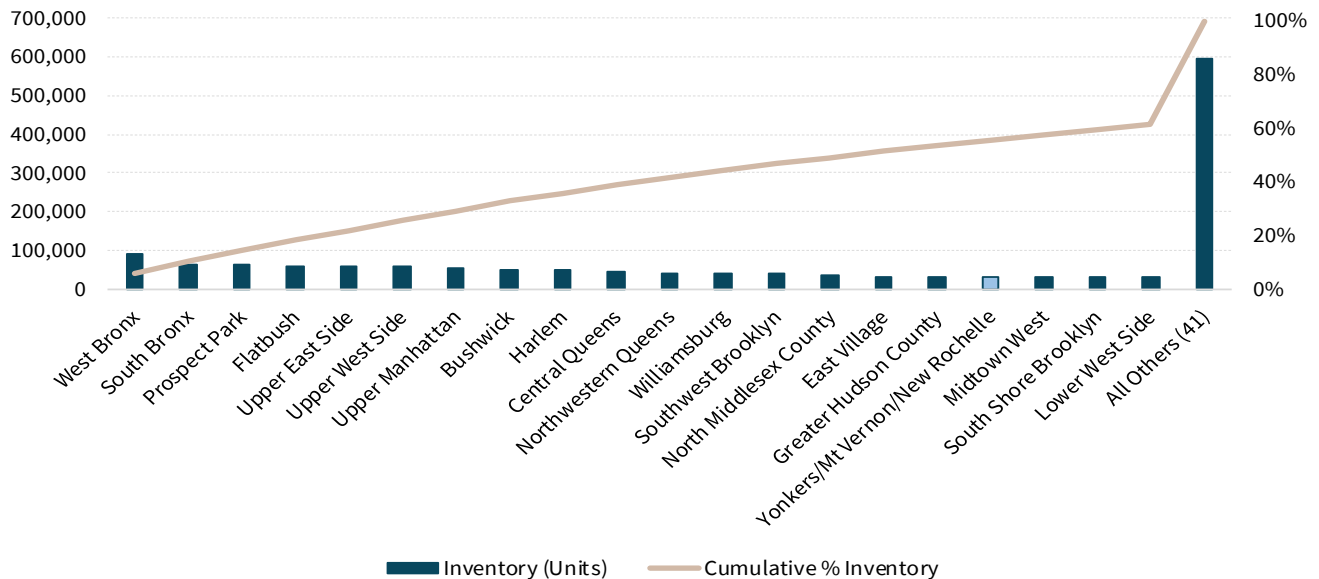
The subject is located in the Yonkers/Mt Vernon/New Rochelle submarket, as defined by CoStar. To effectively gauge investor interest in the subject's submarket, we evaluate key supply and demand metrics in comparison to other areas for all classes of space in the following table.

New York Submarket Overview (All Classes of Space)							
Submarket	Inventory (Units)	Asking Rent (\$/Unit)	Vacancy (%)	Vacancy (Units)	Net Deliveries (Units)	Absorption (Units)	Inventory, Under Cons (Units)
West Bronx	92,719	\$1,519	0.5%	433	598	656	2,337
South Bronx	65,567	\$2,104	3.8%	2,471	2,471	825	2,019
Prospect Park	62,907	\$2,863	1.8%	1,137	1,435	1,550	4,138
Flatbush	60,851	\$2,034	1.5%	927	110	88	887
Upper East Side	58,292	\$4,236	2.2%	1,298	-9	-23	13
Upper West Side	57,853	\$4,950	2.9%	1,657	173	153	294
Upper Manhattan	55,311	\$2,166	1.0%	555	0	69	2,273
Bushwick	51,903	\$2,653	2.6%	1,361	605	699	1,074
Harlem	48,529	\$2,449	2.3%	1,113	604	540	624
Central Queens	47,054	\$2,161	1.0%	453	924	878	1,239
Northwestern Queens	41,267	\$2,365	1.0%	424	404	395	1,653
Williamsburg	40,273	\$4,135	4.5%	1,798	2,120	1,919	4,203
Southwest Brooklyn	39,153	\$1,743	1.5%	572	100	73	31
North Middlesex County	36,345	\$2,204	4.3%	1,575	772	858	502
East Village	33,928	\$4,220	1.5%	494	10	15	0
Greater Hudson County	33,597	\$2,471	7.2%	2,403	1,384	886	2,845
Yonkers/Mt Vernon/New Rochelle	32,977	\$2,303	4.4%	1,467	1,344	1,256	2,670
Midtown West	32,576	\$4,449	3.1%	1,010	0	-118	920
South Shore Brooklyn	30,902	\$1,926	0.9%	276	18	-40	1,504
Lower West Side	29,945	\$4,816	2.5%	742	19	6	18
Southeast Queens	27,267	\$1,991	2.9%	789	368	388	2,309
Chelsea	26,984	\$5,135	3.5%	935	480	843	1,350
Southeast Bronx	26,269	\$1,561	0.6%	147	0	-35	50
Downtown Brooklyn	26,032	\$4,347	3.3%	848	1,421	1,390	4,726
Northeast Queens	25,985	\$1,997	1.4%	356	102	89	190
Greater Bergen County	24,267	\$2,206	2.5%	607	318	230	1,108
Jersey City Waterfront	23,569	\$3,853	2.9%	672	0	68	3,130
Long Island City	22,969	\$3,868	3.7%	838	244	428	5,279
East Monmouth County	22,968	\$2,075	2.2%	511	80	165	207
East Harlem	22,166	\$2,917	4.6%	1,024	422	261	453
North Hudson County	21,153	\$2,924	3.1%	660	261	260	704
Jersey City/Journal Square	21,063	\$2,650	4.7%	982	1,069	768	5,381
Passaic County	20,496	\$1,916	2.4%	501	498	300	464
Murray Hill/Kips Bay	19,802	\$4,564	6.2%	1,226	229	113	0
East Bronx	18,151	\$1,552	0.5%	86	44	41	416
Midtown South	17,177	\$4,830	2.3%	393	108	147	85
Turnpike West	16,540	\$2,155	3.5%	583	0	-78	93
Hackensack/Teaneck	15,370	\$2,259	4.0%	608	612	1,134	963
Midtown East	15,253	\$4,804	2.2%	335	-13	-14	291
Lower East Side	15,240	\$4,130	2.7%	414	403	421	845
Financial District	14,715	\$4,614	5.1%	748	588	229	2,391
Bergen County Waterfront	14,449	\$3,033	2.6%	376	154	152	415
Turnpike East	14,033	\$2,102	5.0%	695	652	204	268
North Ocean County	11,620	\$1,830	1.8%	207	128	211	560
East New York	11,578	\$1,432	0.3%	40	143	248	1,392
Hoboken	10,032	\$4,071	3.1%	308	0	-100	477
Northwest Bronx	9,600	\$2,616	1.0%	96	68	79	26
Staten Island	9,549	\$1,794	1.1%	104	5	10	220
Rockland County	9,140	\$2,385	5.0%	456	385	194	104
Westchester County South	9,014	\$2,810	4.3%	388	107	127	18
Westchester County North	8,620	\$2,729	4.7%	408	150	292	1,278
South Shore Queens	8,390	\$1,744	1.9%	157	19	-9	237
Little Italy/Chinatown	7,957	\$3,885	1.7%	134	0	16	0
White Plains	6,263	\$3,027	10.1%	633	771	565	1,891
Middletown/Goshen	4,377	\$1,943	3.4%	148	116	160	224
Outlying Orange County	4,150	\$1,708	1.5%	64	12	26	149
Morningside Heights	4,133	\$3,989	2.7%	110	0	3	0
Roosevelt Island	3,119	\$4,025	1.5%	46	0	-11	357
West Monmouth County	2,222	\$2,425	3.4%	74	0	28	285
Newburgh	1,636	\$1,995	2.9%	46	0	-4	0
South Ocean County	1,010	\$2,246	3.3%	33	0	10	0
Market Totals/Averages	1,546,277	\$2,884	2.6%	39,952	23,026	20,034	67,580

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- Over half of the total inventory in the New York metro area is contained in just the top fifteen of its 61 submarkets. The Yonkers/Mt Vernon/New Rochelle submarket is ranked number 17 in inventory in the metro area. It contains 32,977 units, which represents 2.1% of the unit inventory.
- The submarket's asking rent is \$2,303/unit, which is 20.1% less than the metro area average of \$2,884/unit.

New York Submarket Overview (All Classes of Space)



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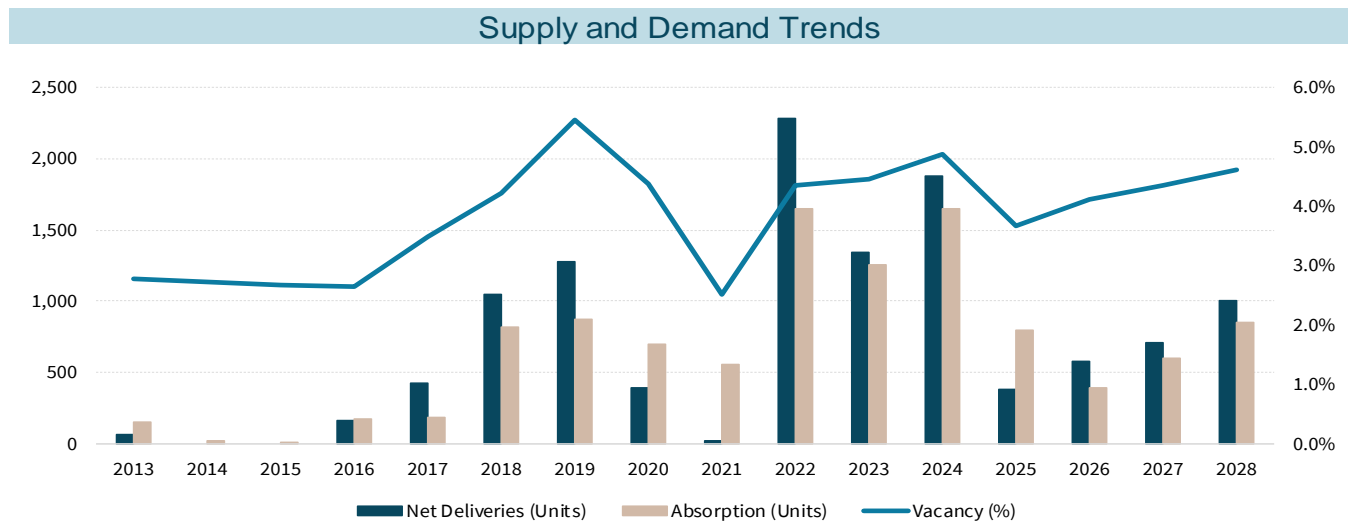
- The submarket's vacancy rate is 4.4%, which is greater than the average of 2.6% across the metro area.
- The submarket has vacancy averaging 1,467 units, which is 3.7% of the metro area total 39,952 units.
- The submarket has net deliveries averaging 1,344 units, which is 5.8% of the metro area total 23,026 units.
- The submarket has absorption averaging 1,256 units, which is 6.3% of the metro area total 20,034 units.
- The submarket has under construction inventory of 2,670 units, which is 4.0% of the metro area total 67,580 units.

Yonkers/Mt Vernon/New Rochelle Submarket Trends and Analysis

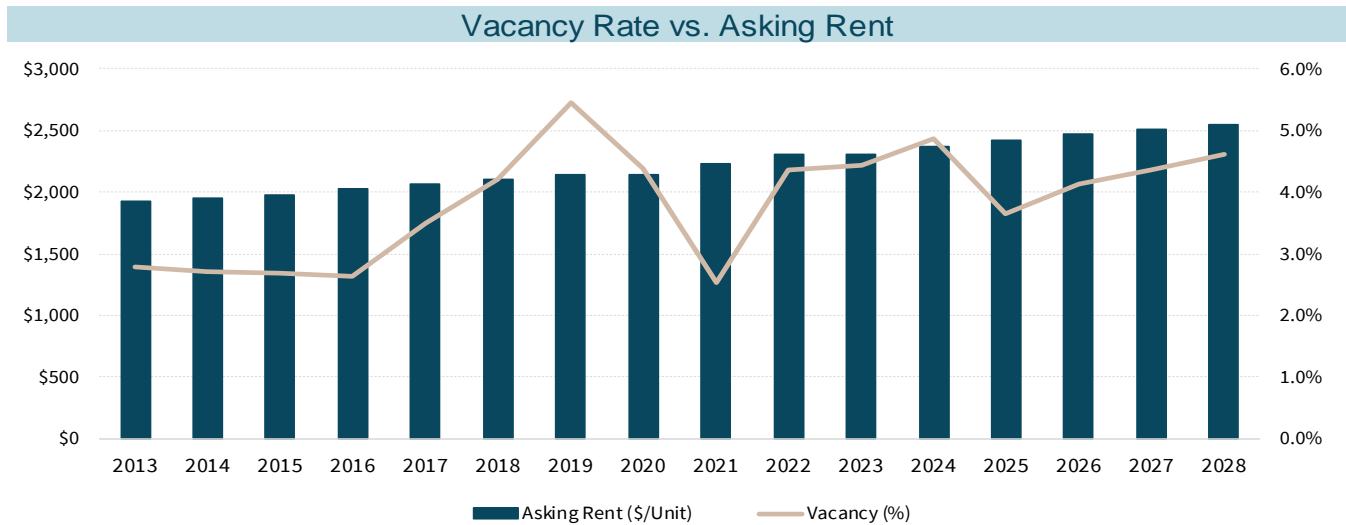
Supply and demand statistics, for all classes of space in the Yonkers/Mt Vernon/New Rochelle submarket are presented in the following table.

Year	Inventory (Units)	Vacancy (Units)	Vacancy (%)	Net Deliveries (Units)	Absorption (Units)	Inventory, Under Cons (Units)	Asking Rent (\$/Unit)
2013	26,011	722	2.8%	66	150	0	\$1,929
2014	26,011	707	2.7%	0	16	330	\$1,950
2015	26,011	697	2.7%	0	10	593	\$1,972
2016	26,175	690	2.6%	164	170	1,755	\$2,033
2017	26,604	930	3.5%	429	189	1,874	\$2,064
2018	27,656	1,164	4.2%	1,052	817	1,904	\$2,108
2019	28,938	1,577	5.4%	1,282	874	1,863	\$2,138
2020	29,333	1,284	4.4%	395	697	2,270	\$2,145
2021	29,349	742	2.5%	16	561	3,766	\$2,226
2022	31,633	1,379	4.4%	2,284	1,649	3,973	\$2,304
2023	32,977	1,467	4.4%	1,344	1,256	2,670	\$2,303
2024	34,851	1,698	4.9%	1,874	1,644	0	\$2,371
2025	35,234	1,289	3.7%	383	792	0	\$2,426
2026	35,808	1,477	4.1%	574	388	0	\$2,472
2027	36,520	1,590	4.4%	712	598	0	\$2,509
2028	37,521	1,735	4.6%	1,001	855	0	\$2,543
2013 - 2023 Avg.	28,245	1,033	3.7%	639	581	1,909	\$2,107

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- Vacancy rates are presently 4.4%. Over the past eleven complete years, vacancy rates had an annual average of 3.7% and increased 167 bps. During the same period, vacancy rates experienced a minimum of 2.5% in 2021 and experienced a maximum of 5.4% in 2019.
- Projecting five years into the future, vacancy rates will show an increase of 18 bps from the present amount of 4.4%.

New York Construction Activity

The ensuing table contains a snapshot of proposed, planned, and under construction activity for all multi-family properties in the New York metro area.

	Under Construction			Planned Properties	Proposed		
	Properties	Bldg. SF	Units		Properties	Bldg. SF	Units
New York	80	16,318,486	15,589	0	69	12,435,104	84
Multi-Family	80	16,318,486	15,589	0	69	12,435,104	84

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Local Construction Activity

The following table shows potential new supply within a radius of 5 miles around the subject property.

Multi-Family New Construction, 5 Mi. Radius Around Subject						
Name/Address	City/State	Submarket	Property Subtype	Mi. from Subj.	Units	
Proposed: 1 Property					0	
7 Terrace View Ave	Bronx, NY	Marble Hill MF	Multi-Family	4.6	0	
Total Properties: 1					Total Units	
					0	

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Multi-Family Market Summary and Conclusions

A summary of vacancy rates of comparable affordable properties is shown in the ensuing table:

Comparable Vacancy			
Property	Total Units	Year Built	Vacancy
3THIRTY3	110	2022	4.5%
Parkledge Apartments	310	1975	2.9%
The Stella	380	2022	6.0%
The Printhouse	71	2019	5.3%
Average			4.7%

A summary of vacancy rates across various market segments analyzed is shown in the ensuing table:

Vacancy Summary	
Name	Vacancy
Metropolitan Market Area	2.6%
Submarket Market Area	4.4%
Rent Comparables	4.7%

Based on influential overall market and submarket area trends, construction outlook, and the performance of competing properties, JLL expects the mix of property fundamentals and economic conditions in the New York metro area to have a positive impact on the subject property's performance in the near-term.

Property Description

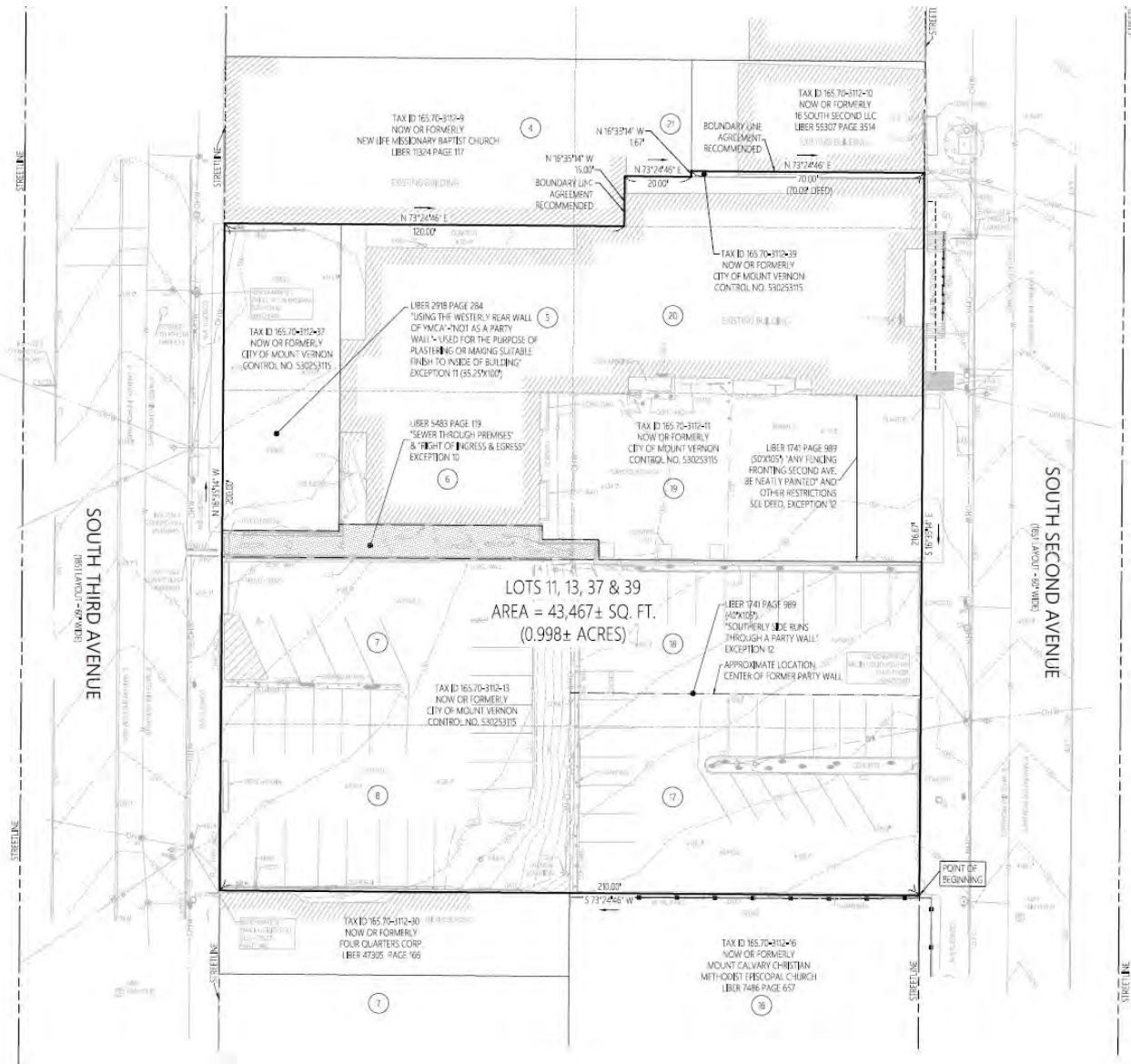
Aerial



Tax Map



Survey



Site Description

Gross Site Area (Sq. Ft.)	43,467
Shape	Irregular
Primary Frontage	South 2nd Avenue
Additional Frontage	South 3rd Avenue
Access Rating	Average
Visibility Rating	Average
Topography	Level
Drainage	Assumed adequate
Soil Conditions	Assumed adequate for development
Flood Zone	X
Flood Zone Description	outside 500-year floodplain
FEMA Map No.	36119C0337F
FEMA Map Date	9/28/2024
Utilities	All to Site
Site Functional Utility	The site has typical utility

Source: Various, Compiled by JLL

Environmental Hazards

No environmental hazards were apparent from inspection.

Encumbrance/Easements/Restrictions

There do not appear to be any easements, encroachments, or restrictions that would adversely affect value. This is based on our review of public records.

Overall Site Utility

Overall, the physical characteristics of the site and the availability of utilities result in functional utility suitable for a variety of uses including those permitted by zoning.

As of our April 22, 2024, date of inspection the subject site was improved with a 3-story 9,750 square foot vacant commercial structure. The following table addresses the proposed improvements based upon provided materials.

Improvements Description

Property Name	20 South 2nd Avenue
Property Type	Multi-Family
Property Sub-Type	Income-Restricted Affordable Housing
Number of Units	272
Average Unit Size (Sq. Ft.)	731
Number of Buildings	2
Stories	12
Year Built	Proposed Construction: 30 months from commencement
Construction Type	Steel Frame
Residential Net Rentable Area (Sq. Ft.)	198,671
Parking Area (Sq. Ft.)	10,353
Community Facility Area (Sq. Ft.)	11,630
Gross Building Area (Sq. Ft.)	307,932
Building Area Source	Architectural/Building Plans
Total Parking Spaces	59
Parking Type	Parking Garage
Parking Spaces/Unit	0.2

Source: Various, Compiled by JLL

Subject Unit Mix

Unit Name	Average Unit Size (Sq. Ft.)	Total Units	Total Sq. Ft.
Studio	564	57	32,148
1-Bedroom	707	139	98,273
2-Bedroom	910	75	68,250
Total*	733	271	198,671

*Excluding non-revenue employee apartment

Project Amenities

The project amenities will include: Below-grade garage parking, common laundry rooms located on each residential floor, a fitness center, a co-working space, and a rooftop terrace with amenities.

Unit Features

Units are anticipated to have luxury vinyl tile flooring. Kitchens are anticipated to have wood paneled cabinetry, stone or cultured stone countertops, and a stainless-steel appliance package consisting of a refrigerator, dishwasher, and 4-burner electric range. Bathrooms will have ceramic tiling and mirrored medicine cabinets.

Community Facility Component

The subject property will contain an 11,630 square foot community facility space. According to the developer, the space will be occupied on a rent-free basis and utilized for youth-oriented programming.

Physical Conditions Observed

Upon completion, the building will be newly constructed without physical deterioration. According to Marshall Valuation Service, a leading cost manual, the life expectancy of a Class “A” apartment building is 60 years. As such, we estimate that the remaining economic life upon completion will be 60 years.

Third Party Reports

A Phase II environmental report was prepared for the subject by VHB Engineering, Surveying, Landscape Architecture and Geology, P.C., dated December 2021. The Phase II report concluded the following:

GPR

- *On November 1 and 2, 2021, as part of the Phase II SI, a Geophysical Investigation was conducted within accessible areas of the Site and identified multiple anomalies indicative of subsurface debris or other buried objects located approximately between grade and five (5)-feet below grade; however, VHB did not detect anomalies indicative of a UST(s).*
- *Based on the findings of the Geophysical Investigation, no further evaluation is recommended.*

Soil

- *To evaluate soil chemistry, a total of 27 soil samples were collected from 16 soil borings (SB-1 through SB-16) throughout the accessible portions of the Site. The soil borings were advanced to either 15-feet bgs, or bedrock refusal. Based on soil boring observations, historic fill material was observed from ground surface to approximately five (5) feet bgs overlying silt, sand, gravel and/or bedrock. Soil chemistry within the shallow historic fill material reported several metals, pesticides, and an SVOC above the NYURU and/or NYRRES SCOs in SB-2A, SB-3A, SB-4A, SB-6A, SB-7A, SB-8A, SB-9A, and SB-10A. Soil chemistry within the native material did not report exceedances above the NYURU SCOs. Indications of petroleum-impacts and elevated PID readings were not observed in the soil borings.*
- *Based upon the findings of the soil analyses, urban historic fill appears to be present beneath the Site. Urban historic fill is commonly found throughout the New York City metropolitan area and can contain contaminants such as heavy metals and semi-volatile organic compounds. If identified, appropriate transportation and disposal/recycling procedures should be followed.*
- *Additionally, elevated lead was reported within the shallow soil samples SB-4A at a concentration of 4,880 mg/kg and SB-3A at a concentration of 730 mg/kg. Further evaluation of this area is recommended.*

Soil Vapor

- *To evaluate soil vapor chemistry at the Site, five (5) soil vapor samples (SV-1 through SV-5) were collected. Based on the results, VOCs were detected in the five (5) samples. The highest detection of petroleum-related VOCs were reported in SV-1, including benzene (147 µg/m³), toluene (1,600 µg/m³), ethylbenzene (420 µg/m³), and total xylenes (1,762 µg/m³). Chlorinated compound, methylene chloride was detected in exceedance of the NYSDOH SVGV in soil vapor sample SV-2 at a concentration of 155 µg/m³. Since soil vapor sample SV-2 was collected in the location of soil boring SB-3, the soil sample results for SB-3B were further evaluated. Soil sample results reported for SB-3B did not detect methylene chloride (or any other VOC concentrations), and groundwater was not encountered in the location. Based on the data evaluation, the methylene chloride concentration in SV-2 may be contributed to the grout used to seal the vapor pin.*
- *Based on the findings of the soil vapor analyses, no further evaluation is recommended.*

Groundwater

- *To evaluate groundwater quality beneath the site, two (2) temporary well points, TWP-1 and TWP-2, were advanced within the western parking lot portion of the Site. One (1) groundwater sample collected from TWP-1. However, a groundwater sample could not be collected in TWP-2 due to inefficient groundwater. A groundwater measurement of 12.25 feet bgs was collected from TWP-1. The groundwater result from TWP-1 reported total metals aluminum (2,720 µg/L) and iron (5,200 µg/L) above the NY-AWQS. However, dissolved metals reported aluminum and iron concentrations below the NY-AWQS. The elevated total metal concentrations may be due to sediment present in the groundwater sample. Furthermore, the NY-AWQS for aluminum and iron are considered secondary (i.e., taste, color, appearance), and not based on health screening criteria.*
- *Based on the findings of the groundwater analyses, no further evaluation is recommended.*

According to the developer, remediation and demolition costs are estimated to be \$1,773,000. Given the preceding, the appraisal assumes that upon completion of the proposed remediation that the site will not have any adverse environmental conditions, and that there will be no atypical predevelopment or construction costs associated with current contamination. Should additional contrary information be provided, we reserve the right to amend the report as appropriate.

Deferred Maintenance & Capital Expenditures

The planned improvements will be completed in June 2028. Therefore, there are no deferred maintenance items for the subject property upon completion.

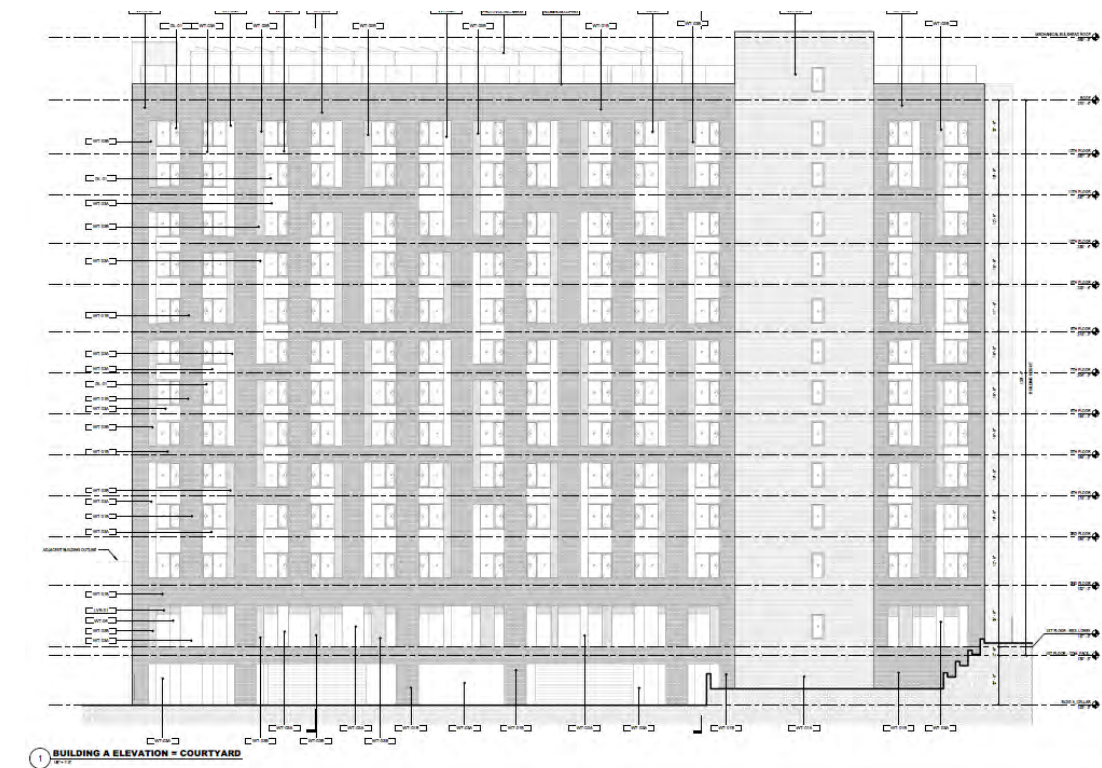
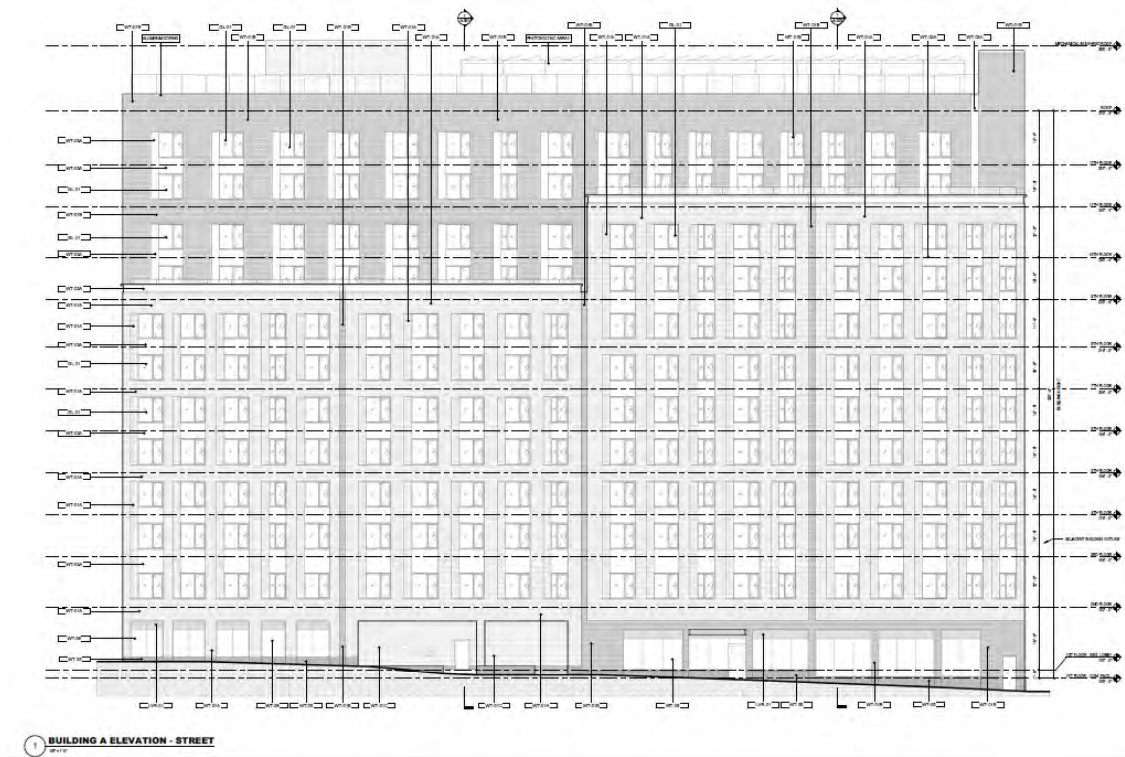
Proposed Improvements Conclusion

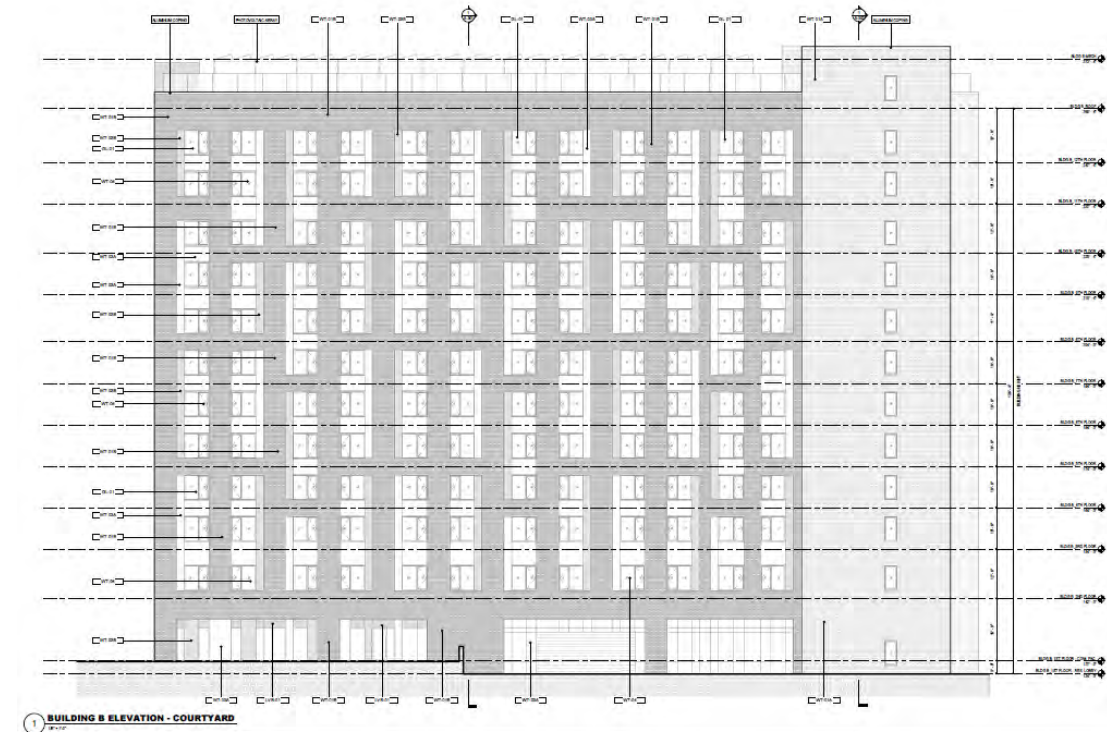
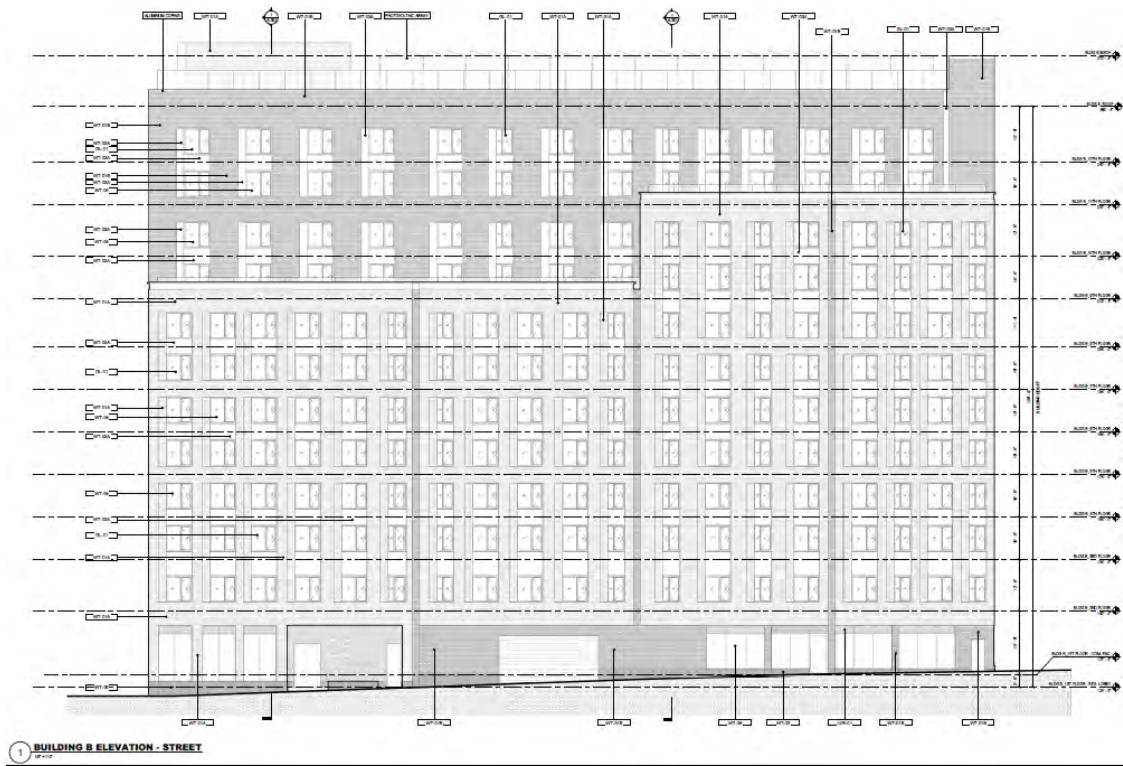
Upon completion, the condition, quality, and functional utility of the proposed improvements will be typical for this location. The subject will be considered generally similar to the competing Class A properties in the market but above average as compared to the total market supply.

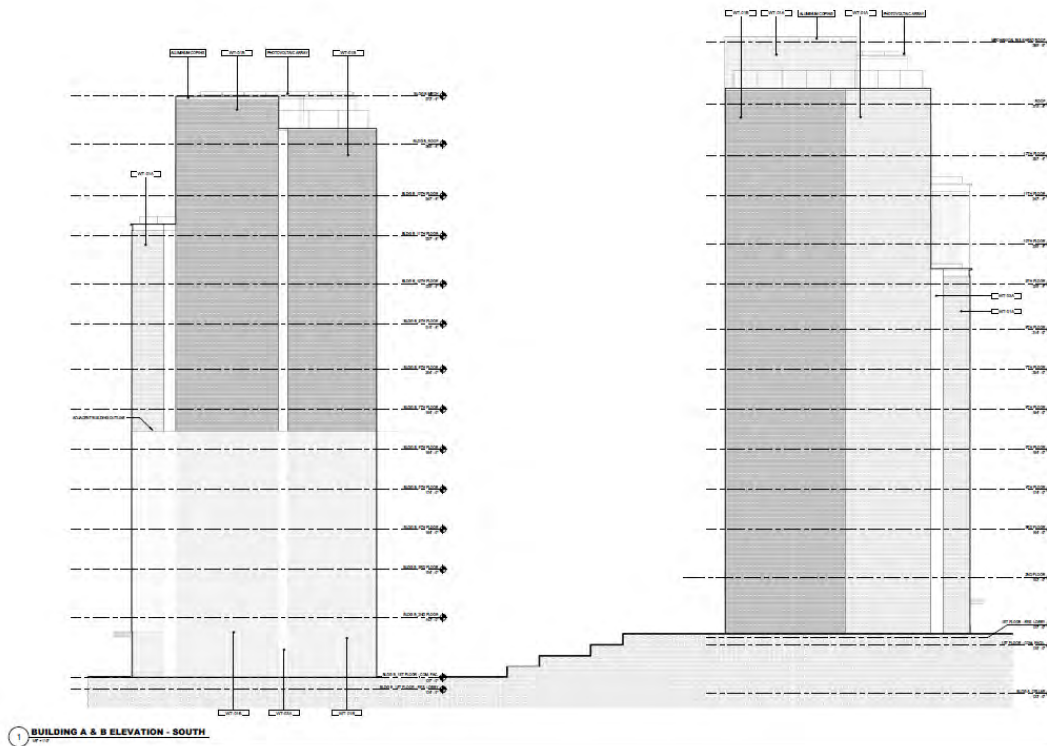
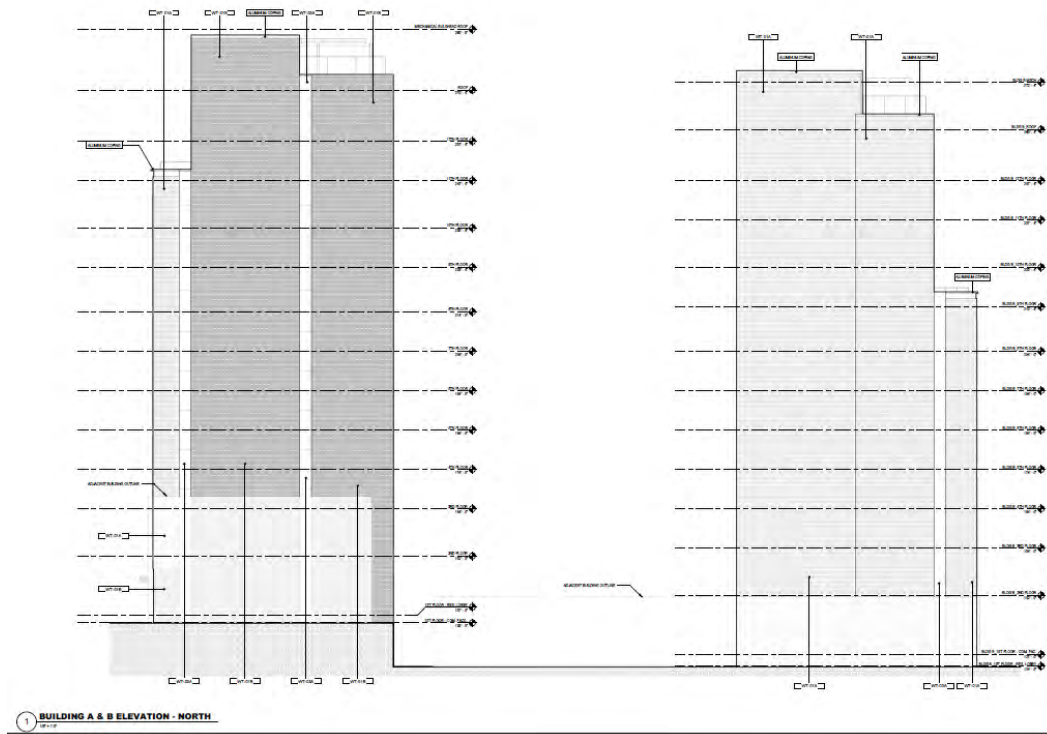
Renderings



Elevations







Subject Photographs (Photos Taken on April 22, 2024)



Subject Property



2nd Avenue facing north



2nd Avenue facing south

Market Rent Analysis

Unit Types & Occupancy

Upon completion, the subject property will contain 271 rentable apartments. The unit mix is comprised of 57 studio apartments, (139) 1-bedroom apartments, and (75) 2-bedroom apartments. In addition, there is 1 non-revenue employee apartment.

Utilities

The next table presents the anticipated utility responsibilities of the owner and the tenants.

Multifamily Utilities		
Utility	Paid by Owner	Tenant
Water	X	
Sewer	X	
Electric		X
Hot Water	X	
Heat	X	

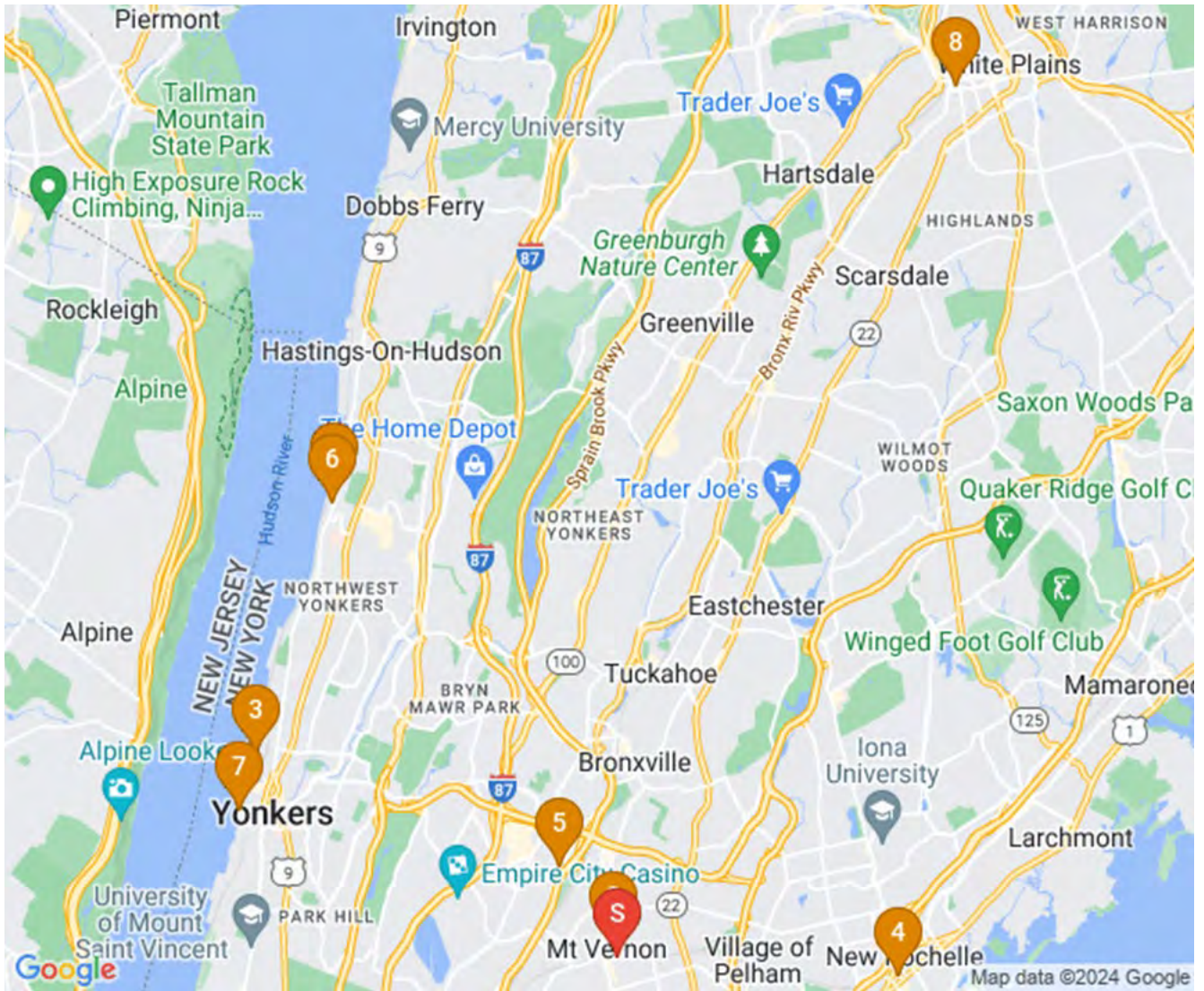
Market Rent

The following market rent analysis addresses the influencing apartment market. The analysis includes current market rents for apartments in competitive facilities in the subject property's immediate area for the purpose of deriving market rent levels for the subject property's apartments. The survey includes apartments similar to those in the subject property in both functionality and general locations. The following table details the results of the survey.

Market Rent Survey							
Comp ID	Address	Building Type	Year Built/Renovated	Unit Type	Gross Monthly Rent	Size (Sq. Ft.)	Rent Per Sq. Ft.
1	1155 Warburton Avenue	12-story elevator	1979/2006	Studio	\$2,100	493	\$51.12
2	33 North 3rd Avenue	7-story elevator	n/avail	Studio	\$1,725	470	\$44.04
3	57 Alexander Street	7-story elevator	2023	Studio	\$2,100	477	\$52.83
4	28 Division Street	28-story elevator	2024	Studio	\$2,159	421	\$61.54
5	697 Bronx River Road	9-story elevator	2020	1-Bedroom	\$2,300	663	\$41.63
3	57 Alexander Street	7-story elevator	2023	1-Bedroom	\$2,469	666	\$44.49
4	28 Division Street	28-story elevator	2024	1-Bedroom	\$2,693	646	\$50.02
6	1133 Warburton Avenue	10-story elevator	2017	1-Bedroom	\$2,795	643	\$52.16
5	697 Bronx River Road	9-story elevator	2020	2-Bedroom	\$2,625	985	\$31.98
7	20 Water Grant Street	10-story elevator	2018	2-Bedroom	\$2,675	1,067	\$30.08
3	57 Alexander Street	7-story elevator	2023	2-Bedroom	\$3,732	1,060	\$42.25
8	34 South Lexington Avenue	12-story elevator	1985	2-Bedroom	\$3,195	838	\$45.75

Source: JLL Market Research

Rent Comparables Map



RENT COMPARABLE	No.	1
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Property Name: 1155 Warburton Avenue
 Address: 1155 Warburton Avenue
 City/State/Zip: Yonkers, NY 10701

Year Built: 1979
 Renovated: 2006
 Floors: 12
 Total Units: 338

Building Amenities

Concierge, Rooftop Terrace, Sauna, Garage Parking, Fitness Room, Bike Room

Unit Amenities

Stove/Oven, Floor Covering-Wood, Air conditioning - Window/Wall Unit, Stainless Steel Appliances, Dishwasher, Refrigerator, Granite/Stone Countertops

RENT COMPARABLE	No.	2
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Property Name: 33 North 3rd Avenue
 Address: 33 North 3rd Avenue
 City/State/Zip: Mt Vernon, NY 10550

Year Built: n/avail
 Floors: 7
 Total Units: 175

Building Amenities

Laundry Facility, Garage Parking

Unit Amenities

Stove/Oven, Floor Covering-Wood, Air conditioning - Window/Wall Unit, Stainless Steel Appliances, Dishwasher, Refrigerator, Granite/Stone Countertops

RENT COMPARABLE	No.	3
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Property Name: 57 Alexander Street
 Address: 57 Alexander Street
 City/State/Zip: Yonkers, NY 10701


Year Built: 2023
 Floors: 7
 Total Units: 440

Building Amenities

Swimming Pool, Grilling Area, Fitness Room, Rooftop Terrace, Concierge, Garage Parking, EV Chargers, Bike Room, Common Area WiFi

Unit Amenities

Dishwasher, Refrigerator, Washer/Dryer In Unit, Stove/Oven, Floor Covering-Wood, Air Conditioning, Stainless Steel Appliances, Granite/Stone Countertops


RENT COMPARABLE		No.	4
	Property Name:	28 Division Street	
	Address:	28 Division Street	
	City/State/Zip:	New Rochelle, NY 10801	
	Year Built:	2024	
	Floors:	28	
	Total Units:	392	

Building Amenities

Grilling Area, Dog Park, Rooftop Terrace, Concierge, Fitness Room, Playground, EV Chargers, Bike Room

Unit Amenities

Washer/Dryer In Unit, Stove/Oven, Floor Covering-Wood, Air Conditioning, Granite/Stone Countertops, Stainless Steel Appliances, Dishwasher, Refrigerator


RENT COMPARABLE		No.	5
	Property Name:	697 Bronx River Road	
	Address:	697 Bronx River Road	
	City/State/Zip:	Yonkers, NY 10708	
	Year Built:	2020	
	Floors:	9	
	Total Units:	160	

Building Amenities

Concierge, Rooftop Terrace, Fitness Room, Storage, Laundry Facility

Unit Amenities

Stove/Oven, Floor Covering-Wood, Air Conditioning, Stainless Steel Appliances, Dishwasher, Granite/Stone Countertops, Refrigerator


RENT COMPARABLE		No.	6
	Property Name:	1133 Warburton Avenue	
	Address:	1133 Warburton Avenue	
	City/State/Zip:	Yonkers, NY 10701	
	Year Built:	2017	
	Floors:	10	
	Total Units:	330	

Building Amenities

Garage Parking, Fitness Room, Grilling Area, EV Chargers, Swimming Pool, Concierge, Clubhouse, Rooftop Terrace, Spa

Unit Amenities

Washer/Dryer In Unit, Stove/Oven, Floor Covering-Wood, Dishwasher, Refrigerator, Granite/Stone Countertops, Air Conditioning, Stainless Steel Appliances, Walk-in Closets


RENT COMPARABLE			No.	7
	Property Name:	20 Water Grant Street		
	Address:	20 Water Grant Street		
	City/State/Zip:	Yonkers, NY 10701		
	Year Built:	2018		
	Floors:	10		
	Total Units:	340		

Building Amenities

Grilling Area, Fitness Room, Rooftop Terrace, Meeting Room

Unit Amenities

Washer/Dryer In Unit, Stainless Steel Appliances, Granite/Stone Countertops, Walk-in Closets, Patios/Balcony, Stove/Oven, Floor Covering-Wood, Air Conditioning, Dishwasher, Refrigerator

RENT COMPARABLE			No.	8
	Property Name:	34 South Lexington Avenue		
	Address:	34 South Lexington Avenue		
	City/State/Zip:	White Plains, NY 10606		
	Year Built:	1985		
	Renovated:	2000		
	Total Units:	125		

Building Amenities

Clubhouse, Fitness Room, Rooftop Terrace, Garage Parking, EV Chargers

Unit Amenities

Stove/Oven, Floor Covering-Wood, Air Conditioning, Stainless Steel Appliances, Dishwasher, Refrigerator, Granite/Stone Countertops

Summary

The survey considered properties similar to the subject property in general location and utility. The comparables represent mid- to high-rise facilities within areas achieving similar rent levels, and are of newer housing stock, with the range of rents most directly attributable to the level of renovations within units. The following table summarizes the comparable data.

Summary of Market Rent Survey									
Unit Type	Area (Sq. Ft.)			Monthly Rent			Rent per Sq. Ft.		
	Min	-	Max	Min	-	Max	Min	-	Max
Studio	421	-	493	\$1,725	-	\$2,159	\$44.04	-	\$61.54
1-Bedroom	643	-	666	\$2,300	-	\$2,795	\$41.63	-	\$52.16
2-Bedroom	838	-	1,067	\$2,625	-	\$3,732	\$30.08	-	\$45.75

Analysis of Comparable Rentals

The rent comparables have been analyzed and compared with the subject property. We have not made quantitative adjustments to the rent comparables, but we have considered the qualitative characteristics of the subject and comparables when concluding appropriate market rents within the comparable range. Specifically, consideration has been given to the location, age, amenities, and size displayed by the comparables and the subject property as proposed.

Market Rent Conclusions

Based on the preceding, the following table illustrates the adopted market rent levels for the subject property.

Market Rent Conclusions			
Unit Type	Market Rent	Average Unit Size (Sq. Ft.)	Rent Per Sq. Ft.
Studio	\$2,100	564	\$44.68
1-Bedroom	\$2,300	707	\$39.04
2-Bedroom	\$2,700	910	\$35.60

Achieved Income-Restricted Rent Comparables

The following table summarizes income-restricted rents achieved in comparable rent restricted facilities within the influencing area.

Income-Restricted Rent Comparables			
Address	Unit Type	Monthly Rent	AMI Level
62 Main Street Tarrytown, NY	1-Bedroom	\$1,376	50%
	1-Bedroom	\$1,652	60%
645 Main Street Peekskill, NY	1-Bedroom	\$1,300	50%
	1-Bedroom	\$1,560	60%
	1-Bedroom	\$2,080	80%
	2-Bedroom	\$1,560	50%
	2-Bedroom	\$1,872	60%
	2-Bedroom	\$2,496	80%
8 Westchester Place New Rochelle, NY	Studio	\$1,853	80%
	1-Bedroom	\$1,975	80%
	2-Bedroom	\$2,063	80%
70 Bridleside Lane North Salem, NY	1-Bedroom	\$1,428	50%
	1-Bedroom	\$1,721	60%
	2-Bedroom	\$1,706	50%
	2-Bedroom	\$2,058	60%
160 Warburton Avenue Yonkers, NY	Studio	\$1,641	80%
	1-Bedroom	\$1,758	80%
	2-Bedroom	\$2,109	80%
35 Vineyard Avenue Yonkers, NY	1-Bedroom	\$1,054	50%
	1-Bedroom	\$1,150	50%
	2-Bedroom	\$1,204	60%
	2-Bedroom	\$1,452	60%
117 Guion Place New Rochell, NY	Studio	\$1,229	50%
	Studio	\$1,486	60%
	Studio	\$2,000	80%
	1-Bedroom	\$1,313	50%
	1-Bedroom	\$1,589	60%
	1-Bedroom	\$2,140	80%
	2-Bedroom	\$1,571	50%
	2-Bedroom	\$1,902	60%
Source: ALN Apartment Data			

Low-Income Housing Tax Credit Program

The Low Income Housing Tax Credit Program was created by the Tax Reform Act of 1986 to encourage private sector investment in the development of affordable multifamily rental housing. There are two types of tax credits: the type that can be generated through the use of federally tax-exempt private activity bonds and the kind that can be allocated independently of bonds. Developers of multifamily rental housing can use these credits to reduce their federal taxes and/or sell them to raise equity to assist in developing a housing project.

The tax credits are determined by the development costs and used by the owner. However, often, because of IRS regulations and program restrictions, the owner of the property will not be able to use all of the tax credits, and therefore, many LIHTC properties are owned by limited partnership groups that are put together by syndicators. In this manner, a variety of companies and private investors participate in the LIHTC program, investing in housing development and receiving credit against their federal tax liability in return.

The Consolidated Appropriations Act, 2018, also known as the omnibus spending bill, made two changes to the LIHTC. In addition to increasing the amount of LIHTC volume cap by 12.5% over the next four years, Congress created a new occupancy set-aside option known as “income averaging” (IA).

Under prior law, to qualify for low-income housing tax credits (LIHTCs), rental properties had to meet one of two set-aside tests. Specifically: (1) At least 20% of the units had to be both rent-restricted and occupied by households with incomes at or below 50% of area median income (AMI); or (2) At least 40% of the units had to be both rent-restricted and occupied by households with incomes at or below 60% of AMI.

Most owners elect to operate their tax credit properties under the latter test. Complying with this requirement is described as meeting the minimum set aside. The omnibus spending bill added a new third minimum set aside – the Average Income test as follows: (a) At least 40% of the units have to be both rent-restricted and occupied by individuals whose incomes do not exceed the imputed income limitation designated by the taxpayer; (b) The average of the imputed income limitations designated cannot exceed 60% of AMI; and (c) The designated imputed income limitations must be in 10% increments {20%, 30%, 40%, 50%, 60%, 70%, and/or 80%}.

For example, if a unit is designated as a 40% unit it must be occupied by a household who at initial occupancy has an income equal to or less than 40% of AMI and who is continuously charged rent that is equal to or less than 30% of 40% of AMI.

The income average is not based on individual households' incomes. Instead, developers designate unit income limits, and compliance with the IA provision is based on the designation for the unit and not the household's actual income. For example, a family with an income at 68% of the area median could move into a unit designated as a 70% (or 80%) AMI unit.

Only the 70% designation (or 80%) counts in determining compliance with the 60% IA test. The actual income of the households is not tracked and averaged on an annual basis for purposes of the IA test.

Regarding meeting the minimum set aside, an owner must ensure that at least 40% of the units have rents and incomes at the various designated unit income limits to achieve an average affordability of 60%.

How Rents are Determined

Household income limitations are determined based on the area median income (AMI) determined by the Department of Housing and Urban Development (HUD). Each year, HUD adjusts the AMI based on various factors such as the area economy and household growth. Income restrictions are determined on a Metropolitan Statistical Area (MSA) or county level and are determined for a household of four people.

According to provided material, the subject property's rents will be based on the 2024 AMI. According to the Department of Housing and Urban Development (HUD), the Westchester County 2024 area median income is \$156,200.

The maximum rent is then calculated by multiplying the AMI by an adjustment factor, as determined by HUD. Maximum rents are based on tenants at maximum income paying no more than 30% of their income for housing. Maximum rents per unit type are set by the expected occupancy, regardless of the number of people who actually live in the unit.

Federal law requires that rents charged to tenants within federally financed public housing projects include utilities. Monthly gross rents (as the following table illustrates) include this utility charge. Where housing units are separately metered and tenants are billed directly by utility companies, the state agency is required to pay the tenants a utility allowance that roughly matches their utility bills. Owners are required to subtract the allowed utility costs from the maximum rent if tenants pay their utilities. According to provided material, the monthly utility allowances are \$36 for studio units, \$46 for 1-bedroom units and \$54 for 2-bedroom units.

The following table illustrates the maximum formulaic LIHTC rents and the potential gross residential rental income for the subject property.

LIHTC Rents										
Unit Size	Size	Household Factor	Maximum Annual Income Level (MIL) (a)	Monthly Gross Rent (30% of MIL / 12 mo.) (b)	Monthly Utility Allowance (c)	Monthly Net Rent (b) - (c)	Market Rent (d)	Lesser of Monthly Net Rent (b) and Market Rent (d) (e)	No. Units (f)	Monthly LI Unit Rent (e) x (d)
<u>50% of the AMI</u>										
Studio	1.0	0.70	\$54,700	\$1,367	\$36	\$1,331	\$2,100	\$1,331	18	\$23,958
1-Bedroom	1.5	0.75	\$58,600	\$1,465	\$46	\$1,419	\$2,300	\$1,419	36	\$51,084
2-Bedroom	3.0	0.90	\$70,300	\$1,757	\$54	\$1,703	\$2,700	\$1,703	<u>30</u>	<u>\$51,090</u>
Subtotal									84	\$126,132
<u>60% of the AMI</u>										
Studio	1.0	0.70	\$65,640	\$1,641	\$36	\$1,605	\$2,100	\$1,605	34	\$54,570
1-Bedroom	1.5	0.75	\$70,320	\$1,758	\$46	\$1,712	\$2,300	\$1,712	87	\$148,944
2-Bedroom	3.0	0.90	\$84,360	\$2,109	\$54	\$2,055	\$2,700	\$2,055	<u>40</u>	<u>\$82,200</u>
Subtotal									161	\$285,714
<u>80% of the AMI</u>										
Studio	1.0	0.70	\$87,520	\$2,188	\$36	\$2,152	\$2,100	\$2,100	5	\$10,500
1-Bedroom	1.5	0.75	\$93,760	\$2,344	\$46	\$2,298	\$2,300	\$2,298	16	\$36,768
2-Bedroom	3.0	0.90	\$112,480	\$2,812	\$54	\$2,758	\$2,700	\$2,700	<u>5</u>	<u>\$13,500</u>
Subtotal									26	\$60,768
Total Monthly LI Rent									271	\$472,614
Annual LI Unit Rent										\$5,671,368
Area Allocated to LI Units (Sq.Ft.)										198,671
Average Rent/Sq.Ft. for LI Units										\$28.55

Demand for Low-Income Housing Units

Yonkers and the surrounding areas of Westchester County have a significant shortage of low-income housing and the low-income housing stock that exists has many significant deficiencies. There is a dramatic rental “affordability gap” between the amount most households can reasonably afford to spend and the actual cost of the available housing. While the bulk of the housing in the area continues to be in relatively good condition, a substantial number of properties (often concentrated in particular areas) are either physically deteriorated or suffering from serious maintenance problems, or both.

According to the most recently published data from the New York State Division of Housing and Community Renewal (DHCR), there are 170 low income housing developments within Westchester County which contain a total of 16,415 affordable housing units. The portfolio of the Municipal Housing Authority of Yonkers contains 18 developments with a total of 1,994 units. Further, an Affordable Housing Needs Assessment conducted by the Hudson Valley Pattern for Progress in November of 2019 indicates that there are 11,703 households in Westchester that are overcrowded or homeless, indicating a need for that many new affordable units within the county.

Conclusions

The subject property's rental rate conclusions, both as a market-rate and as an affordable facility, are illustrated in the following table.

Rental Rate Conclusions		
Unit Type	No. of Units	Monthly Rent
Market Rate		
Studio	57	\$2,136
1-Bedroom	139	\$2,346
2-Bedroom	75	\$2,754
Totals	271	
Affordable		
<u>50% of the AMI</u>		
Studio	18	\$1,367
1-Bedroom	36	\$1,465
2-Bedroom	<u>30</u>	\$1,757
Subtotals	84	
<u>60% of the AMI</u>		
Studio	34	\$1,641
1-Bedroom	87	\$1,758
2-Bedroom	<u>40</u>	\$2,109
Subtotals	161	
<u>80% of the AMI</u>		
Studio	5	\$2,188
1-Bedroom	16	\$2,344
2-Bedroom	<u>5</u>	\$2,812
Subtotals	26	
Totals	271	

It is emphasized that the affordable rent levels illustrated in the preceding table are reflective of the gross rents before consideration for utility allowance deductions. For the sake of comparison, the market rate rent levels illustrated above are inclusive of the applicable utility allowance for each unit type. Such is discussed and analyzed in greater detail within the Market Rent Analysis section of this report.

Limiting Conditions and Assumptions

1. All reports and work product we deliver to you (collectively called “report”) represent an opinion of value, based on historical information and forecasts of market conditions. Actual results may vary from those forecast in the report. There is no guaranty or warranty that the opinion of value reflects the actual value of the property.
2. The conclusions stated in our report apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events. Assessed values may change significantly and unexpectedly over short periods. We are not liable for any conclusions in the report that may be different if there are subsequent changes in value. We are not liable for loss relating to reliance upon our report more than three months after its date.
3. There may be differences between projected and actual results because events and circumstances frequently do not occur as predicted, and those differences may be material. We are not liable for any loss arising from these differences.
4. We are not obligated to predict future political, economic or social trends. We assume no responsibility for economic factors that may affect or alter the opinions in the report if the economic factors were not present as of the date of the letter of transmittal accompanying the report.
5. The report reflects an appraisal of the property free of any liens or encumbrances unless otherwise stated.
6. We assume responsible ownership and competent property management.
7. The appraisal process requires information from a wide variety of sources. We have assumed that all information furnished by others is correct and complete, up to date and can be relied upon, but no warranty is given for its accuracy. We do not accept responsibility for erroneous information provided by others. We assume that no information that has a material effect on our appraisal has been withheld.
8. We assume the following, unless informed to the contrary in writing: Each property has a good and marketable title. All documentation is satisfactorily drawn and that there are no encumbrances, restrictions, easements or other adverse title conditions, which would have a material effect on the value of the interest under consideration. There is no material litigation pending involving the property. All information provided by the Client, or its agents, is correct, up to date and can be relied upon. We are not responsible for considerations requiring expertise in other fields, including but not limited to: legal descriptions, interpretation of legal documents and other legal matters, geologic considerations such as soils and seismic stability, engineering, or environmental and toxic contaminants. We recommend that you engage suitable consultants to advise you on these matters.
9. We assume that all engineering studies are correct. The plot plans and illustrative material in the report are included only to help the reader visualize the property.
10. We assume that there are no hidden or unapparent conditions of the property, subsoil or structures that render it more or less valuable. We are not responsible for such conditions or for obtaining the engineering studies that may be required to discover them.

11. We assume that the property is in full compliance with all applicable federal, state, and local environmental regulations and laws unless the lack of compliance is stated, described, and considered in the report. We have not made or requested any environmental impact studies in conjunction with the report. We reserve the right to revise or rescind any opinion of value that is based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the report assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
12. Unless otherwise stated in the report, you should assume that we did not observe any hazardous materials on the property. We have no knowledge of the existence of such materials on or in the property; however, we are not qualified to detect such substances, and we are not providing environmental services. The presence of substances such as asbestos, urea-formaldehyde foam insulation and other potentially hazardous materials may affect the value of the property. Our report assumes that there is no such material on or in the property that would cause a loss in value. We do not assume responsibility for such conditions or for any expertise or engineering knowledge required to discover them. We encourage you to retain an expert in this field, if desired. We are not responsible for any such environmental conditions that exist or for any engineering or testing that might be required to discover whether such conditions exist. We are not experts in the field of environmental conditions, and the report is not an environmental assessment of the property.
13. We may have reviewed available flood maps and may have noted in the report whether the property is generally located within or out of an identified Special Flood Hazard Area. However, we are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property. Any opinion of value we include in our report assumes that floodplain and/or wetlands interpretations are accurate.
14. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether it is in compliance with the ADA. We claim no expertise in ADA issues, and render no opinion regarding compliance of the property with ADA regulations.
15. We assume that the property conforms to all applicable zoning and use regulations and restrictions unless we have identified, described and considered a non-conformity in the report.
16. We assume that all required licenses, certificates of occupancy, consents, and other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the opinion of value contained in the report is based.
17. We assume that the use of the land and improvements is confined within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.
18. We have not made any investigation of the financial standing of actual or prospective tenants unless specifically noted in the report. Where properties are valued with the benefit of leasing, we assume, unless we are informed otherwise, that the tenants are capable of meeting their financial obligations under the leases, all rent and other amounts payable under the leases have been paid when due, and that there are no undisclosed breaches of the leases.

19. We did not conduct a formal survey of the property and assume no responsibility for any survey matters. The Client has supplied the spatial data, including sketches and/or surveys included in the report, and we assume that data is correct, up to date and can be relied upon.
20. Unless otherwise stated, the opinion of value included in our report excludes any additional value attributable to goodwill, or to fixtures and fittings which are only of value, in situ, to the present occupier. We have made no allowance for any plant, machinery or equipment unless they form an integral part of the building and would normally be included in a sale of the building. We do not normally carry out or commission investigations into the capacity or condition of services being provided to the property. We assume that the services, and any associated controls or software, are in working order and free from defect. We also assume that the services are of sufficient capacity to meet current and future needs.
21. In the case of property where construction work is in progress, such as refurbishment or repairs, or where developments are in progress, we have relied upon cost information supplied to us by the Client or its appointed experts or upon industry accepted cost guides. In the case of property where construction work is in progress, or has recently been completed, we do not make allowance for any liability already incurred, but not yet discharged, in respect of completed work, or obligations in favor of contractors, subcontractors or any members of the professional or design team. We assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.
22. Any allocation in the report of value between the land and the improvements applies only under the stated program of utilization. The separate values allocated to the land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
23. The report is confidential to the party to whom it is addressed and those other intended users specified in the report for the specific purpose to which it refers. Use of the report for any other purpose or use by any party not identified as an intended user of the report without our prior written consent is prohibited, and we accept no responsibility for any use of the report in violation of the terms of this Agreement.
24. We are not required to testify or provide court-related consultation or to be in attendance in court unless we have agreed to do so in writing.
25. Neither the whole report, nor any part, nor reference thereto, may be published in any manner without our prior written approval.
26. We may rely on, and will not verify, the accuracy and sufficiency of documents, information and assumptions provided to it by the Client or others. We will not verify documents, information and assumptions derived from industry sources or that JLL or its affiliates have prepared in the regular course of business. We are not liable for any deficiency in the report arising from the inaccuracy or insufficiency of such information, documents and assumptions. However, our report will be based on our professional evaluation of all such available sources of information.
27. JLL IS NOT LIABLE TO ANY PERSON OR ENTITY FOR LOSS OF PROFITS, CONSEQUENTIAL, PUNITIVE, EXEMPLARY OR SIMILAR DAMAGES IN CONNECTION WITH THIS AGREEMENT. IN NO EVENT SHALL THE LIABILITY OF JLL AND ITS AFFILIATES IN CONNECTION WITH THIS AGREEMENT EXCEED THE FEE PAID TO JLL HEREUNDER.

28. Unless expressly advised to the contrary, we assume that appropriate insurance coverage is and will continue to be available on commercially acceptable terms.
29. We assume that no material changes in any applicable federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.

Appendix A

Appraiser Qualifications



Peter Rastetter, MAI

Executive Director, Value and Risk Advisory - Americas

+1 212 915 7288

Peter.Rastetter@jll.com

Current responsibilities

Peter Rastetter, MAI is an Executive Director with JLL Value and Risk Advisory and has over 20 years of appraisal experience in a variety of income producing properties.

Mr. Rastetter specializes in multifamily and affordable housing appraisals in the Tri-State region. His appraisal and consulting experience includes the valuation of numerous income-producing properties, including multifamily rental and for-sale apartment buildings, skilled nursing facilities, developable land and mixed-use properties incorporating retail, office, community facility, and garage components. Samples of appraisal work include mixed-income rental apartment buildings incorporating real estate tax benefits, super-luxury condominium developments, and a wide-variety of subsidized housing options.

Experience

Prior to joining JLL, Mr. Rastetter worked with Metropolitan Valuation Services (MVS) from its inception in 2003 until its merger with JLL in 2022.

Education

State University of New York at Albany, Bachelor of Science degree with a major in Business Administration and a dual concentration in Finance and Management Information Systems

Affiliations

- Designated Member of the Appraisal Institute (MAI)

Certified General Real Estate Appraiser in the following States:

- Connecticut
- New Jersey
- New York
- Pennsylvania

UNIQUE ID NUMBER
46000044737

State of New York
Department of State

DIVISION OF LICENSING SERVICES

FOR OFFICE USE ONLY
Control
No. 1532694

PURSUANT TO THE PROVISIONS OF ARTICLE 6E OF THE
EXECUTIVE LAW AS IT RELATES TO R.E. APPRAISERS.

EFFECTIVE DATE

MO. 12 DAY 27 YR. 22

RASTETTER PETER C
C/O METROPOLITAN VALUATION SER
44 E 32ND ST
NEW YORK, NY 10016

EXPIRATION DATE

MO. 12 DAY 26 YR. 24

HAS BEEN DULY CERTIFIED TO TRANSACT BUSINESS AS A
R.E. GENERAL APPRAISER

In Witness Whereof, The Department of State has caused
its official seal to be hereunto affixed.

ROBERT J. RODRIGUEZ
SECRETARY OF STATE



Mac Wilson

Associate Director, Value and Risk Advisory - Americas
+1 212 915 7295
mac.wilson@jll.com

Current responsibilities

Mac Wilson is an Associate Director with JLL Value and Risk Advisory. His appraisal experience includes the valuation of a diverse range of income-producing properties throughout New York City and the greater metropolitan area. Mr. Wilson specializes in the appraisal of rental and for-sale market-rate apartment buildings, affordable housing facilities, mixed-use multifamily properties that integrate retail, office, community facility, and garage components, developable land, and the construction and rehabilitation of affordable housing partially funded by Low-Income Housing Tax Credits, favorable financing, and rental subsidies.

Experience

Prior to joining JLL, Mr. Wilson worked as an Associate at Metropolitan Valuation Services.

Education

Lehigh University, Bachelor's Degree – Finance

Affiliations

- Urban Land Institute (ULI), member
- Young Real Estate Professionals of New York (YREPNY), member

Certified General Real Estate Appraiser in the following States:

- New York
- New Jersey

UNIQUE ID NUMBER

46000054297

State of New York
Department of State

DIVISION OF LICENSING SERVICES

FOR OFFICE USE ONLY

Control
No.

1539897

PURSUANT TO THE PROVISIONS OF ARTICLE 6E OF THE
EXECUTIVE LAW AS IT RELATES TO R.E. APPRAISERS.

EFFECTIVE DATE

MO.	DAY	YR.
12	18	23

EXPIRATION DATE

MO.	DAY	YR.
12	17	25

WILSON MACLEAN
C/O WILSON MACLEAN



HAS BEEN DULY CERTIFIED TO TRANSACT BUSINESS AS A
R. E. GENERAL APPRAISER

In Witness Whereof, The Department of State has caused
its official seal to be hereunto affixed.

ROBERT J. RODRIGUEZ
SECRETARY OF STATE

Appendix B

Definitions

Definitions

The source of the following definitions is the Appraisal Institute, *The Dictionary of Real Estate Appraisal*, 7th ed. (Chicago: Appraisal Institute, 2022), unless otherwise noted.

Amenity

A tangible or intangible benefit of real property that enhances its attractiveness or increases the satisfaction of the user. Natural amenities may include a pleasant location near water or a scenic view of the surrounding area; man-made amenities include swimming pools, tennis courts, community buildings, and other recreational facilities.

As Is Market Value

The estimate of the market value of real property in its current physical condition, use, and zoning as of the appraisal date.

Class of Apartment Property

For the purposes of comparison, apartment properties are grouped into three classes. These classes represent a subjective quality rating of buildings, which indicates the competitive ability of each building to attract similar types of tenants. Combinations of factors such as rent, building finishes, system standards and efficiency, building amenities, location/accessibility, and market perception are used as relative measures.

Class A apartment properties are the most prestigious properties competing for the premier apartment tenants, with rents above average for the area. Buildings have high-quality standard finishes, architectural appeal, state-of-the-art systems, exceptional accessibility, and a definite market presence.

Class B apartment properties compete for a wide range of users, with rents in the average range for the area. Class B buildings do not compete with Class A buildings at the same price. Building finishes are fair to good for the area, and systems are adequate.

Class C apartment properties compete for tenants requiring functional space at rents below the average for the area. Class C buildings are generally older, and are lower in quality and condition.

(Adapted from “Class of Office Building” in *The Dictionary of Real Estate Appraisal*.)

Deferred Maintenance

Needed repairs or replacement of items that should have taken place during the course of normal maintenance.

Depreciation

A loss in property value from any cause; the difference between the cost of an improvement on the effective date of the appraisal and the market value of the improvement on the same date.

Discounted Cash Flow (DCF) Analysis

The procedure in which a discount rate is applied to a set of projected income streams and a reversion. The analyst specifies the quantity, variability, timing, and duration of the income streams and the quantity and timing of the reversion, and discounts each to its present value at a specified yield rate.

Disposition Value

The most probable price that a specified interest in real property should bring under the following conditions:

1. Consummation of a sale within a future exposure time specified by the client.
2. The property is subjected to market conditions prevailing as of the date of valuation.
3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. An adequate marketing effort will be made during the exposure time specified by the client.
8. Payment will be made in cash in U.S. dollars or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.
10. This definition can also be modified to provide for valuation with specified financing terms.

Effective Date of Appraisal

The date on which the analyses, opinions, and advice in an appraisal, review, or consulting service apply.

Entrepreneurial Profit

A market-derived figure that represents the amount an entrepreneur receives for his or her contribution to a project and risk; the difference between the total cost of a property (cost of development) and its market value (property value after completion), which represents the entrepreneur's compensation for the risk and expertise associated with development. An entrepreneur is motivated by the prospect of future value enhancement (i.e., the entrepreneurial incentive). An entrepreneur who successfully creates value through new development, expansion, renovation, or an innovative change of use is rewarded by entrepreneurial profit. Entrepreneurs may also fail and suffer losses.

In economics, the actual return on successful management practices, often identified with coordination, the fourth factor of production following land, labor, and capital; also called entrepreneurial return or entrepreneurial reward.

Excess Land; Surplus Land

Excess Land: Land that is not needed to serve or support the existing improvement. The highest and best use of the excess land may or may not be the same as the highest and best use of the improved parcel. Excess land may have the potential to be sold separately and is valued independently.

Surplus Land: Land that is not currently needed to support the existing improvement but cannot be separated from the property and sold off. Surplus land does not have an independent highest and best use and may or may not contribute value to the improved parcel.

Exposure Time

The time a property remains on the market.

The estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based on an analysis of past events assuming a competitive and open market.

Extraordinary Assumption

An assignment-specific assumption as of the effective date regarding uncertain information used in the analysis which, if found to be false, could alter the appraiser's opinions or conclusions.

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Floor Area Ratio (FAR)

The relationship between the above-ground floor area of a building, as described by the building code, and the area of the plot on which it stands; in planning and zoning, often expressed as a decimal, e.g., a ratio of 2.0 indicates that the permissible floor area of a building is twice the total land area.

Gross Building Area (GBA)

Total floor area of a building, excluding unenclosed areas, measured from the exterior of the walls of the above-grade area. This includes mezzanines and basements if and when typically included in the region.

Highest and Best Use

The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity. Alternatively, the probable use of land or improved property – specific with respect to the user and timing of the use – that is adequately supported and results in the highest present value.

Hypothetical Condition

A condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis.

Lease

A contract in which rights to use and occupy land or structures are transferred by the owner to another for a specified period of time in return for a specified rent.

Leased Fee Interest

A freehold (ownership interest) where the possessory interest has been granted to another party by creation of a contractual landlord-tenant relationship (i.e., a lease).

Leasehold Interest

The tenant's possessory interest created by a lease.

Liquidation Value

The most probable price that a specified interest in real property should bring under the following conditions:

1. Consummation of a sale within a short time period.
2. The property is subjected to market conditions prevailing as of the date of valuation.

3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under extreme compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. A normal marketing effort is not possible due to the brief exposure time.
8. Payment will be made in cash in U.S. dollars, or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.
10. This definition can also be modified to provide for valuation with specified financing terms.

Marketing Time

An opinion of the amount of time it might take to sell a real or personal property interest at the concluded market value level during the period immediately after the effective date of an appraisal. Marketing time differs from exposure time, which is always presumed to precede the effective date of an appraisal.

Market Rent

The most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of the lease agreement, including permitted uses, use restrictions, expense obligations, term, concessions, renewal and purchase options, and tenant improvements.

Market Value

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. buyer and seller are typically motivated;
2. both parties are well informed or well advised, and acting in what they consider their own best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.
6. (Source: Code of Federal Regulations, Title 12, Chapter I, Part 34.42[g]; also Interagency Appraisal and Evaluation Guidelines, Federal Register, 75 FR 77449, December 10, 2010, page 77472)

Multifamily Property Type

Residential structure containing five or more dwelling units with common areas and facilities. (Source: Appraisal Institute Commercial Data Standards and Glossary of Terms, Chicago, Illinois, 2004 [Appraisal Institute])

Multifamily Classifications

Garden/Low Rise Apartments: A multifamily development of two- or three-story, walk-up structures built in a garden-like setting; customarily a suburban or rural-urban fringe development. (Source: *Appraisal Institute*)

Mid/High-Rise Apartment Building: A multifamily building with four or more stories, typically elevator-served. (Source: *Appraisal Institute*)

Prospective Opinion of Value

A value opinion effective as of a specified future date. The term does not define a type of value. Instead, it identifies a value opinion as being effective at some specific future date. An opinion of value as of a prospective date is frequently sought in connection with projects that are proposed, under construction, or under conversion to a new use, or those that have not yet achieved sellout or a stabilized level of long-term occupancy.

Rentable Floor Area (RFA)

Rentable area shall be computed by measuring inside finish of permanent outer building walls or from the glass line where at least 50% of the outer building wall is glass. Rentable area shall also include all area within outside walls less stairs, elevator shafts, flues, pipe shafts, vertical ducts, air conditioning rooms, fan rooms, janitor closets, electrical closets, balconies and such other rooms not actually available to the tenant for his furnishings and personnel and their enclosing walls. No deductions shall be made for columns and projections unnecessary to the building. (Source: *Income/Expense Analysis, 2013 Edition – Conventional Apartments, Institute of Real Estate Management, Chicago, Illinois*)

Replacement Cost

The estimated cost to construct, at current prices as of the effective appraisal date, a substitute for the building being appraised, using modern materials and current standards, design and layout.

Reproduction Cost

The estimated cost to construct, at current prices as of the effective date of the appraisal, an exact duplicate or replica of the building being appraised, using the same materials, construction standards, design, layout, and quality of workmanship and embodying all the deficiencies, superadequacies, and obsolescence of the subject building.

Room Count

A unit of comparison used primarily in residential appraisal. No national standard exists on what constitutes a room. The generally accepted method is to consider as separate rooms only those rooms that are effectively divided and to exclude bathrooms.


Stabilized Income


Income at that point in time when abnormalities in supply and demand or any additional transitory conditions cease to exist and the existing conditions are those expected to continue over the economic life of the property; projected income that is subject to change, but has been adjusted to reflect an equivalent, stable annual income.


Appendix C

Comparable Data

Multifamily Rent Comparables

RENT COMPARABLE		No.	1
	Property Name:	1155 Warburton Avenue	
	Address:	1155 Warburton Avenue	
	City/State/Zip:	Yonkers, NY 10701	
	Year Built:	1979	
	Renovated:	2006	
	Floors:	12	
	Total Units:	338	
Building Amenities			
Concierge, Rooftop Terrace, Sauna, Garage Parking, Fitness Room, Bike Room			
Unit Amenities			
Stove/Oven, Floor Covering-Wood, Air conditioning - Window/Wall Unit, Stainless Steel Appliances, Dishwasher, Refrigerator, Granite/Stone Countertops			

RENT COMPARABLE		No.	2
	Property Name:	33 North 3rd Avenue	
	Address:	33 North 3rd Avenue	
	City/State/Zip:	Mt Vernon, NY 10550	
	Year Built:	n/avail	
	Floors:	7	
	Total Units:	175	
Building Amenities			
Laundry Facility, Garage Parking			
Unit Amenities			
Stove/Oven, Floor Covering-Wood, Air conditioning - Window/Wall Unit, Stainless Steel Appliances, Dishwasher, Refrigerator, Granite/Stone Countertops			

RENT COMPARABLE		No.	3
	Property Name:	57 Alexander Street	
	Address:	57 Alexander Street	
	City/State/Zip:	Yonkers, NY 10701	
	Year Built:	2023	
	Floors:	7	
	Total Units:	440	
Building Amenities			
Swimming Pool, Grilling Area, Fitness Room, Rooftop Terrace, Concierge, Garage Parking, EV Chargers, Bike Room, Common Area WiFi			
Unit Amenities			
Dishwasher, Refrigerator, Washer/Dryer In Unit, Stove/Oven, Floor Covering-Wood, Air Conditioning, Stainless Steel Appliances, Granite/Stone Countertops			

RENT COMPARABLE No. 4



Property Name: 28 Division Street
 Address: 28 Division Street
 City/State/Zip: New Rochelle, NY 10801

 Year Built: 2024
 Floors: 28
 Total Units: 392

Building Amenities

Grilling Area, Dog Park, Rooftop Terrace, Concierge, Fitness Room, Playground, EV Chargers, Bike Room

Unit Amenities

Washer/Dryer In Unit, Stove/Oven, Floor Covering-Wood, Air Conditioning, Granite/Stone Countertops, Stainless Steel Appliances, Dishwasher, Refrigerator

RENT COMPARABLE No. 5



Property Name: 697 Bronx River Road
 Address: 697 Bronx River Road
 City/State/Zip: Yonkers, NY 10708

 Year Built: 2020
 Floors: 9
 Total Units: 160

Building Amenities

Concierge, Rooftop Terrace, Fitness Room, Storage, Laundry Facility

Unit Amenities

Stove/Oven, Floor Covering-Wood, Air Conditioning, Stainless Steel Appliances, Dishwasher, Granite/Stone Countertops, Refrigerator

RENT COMPARABLE No. 6



Property Name: 1133 Warburton Avenue
 Address: 1133 Warburton Avenue
 City/State/Zip: Yonkers, NY 10701

 Year Built: 2017
 Floors: 10
 Total Units: 330

Building Amenities

Garage Parking, Fitness Room, Grilling Area, EV Chargers, Swimming Pool, Concierge, Clubhouse, Rooftop Terrace, Spa

Unit Amenities

Washer/Dryer In Unit, Stove/Oven, Floor Covering-Wood, Dishwasher, Refrigerator, Granite/Stone Countertops, Air Conditioning, Stainless Steel Appliances, Walk-in Closets

RENT COMPARABLE No. 7



Property Name: 20 Water Grant Street
Address: 20 Water Grant Street
City/State/Zip: Yonkers, NY 10701

Year Built: 2018
Floors: 10
Total Units: 340

Building Amenities

Grilling Area, Fitness Room, Rooftop Terrace, Meeting Room

Unit Amenities

Washer/Dryer In Unit, Stainless Steel Appliances, Granite/Stone Countertops, Walk-in Closets, Patios/Balcony, Stove/Oven, Floor Covering-Wood, Air Conditioning, Dishwasher, Refrigerator

RENT COMPARABLE No. 8



Property Name: 34 South Lexington Avenue
Address: 34 South Lexington Avenue
City/State/Zip: White Plains, NY 10606

Year Built: 1985
Renovated: 2000
Total Units: 125

Building Amenities

Clubhouse, Fitness Room, Rooftop Terrace, Garage Parking, EV Chargers

Unit Amenities

Stove/Oven, Floor Covering-Wood, Air Conditioning, Stainless Steel Appliances, Dishwasher, Refrigerator, Granite/Stone Countertops

Appendix D

Engagement Letter

JLL VALUE AND RISK ADVISORY

Engagement Agreement

July 18, 2024

Joshua Dickens
Assistant Project Manager
Trinity NY Development LLC
617-720-8400 x1540
JDickens@trinityfinancial.com

Greetings,

We are pleased to provide this contract for services:

Property type	Multi-housing
Property address	20 South Second Avenue, Mount Vernon, NY
Property interest	Fee Simple
Interest appraised	Fee Simple
Purpose	Market Demand & Fair Market Rent
Intended user(s)	Client
Intended use	Due Diligence
Value provided	As Is as of Date of Most Recent Inspection
Appraisal standards	USPAP
Property inspection	No new inspection
Report option	Market Study
Fee	\$2,500
Expenses	All inclusive
Retainer	No retainer required
Delivery date	1 week

A PDF of the report(s) will be delivered to the client contact identified in this engagement agreement.

Hard copies available upon request.



JLL's Value and Risk Advisory platform leverages the firm's global experience and deep knowledge of local real estate markets to provide industry-leading valuation, market analytics and advisory services to a wide range of clients. We offer the highest quality market insights and property valuations to help our clients make optimal business decisions and manage risk. JLL Value and Risk Advisory is comprised of over 2,000 valuation experts and 146 offices globally.

This engagement letter is subject to the General Terms and Conditions attached to this letter as Exhibit A, the Statement of Assumptions and Limiting Conditions attached to this letter as Exhibit B.

Upon your acceptance of this Agreement, we will introduce the team completing the assignment, provide our information request and coordinate a property tour, if applicable. Per USPAP, we are required to analyze any current purchase for the subject property and request that copies of these, or a term sheet be provided with other applicable information.

We appreciate the opportunity to be of service.

Sincerely,

JLL VALUATION & ADVISORY SERVICES, LLC

A handwritten signature in black ink, appearing to read "Peter C. Rastetter".

Peter C. Rastetter, MAI
Executive Director
212-915-7288
peter.rastetter@jll.com

AGREED AND ACCEPTED BY

Client company:



Signature

7/23/2024

Date

Rebecca Hemenway

Printed Name

rhemenway@trinityfinancial.com

Email Address

Authorized Signatory

Title

617-398-2532

Phone Number

Contact for data and site visit:

Eva Erlich

Printed Name

eerlich@trinityfinancial.com

Email Address

Trinity Financial

Company

617-398-2528

Phone Number

Deliver to (if different than client):

Printed Name

Email Address

Company

Phone Number

Invoice to (if different than client):

Attn: Accounts Payable

Name

Company

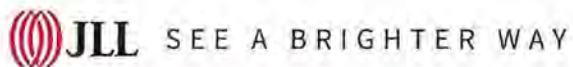
Street Address

City, ST, Zip

billings@trinityfinancial.com

Email Address

Phone Number



RETAINER INSTRUCTIONS

We appreciate your business!

Tax ID: 81-3802842

To expedite service, we prefer retainers are sent via wire:

1. Wire instructions:

Account name: JLL Valuation & Advisory Services
BMO Harris Bank N.A. IL United States
Account number: 304-440-1
ABA#: 071000288
Bank address:
BMO Harris Bank N.A.
PO Box 71893
Chicago, IL 60694-1893

If necessary, you can mail checks to:

2. Mail check to:

BMO Harris Bank N.A.
PO Box 71893
Chicago, IL 60694-1893
United States

If you plan to mail the retainer check, please make sure it is sent ONLY to the lockbox instructions above and not to any JLL office.

Important! Please include **"RETAINER CHECK"** and the property/portfolio name, and/or property address so we can easily identify and match to your assignment. This will help us expedite processing. Thank you.

Exhibit A**Terms and Conditions****1. INTRODUCTION**

- 1.1 These Terms and Conditions supplement the proposal, agreement, letter of engagement or email (the "engagement") between JLL Valuation and Advisory Services, LLC and the Client indicated in the engagement that sets out details of the Services to be provided to the Client. All capitalized terms in this exhibit have the meanings given to them in the engagement unless given a different meaning in this exhibit. These Terms and Conditions, together with the engagement and all other exhibits, schedules and riders to the engagement, are collectively called the "agreement".

2. SERVICES

- 2.1 We will provide the Services using reasonable care and skill.
- 2.2 We may make changes to the Services if necessary to comply with any law or safety requirement. We will notify you if that happens. Otherwise, each of us must agree in writing to any changes to the Services, the Fees, or any other provision of the agreement.

3. CLIENT OBLIGATIONS

- 3.1 You agree to give us all documents and other information that we advise you are reasonably necessary for us to provide the Services.
- 3.2 You will maintain adequate property and public liability insurance to reasonably insure property that you own or occupy and any activities on that property. You will obtain all necessary licenses, permissions and consents which may be required to enable us to perform the Services (other than professional licenses that we are required to maintain to perform the Services). You are responsible to keep your property in a safe condition so that we may perform the Services in reasonable safety.
- 3.3 You will notify us promptly if you believe any information you have provided is incomplete or inaccurate.

4. DELAY

We are not responsible for any delay in our performance of the Services if caused by any event beyond our reasonable control, or for any delay caused by your failure to comply with the agreement.

5. FEES, EXPENSES AND PAYMENT

- 5.1 Our fee in its entirety is earned upon delivery of the first report. We will invoice you at time of delivery for any outstanding balance.
- 5.2 You agree that your obligation to pay the Fee is not contingent upon the results, conclusions or recommendations we provide.
- 5.3 If we are asked to invoice any other party, you agree to settle our invoice immediately if the other party does not do so within 30 days of the date of the invoice.
- 5.4 Delinquent payments under the agreement will earn interest at the rate of one and one-half percent (1-1/2%) per month from the date due until paid, or if lower, the maximum rate permitted by law. If the Fee or any part of it remains unpaid 30 days after it was due, you may not use any report or work product we have delivered to you for any reason.
- 5.5 If you terminate this agreement before the Services are completed, you will pay us, no later than the termination date, a reasonable fee proportionate to the part of the Services performed to the date of termination.
- 5.6 Our rights under Section 5.3 and 5.4 are in addition to, and will not limit, our right to pursue any other rights and remedies under the agreement or at law or in equity.

6. INDEMNITY

You agree to indemnify and defend us and hold us harmless from any loss, liability or expense (including attorneys' fees) arising from a third-party action, claim or proceeding ("Loss") that we suffer arising out of the agreement or the Services, other than Loss that a court of competent jurisdiction has determined was the result of our negligence or willful misconduct. We agree to indemnify and defend you and hold you harmless from any Loss that you suffer arising out of our negligent performance of Services under the

agreement, other than Loss that is found by a court of competent jurisdiction to result from your negligence or willful misconduct.

7. EXCLUSIONS OF, AND LIMITATIONS ON, LIABILITY

- 7.1 **EACH OF US WAIVES ANY CLAIMS AGAINST THE OTHER FOR LOSS OF PROFITS, CONSEQUENTIAL, PUNITIVE, EXEMPLARY OR SIMILAR DAMAGES IN CONNECTION WITH THE AGREEMENT. IN NO EVENT SHALL OUR LIABILITY IN CONNECTION WITH THE AGREEMENT EXCEED THE FEE PAID TO US HEREUNDER.**

8. TERMINATION

- 8.1 Either of us may terminate the agreement without reason by giving 30 days' advance written notice to the other.
- 8.2 Either of us may terminate the agreement immediately if the other breaches the agreement and fails to remedy the breach within 10 days of notice by the non-breaching party.
- 8.3 We may terminate the agreement immediately for any of the following reasons:
- (a) We cannot provide any of the Services due to conditions beyond our reasonable control.
 - (b) In our reasonable opinion, there is insufficient information available to provide a report or other work product that meets our standards.
 - (c) A conflict of interest arises which prevents us from acting for you.
 - (d) You have asked us to provide reports or work product that we do not consider to be accurate.

9. ASSUMPTIONS AND LIMITATIONS

- 9.1 Any report or other work product we deliver as part of the Services will be subject to our standard Statement of Assumptions and Limiting Conditions, provided as an exhibit and as part of the agreement, which will be incorporated into the report or work product.
- 9.2 We understand that you may wish to use the report or other work product we deliver as part of the Services to support your Stark law and Anti-Kickback compliance process. Our reports and work product are appraisals prepared pursuant to Uniform Standards of Professional Appraisal Practice, and do not undertake to evaluate any such compliance. You acknowledge that many factors in addition to property value must be considered to determine Stark or anti-kickback law compliance and agree that any reports and work product we deliver make no opinion or representation that any transaction involving property we appraise is compliant with Stark law or any anti-kickback law.

10. CONFIDENTIALITY

- 10.1 We each agree to maintain the confidentiality of each other's confidential information and will not disclose any information received in confidence from each other, until two years after termination or expiration of the agreement, except where required to do so by law.
- 10.2 Any report or other work product that we deliver to you in connection with the Services is confidential and may be used by only you, unless we agree otherwise in writing.

11. INTELLECTUAL PROPERTY RIGHTS

- 11.1 We retain all copyright (and other intellectual property rights) in all materials, reports, systems and other deliverables which we produce or develop for the purposes of the agreement, or which we use to provide the Services.
- 11.2 You will not reproduce or copy any part of any report or other work product we produce as part of the Services without our prior written consent.
- 11.3 In the event that you would like to receive certain information considered by us in the preparation of the report in electronic form, we will grant you access to Valorem, one of our technology tools. More information regarding Valorem and your access to it can be found on Exhibit C.

12. GENERAL

- 12.1 The agreement may be modified only by a written agreement signed by both of us. Liability accruing before the agreement terminates or expires will survive termination or expiration.
- 12.2 The agreement states the entire agreement, and supersedes all prior agreements, between the parties with respect to the matters described in the agreement.
- 12.3 If a court determines that any part of the agreement is unenforceable, the remainder of the agreement will remain in effect.

- 12.4 The agreement is governed by the laws of the State of Illinois. Each of us irrevocably submits to the exclusive jurisdiction of the courts of that State.
- 12.5 The agreement may be executed in multiple counterparts.
- 12.6 No director, officer, agent, employee, or representative of either of us has any personal liability in connection with the agreement.
- 12.7 Neither of us may assign or transfer any rights or obligations under the agreement without the prior written approval of the other. We each agree to be reasonable in evaluating such a request for approval.
- 12.8 If there is any conflict between the terms of the letter and this exhibit, the terms of the letter will prevail.
- 12.9 If either of us fails to enforce any provision or exercise any right under the Agreement at any time, that failure will not operate as a waiver to enforce that provision or to exercise that right at any other time.
- 12.10 The agreement does not establish any partnership or joint venture between us or make either of us the agent of the other.
- 12.11 A person who is not a party to the agreement does not have any rights to enforce its terms unless specifically agreed in writing.
- 12.12 Neither of us may publicize or issue any specific information to the media about the Services or the agreement without the written consent of the other.
- 12.13 Each of us represents to the other that it is not a person or entity with whom U.S. entities are restricted from doing business under regulations of the Office of Foreign Asset Control ("OFAC") of the Department of the Treasury (including those named on OFAC's Specially Designated and Blocked Persons List) or under any statute, executive order or other governmental action. Each of us agrees to comply with all applicable laws, statutes, and regulations relating to anti-bribery and anti-corruption.
- 12.14 If either party does not comply with the obligations under the agreement and legal action is commenced to enforce the rights under the agreement, the losing party will reimburse the prevailing party reasonable costs (including attorneys' fees), associated with such action. **THE PARTIES HEREBY WAIVE TRIAL BY JURY.**
- 12.15 Upon request by you, we will provide commercial general liability additional insured coverage to the property owner or its affiliates to the extent a loss is attributable to our negligence.
- 12.16 Sections 5, 6, 7, 10, 11, 12.1, 13, 17 and 18 will survive termination of the agreement.

13. USE OF DATA AND DATA PROTECTION

- 13.1 You agree as follows: (i) The data we collect in connection with the agreement will remain our property. (ii) We and our affiliates may utilize, sell and include data you have provided (either in the aggregate or individually) in our databases and our affiliates and for use in derivative products. (iii) We may utilize all data already in the public domain on an unrestricted basis.
- 13.2 In order for us to provide the Services, we may need to record and maintain in hard copy and/or in electronic form, information regarding the Client, its officers and any other individuals connected with the Client (collectively "Data Subjects"). We may also verify the identity of Data Subjects, which could include carrying out checks with third parties such as credit reference, anti-money laundering or sanctions checking agencies.
- 13.3 We may use all information that we hold regarding Data Subjects to provide the Services. We may also use and share it with third parties for other purposes as described in our Privacy Statement available at www.jll.com. We may use both commercially available and proprietary software programs to perform the Services (web based and others).

14. SPECIAL EXPERTS

- 14.1 If you request our assistance in hiring a special expert to contribute to any assignment (such as a surveyor, environmental consultant, land planner, architect, engineer, business, personal property, machinery and equipment appraiser, among others), you will perform your own due diligence to qualify the special expert. You will be responsible to pay for the services of the special expert.
- 14.2 We are not responsible for the actions and findings of any special expert. You agree to indemnify and defend us and hold us harmless from all damages that may arise out of your reliance on any special expert.

15. CONFLICTS POLICY

We adhere to a strict conflict of interest policy. If we learn of a conflict of interest, we will notify you and recommend a course of action to resolve the conflict. If we learn of a conflict that we do not believe can be resolved, we may terminate the agreement without penalty.

16. FIRREA REQUIREMENTS

Federal banking regulations require banks and other lending institutions to engage appraisers where FIRREA compliant appraisals must be used in connection with mortgage loans or other transactions involving federally regulated lending institutions. Given that requirement, any report produced by us under the agreement, if ordered independent of a financial institution or agent, might not be FIRREA compliant or acceptable to a federally regulated financial institution.

17. USPAP REQUIREMENTS

The Ethics Rule of the Uniform Standards of Professional Appraisal Practice ("USPAP") requires us to disclose to you any prior services (appraisal or otherwise) performed within three years prior to the date of this letter by our individual appraiser who will be performing Services for the Property. We represent that to our knowledge, that we have not provided prior services within the designated disclosure period, outside of what we have identified.

18. USE OF WORK PRODUCT AND RELIANCE

- 18.1 You agree that any report or other work product we produce in connection with the Services are for your use only, and only for the purpose indicated in the agreement. No person or entity other than the Client may use or rely on any such report or work product unless we consent otherwise in writing, even if such reliance is foreseeable. Any person who receives a copy of any report or other work product we produce as a consequence of disclosure requirements that apply to the Client, does not become an intended user of this report unless the Client specifically identified them at the time of the engagement.
- 18.2 You will not use any such report or work product in connection with any public documents. You will not refer to us in any public documents without our prior written consent. We may give or withhold our consent in our sole discretion for any purpose under this Section 18.
- 18.3 Notwithstanding the foregoing, we understand that applicable law in eminent domain proceedings may require you to disclose our reports and work product to landowners and to otherwise make our reports and work product available to the public. To the extent required by applicable law, we consent to such disclosure. However, you and only you, and no such landowner or other person or entity, may rely on our reports or our work product.

19. LITIGATION MATTERS

- 19.1 We are not required to testify or provide court-related consultation or to be in attendance in court unless we have agreed to do so in the agreement or otherwise in writing, or if required by law.
- 19.2 If we receive a subpoena or other judicial command to produce documents or to provide testimony in a lawsuit or proceeding regarding the agreement, we will notify you if allowed by law to do so. However, if we are not a party to these proceedings, you agree to compensate us for our professional time at the then prevailing hourly rates of the personnel responding to the subpoena or providing testimony, and to reimburse us for our actual expenses incurred in responding to any such subpoena or judicial command, including attorneys' fees, if any, as they are incurred.

Exhibit B**Statement of Assumptions and Limiting Conditions**

1. All reports and work product we deliver to you (collectively called "report") represents an opinion of value, based on historical information and forecasts of market conditions. Actual results may vary from those forecasts in the report. There is no guaranty or warranty that the opinion of value reflects the actual value of the property.
2. The conclusions stated in our report apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events. Assessed values may change significantly and unexpectedly over short periods. We are not liable for any conclusions in the report that may be different if there are subsequent changes in value. We are not liable for loss relating to reliance upon our report more than three months after its date.
3. There may be differences between projected and actual results because events and circumstances frequently do not occur as predicted, and those differences may be material. We are not liable for any loss arising from these differences.
4. We are not obligated to predict future political, economic or social trends. We assume no responsibility for economic factors that may affect or alter the opinions in the report if the economic factors were not present as of the date of the letter of transmittal accompanying the report.
5. The report reflects an appraisal of the property free of any liens or encumbrances unless otherwise stated.
6. We assume responsible ownership and competent property management.
7. The appraisal process requires information from a wide variety of sources. We have assumed that all information furnished by others is correct and complete, up to date and can be relied upon, but no warranty is given for its accuracy. We do not accept responsibility for erroneous information provided by others. We assume that no information that has a material effect on our appraisal has been withheld.
8. We assume the following, unless informed to the contrary in writing: Each property has a good and marketable title. All documentation is satisfactorily drawn and that there are no encumbrances, restrictions, easements or other adverse title conditions, which would have a material effect on the value of the interest under consideration. There is no material litigation pending involving the property. All information provided by the Client, or its agents, is correct, up to date and can be relied upon. We are not responsible for considerations requiring expertise in other fields, including but not limited to: legal descriptions, interpretation of legal documents and other legal matters, geologic considerations such as soils and seismic stability, engineering, or environmental and toxic contaminants. We recommend that you engage suitable consultants to advise you on these matters.
9. We assume that all engineering studies correct. The plot plans and illustrative material in the report are included only to help the reader visualize the property.
10. We assume that there are no hidden or unapparent conditions of the property, subsoil or structures that render it more or less valuable. We are not responsible for such conditions or for obtaining the engineering studies that may be required to discover them.
11. We assume that the property is in full compliance with all applicable federal, state, and local environmental regulations and laws unless the lack of compliance is stated, described, and considered in the report. We have not made or requested any environmental impact studies in conjunction with the report. We reserve the right to revise or rescind any opinion of value that is based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the report assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.

12. Unless otherwise stated in the report, you should assume that we did not observe any hazardous materials on the property. We have no knowledge of the existence of such materials on or in the property; however, we are not qualified to detect such substances, and we are not providing environmental services. The presence of substances such as asbestos, urea-formaldehyde foam insulation and other potentially hazardous materials may affect the value of the property. Our report assumes that there is no such material on or in the property that would cause a loss in value. We do not assume responsibility for such conditions or for any expertise or engineering knowledge required to discover them. We encourage you to retain an expert in this field, if desired. We are not responsible for any such environmental conditions that exist or for any engineering or testing that might be required to discover whether such conditions exist. We are not experts in the field of environmental conditions, and the report is not an environmental assessment of the property.
13. We may have reviewed available flood maps and may have noted in the report whether the property is generally located within or out of an identified Special Flood Hazard Area. However, we are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property. Any opinion of value we include in our report assumes that floodplain and/or wetlands interpretations are accurate.
14. We have not made a specific survey or analysis of the property to determine whether it is in compliance with the Americans with Disabilities Act ("ADA"), Stark law or any anti-kickback laws. We claim no expertise in such issues and render no opinion regarding compliance of you or the property with ADA, Stark law or anti-kickback law or regulations.
15. We assume that the property conforms to all applicable zoning and use regulations and restrictions unless we have identified, described and considered a non-conformity in the report.
16. We assume that all required licenses, certificates of occupancy, consents, and other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the opinion of value contained in the report is based.
17. We assume that the use of the land and improvements is confined within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.
18. We have not made any investigation of the financial standing of actual or prospective tenants unless specifically noted in the report. Where properties are valued with the benefit of leasing, we assume, unless we are informed otherwise, that the tenants are capable of meeting their financial obligations under the leases, all rent and other amounts payable under the leases have been paid when due, and that there are no undisclosed breaches of the leases.
19. We did not conduct a formal survey of the property and assume no responsibility for any survey matters. The Client has supplied the spatial data, including sketches and/or surveys included in the report, and we assume that data is correct, up to date and can be relied upon.
20. Unless otherwise stated, the opinion of value included in our report excludes any additional value attributable to goodwill, or to fixtures and fittings which are only of value, in situ, to the present occupier. We have made no allowance for any plant, machinery or equipment unless they form an integral part of the building and would normally be included in a sale of the building. We do not normally carry out or commission investigations into the capacity or condition of services being provided to the property. We assume that the services, and any associated controls or software, are in working order and free from defect. We also assume that the services are of sufficient capacity to meet current and future needs.
21. In the case of property where construction work is in progress, such as refurbishment or repairs, or where developments are in progress, we have relied upon cost information supplied to us by the Client or its appointed experts or upon industry accepted cost guides. In the case of property where construction work is in progress, or has recently been completed, we do not make allowance for any

liability already incurred, but not yet discharged, in respect of completed work, or obligations in favor of contractors, subcontractors or any members of the professional or design team. We assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

22. Any allocation in the report of value between the land and the improvements applies only under the stated program of utilization. The separate values allocated to the land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
23. The report is confidential to the party to whom it is addressed, and those other intended users specified in the report for the specific purpose to which it refers. Use of the report for any other purpose or use by any party not identified as an intended user of the report without our prior written consent is prohibited, and we accept no responsibility for any use of the report in violation of the terms of this Agreement.
24. We are not required to testify or provide court-related consultation or to be in attendance in court unless we have agreed to do so in writing.
25. Neither the whole report, nor any part, nor reference thereto, may be published in any manner without our prior written approval.
26. We may rely on, and will not verify, the accuracy and sufficiency of documents, information and assumptions provided to it by the Client or others. We will not verify documents, information and assumptions derived from industry sources or that we or our affiliates have prepared in the regular course of business. We are not liable for any deficiency in the report arising from the inaccuracy or insufficiency of such information, documents and assumptions. However, our report will be based on our professional evaluation of all such available sources of information.
27. WE ARE NOT LIABLE TO ANY PERSON OR ENTITY FOR LOSS OF PROFITS, CONSEQUENTIAL, PUNITIVE, EXEMPLARY OR SIMILAR DAMAGES IN CONNECTION WITH THIS AGREEMENT. IN NO EVENT SHALL OUR LIABILITY NOR THAT OF OUR AFFILIATES IN CONNECTION WITH THIS AGREEMENT EXCEED THE FEE PAID TO US HEREUNDER.
28. Unless expressly advised to the contrary, we assume that appropriate insurance coverage is and will continue to be available on commercially acceptable terms.
29. We assume that no material changes in any applicable federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
30. We may determine during the course of the assignment that additional Hypothetical Conditions and Extraordinary Assumptions may be required in order to complete the assignment. The Report will be subject to those Hypothetical conditions and Extraordinary Assumptions. Each Person that is permitted to use the report agrees to bound by all the Assumptions and Limiting Conditions and any Hypothetical Conditions and Extraordinary Assumptions stated in the report.

Exhibit C**Valorem Terms and Conditions**

We are prepared to provide certain information considered in the preparation of the Report additionally in electronic form. For this purpose, we will grant you access to Valorem, one of our technology tools ("Valorem"). This service will be provided to you free of any additional charge. The parties agree and accept that Valorem and the information contained therein may only be used by you to facilitate the review of the Report (final version) to be prepared by us (the "Valorem Permitted Use"). Any other use of Valorem is only permitted with our prior written consent.

We do not accept any liability for damages resulting from any use of Valorem or the information contained therein other than for the Valorem Permitted Use (including without limitation the transfer of information contained in Valorem into other databases or the processing or your interpretation of such information).

We make no representation or warranty, express or implied, for the correct programming of formulas, links, macros or other software features which may be used in Excel-Access or other electronic files made available in Valorem. In the case of a discrepancy between the final Report and the information made available in Valorem, the Report shall prevail.

Access to Valorem will be granted for a period of three (3) months after submission of the final report. We may add, remove or amend documents in Valorem at any time and you shall be responsible for verifying any and all such updates.

We are, in our full discretion, entitled to limit, interrupt or finally terminate this additional service (in particular for technical reasons). A limitation, interruption or final termination of the access to Valorem does not entitle you to any deductions from the fees agreed with us or to any other claims against us (in particular claims for compensation of damages). This same shall apply with respect to any updates of Valorem.

You are not permitted to copy or replicate nor communicate or make available the content, functionality, structure or functioning of Valorem to third parties without our prior written consent. You shall keep login information (including usernames and passwords) confidential and shall not share the same with any third parties. Any decisions taken to install plug-ins, downloads, upgrades or any other software in connection with access to Valorem shall be taken entirely at your sole risk. We shall in no way be responsible for any consequential events.

What we do and how we do it

Combining unrivaled experience with unmatched intelligence, we deliver a panoramic view of real estate value and risk for confident, fast investment and lending decisions.

As your trusted advisor of choice, we take a sector-led approach that allows for unrivaled expertise and continuity in every real estate asset class.

Our appraisal services include 3rd-party MAI market valuations, fee simple, leased fee and going concern valuations, quarterly & annual portfolio valuations and Net Asset Valuations (NAV).

Sectors



Office



Industrial



Retail



Multi-housing



Affordable Housing



Healthcare



Seniors Housing



Hotels & Hospitality



Data Centers



Manufactured Housing

Services



Appraisals



Market Studies



Property Tax



Complex Analysis &
Litigation Support



Environmental &
Property Condition



Strategic Advisory



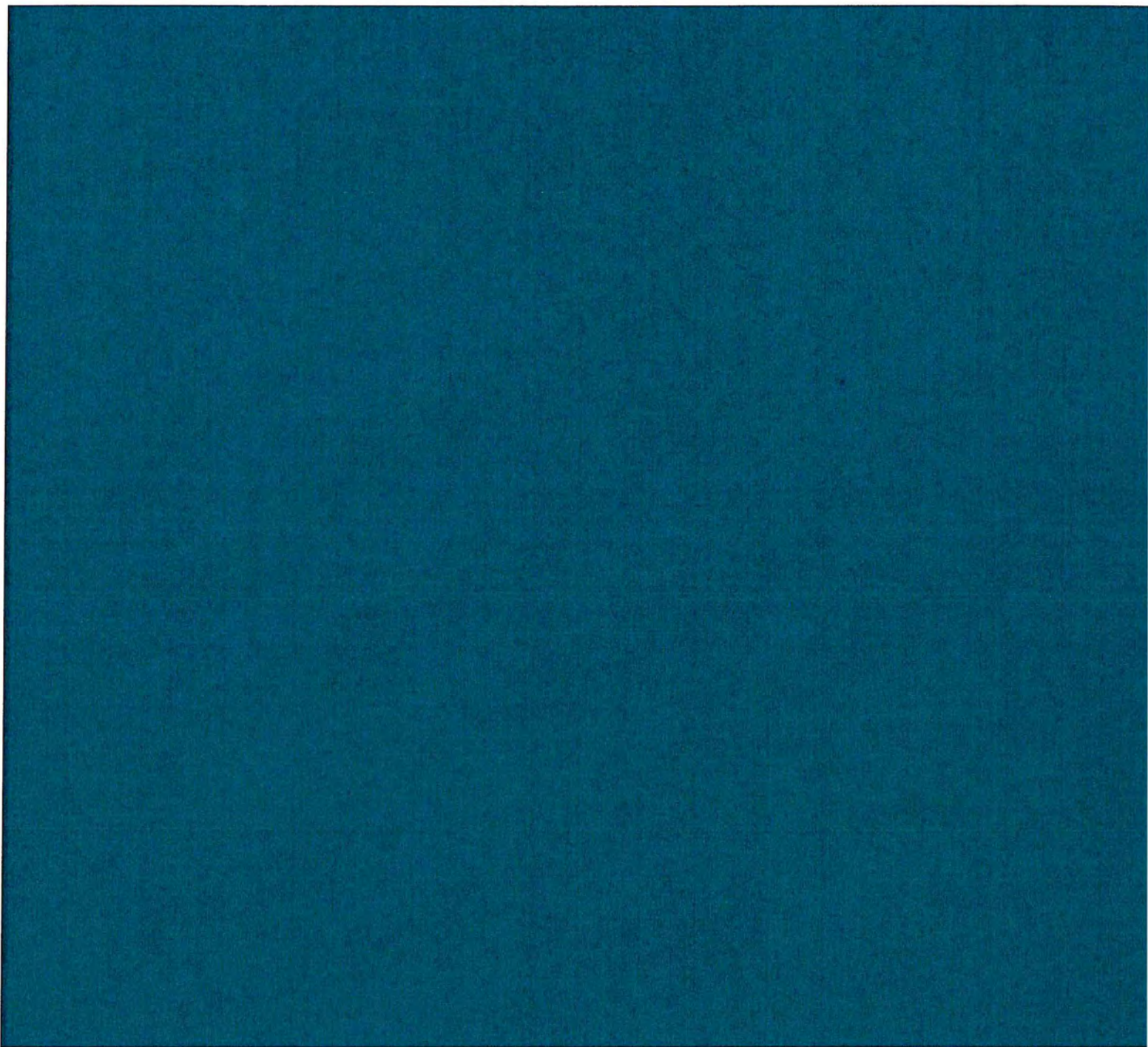
Infrastructure



Compliance



ESG



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ADDENDUM A

The following additional provisions are incorporated in and supersede any inconsistent provisions with the attached Consultant Agreement between Trinity NY Development LLC ("Developer") and JLL Valuation & Advisory Services, LLC ("Consultant") for 20 S 2nd Ave ("Project") dated July 17, 2024.

1. Additional Services. Prior to performing any services which Consultant claims may be an Additional Service or any reimbursable service that would cause the cost for Consultant's services hereunder to be exceeded, Consultant shall (i) notify Developer in writing regarding such service, (ii) provide a written estimate of the cost thereof with said notice, and (iii) obtain Owner's written consent therefor. Failure so to notify Developer and obtain Developer's written consent shall constitute a waiver of Consultant's claim for additional compensation on account of such service.

2. Limitation of Liability. Consultant shall look only to Developer's interest in the premises on which the Project is to be developed for any and all payments and claims hereunder, and Consultant agrees that none of the partners or venturers of Developer or of Trinity Financial, Inc., or any of its or their shareholders, officers, directors, employees, trustees or partners shall be personally liable under this Agreement. In no event shall Developer be liable to Consultant for consequential, incidental or indirect damages resulting from, or connected with, Developer's performance of its obligations hereunder.

Consultant's liability shall in no way be limited in the event of Consultant's breach of confidentiality, if applicable, or with respect to indemnity obligations, gross negligence, willful misconduct, intentional breach of the Consultant Agreement or violation of law.

3. Compensation; Payment Terms; Developer's Early Termination Right.

(a) Notwithstanding any provision of this Agreement to the contrary, the maximum amount of all fees, expenses, reimbursable costs and any other sums due hereunder shall in any event not exceed \$2,500, inclusive of the \$0 that has been paid to Consultant prior to the date of this Agreement.

(b) Invoices for payment shall be payable within sixty (60) days from receipt of an invoice. No interest or late fees shall be charged for late payments. All reimbursable expenses, if any, shall be payable at actual cost with no additional premium.

(b) Developer hereby reserves the right to terminate this Agreement at any time upon thirty (30) days' written notice to Consultant. Upon such notice, Consultant shall immediately discontinue its services hereunder, and shall deliver to Developer all work products prepared through the date of termination. In such event, Developer's liability hereunder shall be limited to payment of the compensation due Consultant for services provided up until the date of notice of termination of this Agreement.

4. Assignment. Notwithstanding any provision of this Agreement to the contrary, Consultant hereby agrees that Developer shall have the right to assign all of Developer's rights, title and interest in, to and under this Agreement to any of Developer's investors or lenders in connection with the development or operation of the Project contemplated hereby, and that in the event of any such assignment, the applicable assignee or assignees shall have all of the rights and remedies of Developer hereunder. Consultant agrees to execute such consents to assignment as may be reasonably required by said assignees.

5. Lender. Consultant agrees to provide access to Developer's lenders and investors upon request to inspect all plans, specifications, reports, books and records relating to the Project at any reasonable time during normal business hours. Consultant agrees to execute forms reasonably required by lenders and investors and to cooperate in all respects with Developer in order to comply with all applicable requirements of lenders and investors and under all other funding sources for the Project.

6. Certifications. Consultant shall, as part of its basic services, execute and deliver to Developer and any lender or investor in Developer such certifications as may be reasonably requested by them regarding the Project and to reasonably cooperate with Developer in order to comply with all applicable requirements of lenders and investors and under all other funding sources for the Project, to the extent possible and consistent with Consultant's personal knowledge

7. Indemnification; Insurance. Consultant and Developer hereby agrees to hold harmless, indemnify and defend (with counsel reasonably approved by Project owner) Project owner, Developer and any lender and investor in Project owner or Developer, and all affiliates thereof, from and against any and all liability, injury, expense, loss, damage or other claim by any of its agents, contractors, subcontractors or employees as a result of their actions in connection with the Project. Consultant shall at all times during the term of this Agreement maintain comprehensive general liability insurance in the minimum amount required by the financing of the project or \$2,000,000, whichever is greater, workers compensation as required by law, automobile liability with limits not less \$1,000,000 covering all owned, hired and rented or leased vehicles and professional liability in an amount no less than \$1,000,000 which shall name the Project owner, Developer and any other parties named by Developer as additional insureds thereunder. Consultant shall also, at the time of execution of this Agreement, and from time to time thereafter, upon request of Developer, deliver to Developer certificates of insurance or copies of insurance policies as Developer may request, evidencing the maintenance of the insurance required by this Section.

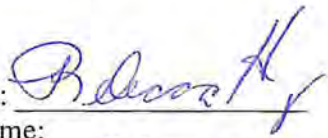
8. Ownership of Work Product. The documents furnished by Consultant shall become the property of Developer as payments are made to Consultant under this Agreement.

9. Notices. Notices under this Agreement shall be in writing and shall be deemed given when deposited with the U.S. Mail, certified or registered mail, postage prepaid, return receipt requested, when deposited with a recognized overnight courier service, or when delivered in hand with receipt acknowledged, to the addresses set forth above, or to such other address specified by like notice, and, in the case of Developer, a copy shall be sent by like notice to Trinity NY Development LLC c/o Trinity Financial, Inc., 75 Federal Street, 4th floor, Boston, MA 02110 Attention: Rebecca Hemenway.

10. Compliance with Law. All work performed under this Agreement shall be performed in compliance with (i) all applicable local, state and federal laws and regulations, including those pertaining to employment non-discrimination; and (ii) the prevailing standard of care for such services in the jurisdiction in which the work is performed.

11. Invoices for Payment. All invoices for payment should be sent to the following mailing address: c/o Trinity Financial, Inc. 75 Federal Street, 4th floor, Boston, MA 02110, Attn: Accounts Payable and/or via email to ap@trinityfinancial.com.

Developer:

By: 
Name: _____
Title: Rebecca Hemenway
Authorized Signatory

Consultant:

By: 
Name: Peter C. Rastetter, MAI
Title: Executive Director

