

La Central

FINAL SCOPE OF WORK FOR A TARGETED ENVIRONMENTAL IMPACT STATEMENT

**CEQR NO. 15HPD041X
ULURP NOS. PENDING**

April 6, 2016

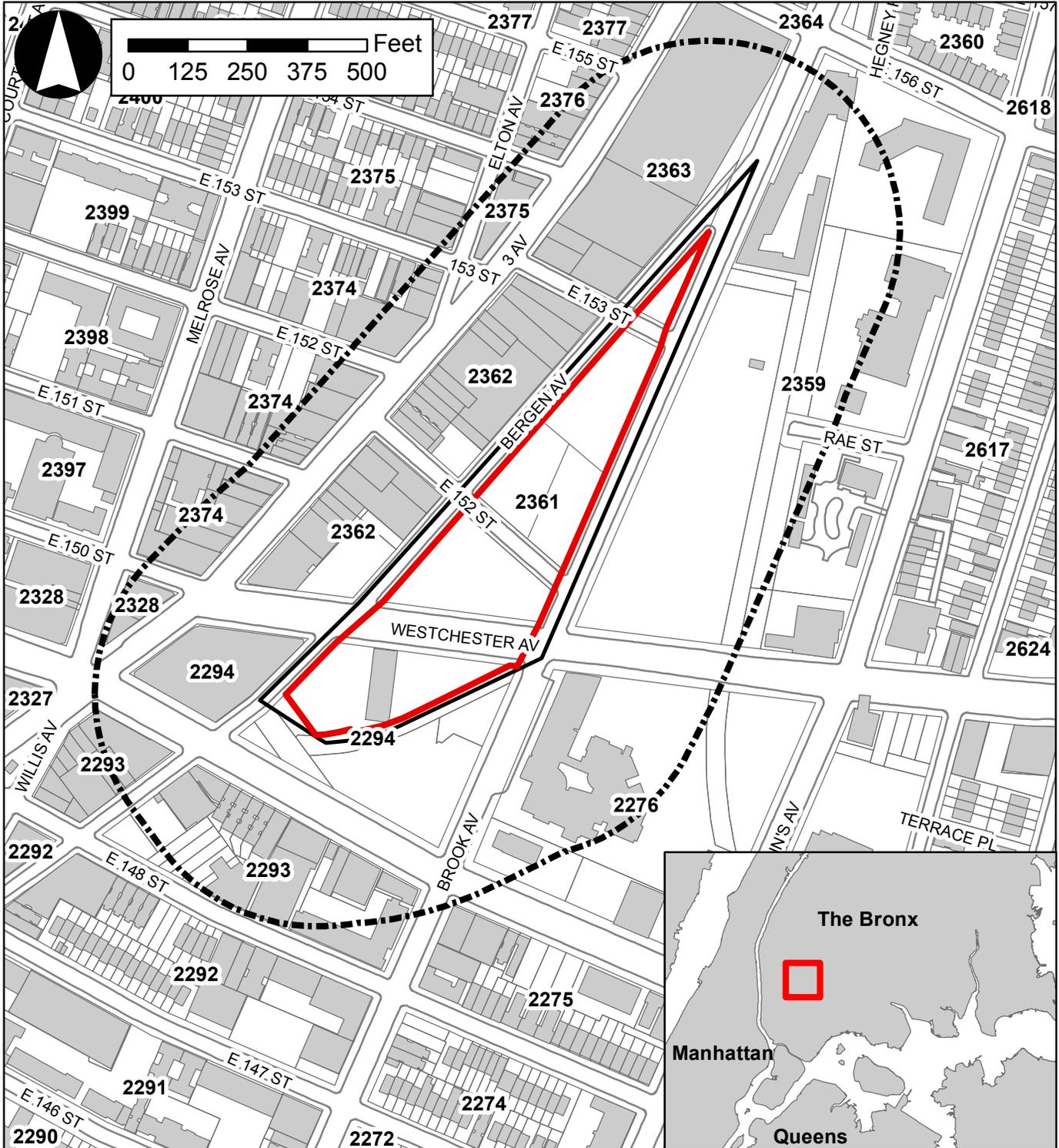
A. INTRODUCTION

This final scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed La Central development (“Proposed Project”) in the Melrose neighborhood of Bronx Community District 1. The New York City (NYC) Department of Housing Preservation and Development (HPD), on behalf of the project sponsor La Central Manager, LLC, is seeking approval for several discretionary actions (collectively, the “Proposed Actions”) to facilitate the construction of an approximately 1.1 million gross square foot (gsf) mixed-use development consisting of affordable and supportive housing, local retail and other commercial uses, community facility uses, and public open space on an underutilized approximately 4.3-acre site (the “Project Area”). The Proposed Actions include disposition of City-owned property, designation and approval of the Project Area as an Urban Development Action Area Project (UDAAP), a zoning map amendment, zoning special permits pursuant to the NYC Zoning Resolution (ZR) Section 74-74, and approval for construction financing.

Subsequent to the issuance of the draft scope of work, the City authorized a Mandatory Inclusionary Housing (MIH) program that requires through zoning actions a share of new housing to be permanently affordable. Consistent with the requirements of this program, a zoning text amendment to map a Mandatory Inclusionary Housing (MIH) area has been added to the Proposed Actions. In addition, while the areal extent of the zoning map amendment (which covers slightly more property than the City-owned Project Area) has not changed since the issuance of the draft scope of work, it was not described adequately within that document and that discrepancy, including the applicability of potential “soft sites” has been addressed in this final scope of work. Changes to the development program that have emerged since the issuance of the draft scope of work have also been incorporated.

The triangular-shaped Project Area is comprised of an assemblage of three zoning lots (Parcels A, B, C) consisting of six City-owned tax lots on portions of three blocks (Block 2363, Lot 1; Block 2361, Lots 1, 25, 26, 50; Block 2294, Lot 32). As shown in Figures 1 and 2, the Proposed Area is generally bounded by Bergen Avenue to the west, Brook Avenue to the east, and the elevated IRT #2 and #5 subway tracks to the south. It is occupied by two public parking lots, a vacant two-story building at 438 Westchester Avenue, and vacant undeveloped land.

The proposed mixed-use development would consist of five new buildings that would accommodate approximately 832 affordable dwelling units (DUs) (909,300 gsf), approximately 160 supportive housing units (77,500 gsf), approximately 46,800 gsf of local retail and other commercial uses, an approximately 50,500 gsf YMCA, and approximately 32,700 gsf of other community facility uses. The Proposed Project



Legend

-  Project Area
-  Proposed Rezoning Area
-  400-Foot Radius
- 2361 Tax Blocks



would also include up to approximately 209 accessory below-grade parking spaces, 426 enclosed bicycle spaces, a total of approximately 1.26 acres (55,151 sf) of public open space, and a total of approximately 1.19 acres (51,906 sf) of private open space for building tenants. Construction of the Proposed Project is expected to begin in 2016 with all components complete and fully operational by 2020.

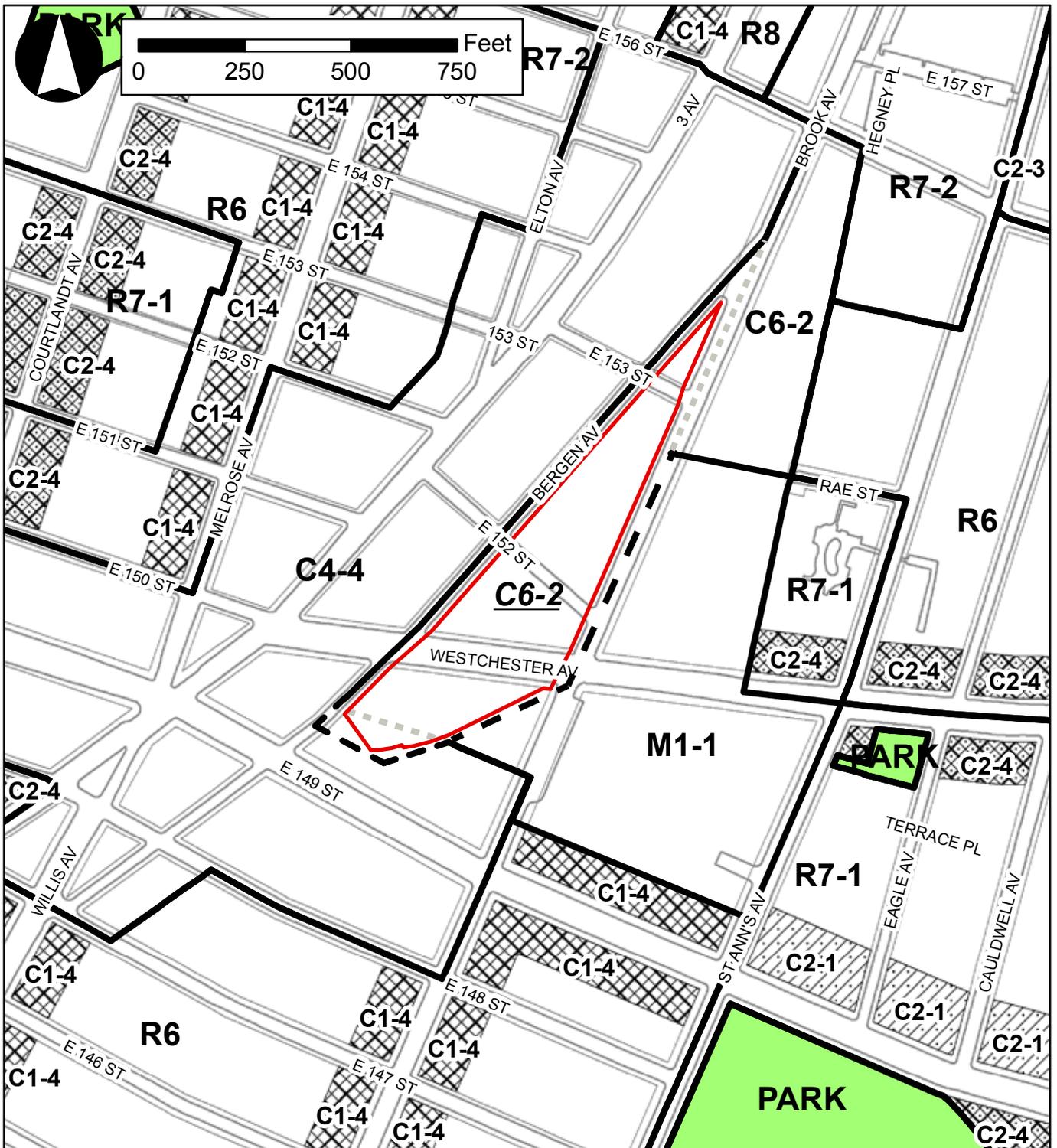
This document provides a description of the Proposed Project and required discretionary land use actions, and includes task categories for all technical areas to be analyzed in the EIS. After reviewing an Environmental Assessment Statement (EAS) dated October 5, 2015, HPD, acting as lead agency, determined that the Proposed Actions could have the potential for significant adverse impacts in three of the 20 impact categories (Community Facilities, Transportation, and Neighborhood Character) outlined in the *CEQR Technical Manual*. Therefore, a detailed assessment of likely effects in the areas of Community Facilities, Transportation, and Neighborhood Character will be prepared and disclosed in the Draft EIS (DEIS).

B. REQUIRED PUBLIC APPROVALS AND REVIEW PROCEDURES

PROPOSED ACTIONS

The Proposed Project would require several discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), and CEQR process. It is anticipated that the following discretionary public actions would be required to facilitate the Proposed Project:

- Disposition of a number of City-owned properties on portions of three blocks, including: Block 2363, Lot 1; Block 2361, Lots 1, 25, 26, 50; and Block 2294, Lot 32, by the City of New York for private development, with approval through ULURP under NYC Charter Section 197(c) and designation of the Proposed Project as an urban Development Action Area (UDAAP) pursuant to Article 16 of the General Municipal Law, with approval through ULURP and authorization by the City Council;
- A zoning map amendment (Zoning Sectional Map 6a) approval by the NYC City Planning Commission (CPC) to change the zoning of a roughly triangular area bounded by Bergen Avenue to the west, Brook Avenue to the east, and a line approximately 90 feet north of East 149th Street to the south (Block 2363, Lot 1; Block 2361, Lots 1, 25, 26, 50; and Block 2294, Lot 32, and portions of Lot 30, 55, and 1001-1005) from the existing mix of M1-1 and C4-4 zoning districts to a C6-2 zoning district throughout (see Figure 3);
- A zoning text amendment to ZR 23-90 (Appendix F) to map a Mandatory Inclusionary Housing (MIH) area throughout the Project Area;
- Three zoning special permits from the CPC pursuant to ZR Section 74-74 for a Large-Scale General Development (LSGD) applicable to the Project Area to allow the following modifications in order to achieve a superior site plan that would:
 1. Permit the distribution of total allowable floor area and required open space within the LSGD without regard to zoning lot lines pursuant to ZR Section 74-743(a)(1). This waiver is intended to allow the distribution of floor area and open space without regard for zoning lot lines, waive height and setback requirements for each building, and will waive rear yard requirements for Building A. These modifications will facilitate the creation of a site plan that is uniquely suited to the irregularly shaped Project Area, while providing



Legend

 Project Area

 Existing Zoning District Boundaries

 Existing Zoning District Boundary to be Removed

 Proposed New Zoning District Boundary

 Proposed New Zoning District

ample open space and keeping buildings close to the street to maintain pedestrian scale;

- Permit the location of buildings without regard to applicable yard, court, distance between buildings, and height and setback regulations pursuant to ZR Section 74-743(a)(2). This waiver is intended to permit: exceedances of the maximum front wall height, encroachment of required setback distances, and violation of the sky exposure planes at Buildings A, B, C, and D; obstruction in the required rear yard of Building A; and violation of the sky exposure plane at Building E; and
- Permit residential and non-residential uses to be arranged without regard for location regulations of ZR Section 32-42 pursuant to ZR Section 74-744(b). This waiver is intended to permit the placement of a Use Group 10 television studio on the first and second floors of Building B adjacent to residential uses.

Upon approval, the project sponsor would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Project Area that governs the provisions of the LSGD.

In addition, the project sponsor may seek construction financing for one or more parcels from city, state, and federal sources. At the city level, funding may be requested from HPD and the NYC Housing Development Corporation (HDC) at a future date. At the state level, funding may be requested from the New York State (NYS) Housing Finance Agency (NYSHFA) in the form of tax exempt bonds, an as-of-right four percent low-income housing tax credit (LIHTC) and capital funding, and from the NYS Homeless Housing Assistance Program (HHAP) in the form of a subsidy loan, and from the NYS Homes and Community Renewal (HCR) through the Medicaid Redesign Team (MRT) Housing Capital Program. Federal sources of funding may include the United States Department of Housing and Urban Development (HUD) financing programs, allocated by HPD.

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) AND SCOPING

The Proposed Project is subject to environmental review pursuant to CEQR procedures. An EAS was completed on October 5, 2015. A Positive Declaration, issued on October 5, 2015, established that the Proposed Project may have a significant adverse impact on the environment, thus warranting the preparation of a targeted Environmental Impact Statement (EIS). The NYC Department of Housing Preservation and Development (HPD), as lead agency, has directed that an EIS be prepared.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Project. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. This scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. The Draft Scope of Work for the EIS (dated October 5, 2015) was distributed along with a public notice of a scoping meeting on October 7, 2015. A public scoping session on the Draft Scope of Work was held on Wednesday, November 4, 2015 at 4:00 PM at the headquarters of SoBRO, 555 Bergen Avenue, Bronx NY, 10455. The period for submitting written comments remained open for 10 days after the hearing (until 5:00 PM on Monday, November 16, 2015). No comments from the general public, either in writing or orally, were received on the Draft Scope of Work. This Final Scope of Work will be used as a framework for preparing the Draft EIS (DEIS) for the Proposed Project. The Final Scope incorporates all relevant comments made on the Draft Scope and revises the extent or methodologies of the studies, as appropriate, in response to comments received by concerned City agencies during the scoping process and to include any other necessary changes to the scope of work for

the EIS.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. Issuance of the Notice of Completion signals the start of the public review period for the EIS. During this time the public may review and comment on the DEIS, either in writing and/or at a public hearing that is convened for the purpose of receiving such comments. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate project impacts and proposed mitigation measures before deciding whether to approve the requested discretionary actions.

C. BACKGROUND

The Project Area was formerly within the Bronxchester URA, which was established by the Bronxchester Urban Renewal Plan (“BURP”) in 1989 (and revised in 1995) in order to redevelop the vacant, substandard, and deteriorated buildings and vacant lots in the Bronxchester URA. Specifically, the objectives of the BURP, among others, were to provide new low and/or moderate income housing exhibiting good design in terms of privacy, light, air and open space; provide convenient community facilities, recreational uses and retail shopping; and redevelop the area in a comprehensive manner, compatible with or beneficial to the surrounding area. The URA was generally bounded by East 156th Street to the north, St. Ann’s Avenue to the east, East 149th Street to the south and Third and Bergen Avenues to the west. The Bronxchester URA was created through a “spin-off” of the South Bronx Neighborhood Development (Urban Renewal) Project and was adopted August 17, 1989.

The land use provisions and building requirements of the URP for the northern portion of the Project Area (URA Sites 4, 5 and 6) expired on December 31, 2008. The URP restrictions for Site 7A, which comprises the portion of the Project Area south of Westchester Avenue, expired on March 31, 2015.

A portion of the tax lots comprising the Project Area were mapped as part of East 153rd Street, but never improved as a street. In 1974, a portion of East 153rd Street between Bergen Avenue and Brook Avenue was widened from 50 feet to 80 feet wide and, concomitantly, portions of Block 2361, Lot 26 and Block 2363, Lot 1 were mapped as part of Grove Street, pursuant to CP Report No. 22838, dated November 27, 1974, in conjunction with the South Bronx Model Cities Area. However, East 153rd Street was never widened to the mapped width of 80 feet, and remains built at 50 feet wide. The proposed La Central project will maintain the current width of East 153rd Street at 50 feet.

A demapped portion of East 152nd Street, which is still open to traffic, runs east-west through the central portion of the development site. It is encumbered by a sewer easement mapped by the City of New York in 1974 in conjunction with the Bronxchester URP. The sewer easement is noted on Section 6 of the City Map dated May 1, 1974, which was approved by the New York City Planning Commission pursuant to CP Report No. 22713 on July 10, 1974, and by the New York City Board of Estimate on February 2, 1975 under Plan No. 11919, Calendar No. 10.

D. DESCRIPTION OF THE PROPOSED PROJECT

EXISTING CONDITIONS

PROJECT AREA

As described previously and shown in Figures 1 and 2, the Project Area is comprised of an assemblage of three zoning lots (Parcels A, B, C) consisting of six City-owned tax lots on portions of three blocks (Block 2363, Lot 1; Block 2361, Lots 1, 25, 26, 50; Block 2294, Lot 32). The Project Area is generally bounded by Bergen Avenue to the west, Brook Avenue to the east, and elevated IRT #2 and #5 subway tracks to the south. The area is primarily zoned M1-1 except for the southern portion of Block 2294, which is zoned C4-4 on East 149th Street (see Figure 3).

M1-1 zoning districts permit low-density, high-performance light industrial and manufacturing uses as well as commercial uses up to a maximum 1.0 FAR. A special permit is required for certain retail establishments in excess of 10,000 sf of floor area within M1 zoning districts. Certain community facility uses are allowed up to a maximum 2.4 FAR in M1-1 districts, and residential uses are not allowed. C4-4 zoning districts are general commercial districts mapped in regional commercial centers that are not located in Central Business Districts (CBDs). C4-4 districts have a maximum FAR of 3.44 for residential uses, 3.4 for commercial uses, and 6.5 for community facilities. Manufacturing uses are not permitted. Building height is regulated by the sky exposure plane, which in C4-4 districts begins at 60 feet above the street line and cannot be penetrated. C4-4 districts have a residential equivalent of R7 and Quality Housing regulations are optional. Quality Housing regulations utilize height limits to produce lower, high lot coverage buildings set at or near the street line. In C4-4 districts, the optional Quality Housing regulations result in a maximum residential FAR of 4.0. Quality Housing regulations mandate a maximum base height of 65 feet before setback (10 feet when facing a wide street, 15 feet when facing a narrow street) and a maximum building height of 80 feet.

The Project Area measures approximately 186,493 sf in area, and has an existing built FAR of approximately 0.06. Parcel A (Block 2361, Lots 1, 25, 26, 50) has frontage on East 152nd Street (demapped in 1975 but currently open to traffic), East 153rd Street, Bergen Avenue, Brook Avenue, and Westchester Avenue (see Figure 4). The parcel has a total area of approximately 128,808 sf (including the approximately 1,003 sf portion of the East 153rd Street widening easement) and is currently vacant with the exception of the demapped East 152nd Street which extends between Bergen and Brook Avenues as a functioning one-way westbound street with parking on both the north and south sides. A New York City Department of Environmental Protection (DEP) sewer easement is mapped within the demapped portion of East 152nd Street.

Parcel B (Block 2294, Lot 32) is located across Westchester Avenue to the south of Parcel A (see Figure 1). The parcel has an area of approximately 50,551 sf with frontage on Bergen and Westchester Avenues. The parcel is currently occupied by two at-grade public parking lots and a vacant two-story building at 438 Westchester Avenue.

Parcel C (Block 2363, Lot 1) is located to the north of Parcel A and measures approximately 7,134 sf in area with frontage on East 153rd Street, Bergen Avenue, and Brook Avenue (see Figure 1). The parcel is enclosed by chain link fencing and is currently vacant. Adjacent to Parcel C between Bergen and Brook Avenues is a mapped but unimproved 1,152 sf portion of the East 153rd Street widening easement.



 Project Area

 Street Widening Easement

SURROUNDING AREA AND CONTEXT

The Project Area is located just to the east of the “The Hub” area of the South Bronx, which is defined as the point where Third Avenue, Melrose Avenue, Willis Avenue, and East 149th Street intersect and is recognized as the borough’s “downtown” regional shopping and office district. The area is comprised of many 2- to 4-story commercial buildings that offer a diverse range of retail, dining, and service options. Residential areas are located immediately adjacent to the main commercial thoroughfares, including to the west of Third Avenue and to the south of East 149th Street.

The scale and density of the neighborhood tends to reflect underlying zoning districts. Third Avenue is zoned C4-4 for medium-density commercial uses. Other zoning districts within the surrounding area include C6-2 along Brook Avenue to the north, as well as a number of residential districts (R6, R7-1, R7-2, and R8). C1 and C2 commercial overlays, which allow local retail and local service establishments, are mapped along major thoroughfares including portions of Westchester Avenue, East 149th Street, Melrose Avenue, and Cortlandt Avenue. The area is also well-served by public transportation, including the IRT #2 and #5 subway lines and several New York City Transit (NYCT) bus routes, including the Bx41 Select Bus Service (SBS).

There are a number of public facilities and institutions located in the surrounding area including the Mott Haven Village Preparatory High School, University Heights High School, Crotona Academy High School, the United States Hub Station Post Office, all of which are located on St. Ann’s Avenue to the east of the Project Area. To the south of these institutions is the Horizon Juvenile Center on Brook Avenue, a self-contained juvenile detention facility with approximately 124 beds. Open spaces in the surrounding area include the Merrill Lynch Field of Dreams, St. Ann’s Block Association Garden, and St. Mary’s Park.

PURPOSE AND NEED FOR PROPOSED ACTIONS

The Proposed Actions would complement the ongoing residential and commercial redevelopment of this area of the South Bronx and enliven a number of large underutilized City-owned sites in close proximity to public transportation and the Third Avenue commercial corridor. The requested disposition of City-owned property, UDAAP designation, zoning map amendment, zoning text amendment to map an MIH area, zoning special permits, and public financing approval are intended to provide the flexibility needed to develop a substantial amount of much needed affordable and supportive housing (832 affordable units and 160 supportive units), local retail and other commercial uses, community facility uses, and open space compared to what would be allowed under existing conditions. The Proposed Actions would therefore support the City’s goals of creating new housing by maximizing the use of vacant City-owned land and continuing the economic redevelopment of this area of the South Bronx. The Proposed Project is also intended to create new jobs (approximately 387 permanent on-site workers¹, excluding construction workers).

The Proposed Actions would help address specific needs of the local community including the provision of affordable housing units, retail, community facility, and open space uses, and would enliven the underutilized Project Area. The Proposed Project would provide 832 affordable DUs, approximately 53 percent of which are expected to contain two to four bedrooms for larger families, reflecting the demographic trends and needs of the area.² Furthermore, the proposed mixed-use project would activate long-vacant City-owned sites located along major thoroughfares in close proximity to public

¹ Refer to Table 2 for employee generation details.

² The average household size for Bronx Community District 1 is 3.0 persons per household (based on 2010 U.S. Census data).

transportation, extending the commercial corridor and pedestrian activity of the Hub eastward.

DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Actions are intended to facilitate an approximately 1.1 million gsf, five building mixed-use development (referred to as Buildings A through E) consisting of approximately 832 affordable DUs (909,300 gsf), approximately 160 supportive housing units (77,500 gsf), approximately 46,800 gsf of local retail and other commercial uses, an approximately 50,500 gsf YMCA, and approximately 32,700 gsf of other community facility uses. The Proposed Project is also expected to include up to approximately 209 accessory parking spaces, 426 enclosed bicycle spaces, an approximately 41,002 sf courtyard open space (32,481 sf public, 8,521 sf private), an approximately 7,134 sf public skate park (operated and maintained by the project sponsor), an approximately 7,625 sf public rooftop farm, and approximately 43,385 sf of private rooftop open space.

The proposed 832 DUs of affordable housing are anticipated to be marketed to households earning between 40 percent and 130 percent of Area Median Income (AMI). Approximately 53 percent of these DUs would have two to four bedrooms (865 sf to 1,465 sf units) in order to accommodate families. The 160 supportive housing units are anticipated to be studio apartments for seniors living with HIV/AIDS, single veterans, and individuals earning less than 60 percent of AMI. One of the affordable housing units would be reserved for the supportive housing superintendent. The supportive housing units would be managed by non-profit service providers Common Ground and Comunilife.

At this time, community facility uses at the Project Area are expected to include supportive housing units (treated as community facility with sleeping accommodations per the NYC Zoning Resolution) and approximately 83,200 gsf of other uses, that as currently anticipated will include: approximately 7,300 gsf of office space for Common Ground (Building D); an approximately 50,500 gsf YMCA (Building A); approximately 2,400 gsf associated with a public rooftop farm (Building A); an approximately 8,300 gsf day care facility (Building E); an approximately 8,600 gsf recording studio (Building C); and approximately 6,100 gsf of other community facility uses (Buildings D and E). With the exception of an anticipated approximately 12,700 gsf television studio (Building B), commercial space throughout the Project Area is anticipated to include predominantly ground-floor local retail.

Open space at the Project Area is expected to include an approximately 41,002 sf courtyard (32,481 sf public, 8,521 sf private) on Parcel A with grass, trees, plantings, cobblestone pathways, sitting areas, and a playground, as well as an approximately 7,134 sf public skate park on Parcel C, an approximately 7,625 sf public rooftop farm on Parcel A, 7,911 sf of other public open spaces, and a total of approximately 43,385 sf of private rooftop open space (all five buildings) for building tenants.

BUILDING-BY-BUILDING DESCRIPTION

Building A would be located on Parcel B along Bergen and Westchester Avenues (see Figure 5). The building would rise 12 stories (approximately 125 feet) and would be comprised of approximately 215 DUs (232,700 gsf), 15,400 gsf of local retail and commercial space, and 52,900 gsf of community facility space (see Table 1). The building's community facility space is anticipated to be occupied by an approximately 50,500 gsf YMCA and 2,400 gsf associated with a public rooftop farm. It is anticipated that the main residential entrance to Building A would be located on Bergen Avenue, while the commercial, retail, and community facility uses would be accessible from Bergen and Westchester Avenues. Figure 6a provides an illustrative rendering of Building A.



Courtesy of FXFowle Architects

For Illustrative Purposes Only

Table 1
Proposed Development Program¹

| Building | Parcel | GSF Above Grade | GSF Below Grade ² | Total GSF | Community Facility GSF | Commercial GSF | Residential GSF | DUs ³ | Accessory Parking Spaces | Accessory Parking & Loading GSF | Building Height (ft.) |
|--------------|--------|------------------|------------------------------|------------------|----------------------------|---------------------|-----------------|------------------------|--------------------------|---------------------------------|-----------------------|
| A | B | 265,240 | 35,760 | 301,000 | 52,900 | 15,400 ⁴ | 232,700 | 215 | 0 | 0 | 125 |
| B | A | 338,700 | 0 | 338,700 | 0 | 29,100 | 309,600 | 281 | 209 | 37,580 | 125 |
| C | A | 162,500 | 0 | 162,500 | 8,600 | 0 | 153,900 | 137 | 0 | 0 | 125 |
| D | A | 89,200 | 0 | 89,200 | 89,200 ⁵ | 0 | 0 | 1 | 0 | 0 | 93 |
| E | A | 225,400 | 0 | 225,400 | 10,000 | 2,300 | 213,100 | 198 | 0 | 0 | 249 |
| Total | | 1,081,040 | 35,760 | 1,116,800 | 160,700⁵ | 46,800 | 909,300 | 832³ | 209 | 37,580 | |

¹ Table 1 does not include a breakdown of open space, which includes 1.26 acres (55,151 sf) of public open space.

² Includes YMCA. Does not include accessory parking or storage and building support space.

³ Does not include supportive housing units (Use Group 3 non-profit institution with sleeping accommodations), but does include superintendent's unit in Building D.

⁴ Includes 600 sf of permitted loading.

⁵ Community facility floor area includes 160 supportive housing units and one superintendents unit.

Buildings B, C, D, and E would be located on Parcel A bounded by Bergen Avenue, Brook Avenue, Westchester Avenue, and East 153rd Street (see Figure 5). Each building would be located towards the edge of the Project Area in order to allow for an approximately 41,002 sf landscaped courtyard in the center of the parcel. The majority of the courtyard would be publicly accessible and each building would have entrances facing the courtyard. A portion of the courtyard would be located along the demapped portion of East 152nd Street between Bergen and Brook Avenues, in order to maintain the below-grade sewer easement. Figures 6a and 6b provides an illustrative rendering of these buildings.

Building B would rise to a height of 13 stories (approximately 125 feet) and would have frontage along Bergen, Brook, and Westchester Avenues (see Figure 5). The building would be comprised of approximately 281 DUs (309,600 gsf) and approximately 29,100 gsf of local retail and commercial space (see Table 1). At this time, commercial space in Building B is anticipated to be occupied by a television studio while ground-floor retail space is anticipated to be occupied by local retailers. An underground parking garage with up to approximately 209 accessory parking spaces would be located beneath Building B. The garage would be accessible from Bergen Avenue and would be the only off-street parking option at the Project Area. It is anticipated that residential entrances to Building B would be located on Brook Avenue and within the courtyard, while local retail and commercial uses would be accessible from Bergen and Westchester Avenues.

Building C would rise to a height of 13 stories (approximately 125 feet) and would have frontage along Brook Avenue (see Figure 5). The building would be comprised of approximately 137 DUs (153,900 gsf) and approximately 8,600 gsf of community facility space, totaling approximately 162,500 gsf (see Table 1). At this time, the community facility space is anticipated to be occupied by a recording studio. It is anticipated that residential entrances to Building C would be located along Brook Avenue and within the courtyard, while community facility uses would be accessible from Brook Avenue.

Building D would rise to a height of 9 stories (approximately 93 feet) and would have frontage along Bergen Avenue (see Figure 6a). The building would be primarily comprised of approximately 160 supportive housing units and one superintendents unit (77,500 gsf total) anticipated to be operated by non-profit social service providers Common Ground and Comunilife. Building D would also include approximately 4,400 gsf of other community facility uses on the first floor and approximately 7,300 gsf of office space assumed for Common Ground on the second floor (see Table 1). It is anticipated that entrances to supportive housing would be located along Bergen Avenue and within the courtyard, while the ground floor community facility space and office spaces would be accessible from Bergen Avenue.



Courtesy of FXFowle Architects

For Illustrative Purposes Only



For Illustrative Purposes Only

Courtesy of FXFowle Architects

Building E would have frontage along Bergen Avenue, Brook Avenue, and East 153rd Street (see Figure 5). At a height of 25 stories (approximately 249 feet) it would be the tallest of the five proposed buildings. Building E would be comprised of approximately 198 DUs (213,100 gsf), approximately 2,300 gsf of local retail and commercial space, and approximately 10,000 gsf of community facility space (see Table 1). At this time, ground-floor retail space is anticipated to be occupied by local retailers and the community facility space is anticipated to be occupied by a day care facility and other community facility uses. It is anticipated that residential entrances would be located on Brook Avenue and the south side of the building facing the courtyard, while the retail and community facility uses would be accessible from East 153rd Street and Bergen/Brook Avenues, respectively.

At this time it is anticipated that each building would possess private landscaped green roofs as well as bicycle parking for building residents. These private open spaces would include trees, plantings, benches, tables, and chairs. It is also anticipated that solar panels would be located on some rooftops of the proposed development to help offset energy demands (see Figures 6a and 6b). A total of 426 enclose bicycle parking spaces would be provided. The bicycle spaces would be located in either the cellar or ground floor of each building, with approximately 108 spaces located in Building A, 141 spaces in Building B, 69 spaces in Building C, 9 spaces in Building D, and 99 spaces in Building E.

MEASURES TO BE INCORPORATED INTO THE PROPOSED PROJECT

As described in further detail in the EAS dated October 5, 2015, the following measures will ensure that no significant adverse impacts related to hazardous materials, air quality and noise would result from the Proposed Actions. These measures would be incorporated into the design, construction, and/or operation of the Proposed Project and since the Project Area is currently City-owned, HPD would require the project sponsor implement these measures to the satisfaction of the City through the Land Disposition Agreement (LDA) between HPD and the project sponsor as well as the Restrictive Declaration (RD) to be tied to the LSGD.

Due to the potential presence of hazardous materials at the Project Area, the LDA between HPD and the project sponsor would require that Phase II testing be performed for all parcels of the Project Area, including the NYC Department of Environmental Protection (DEP) review and approval of a workplan/Health and Safety Plan (HASP) prior to such testing. In addition, if remediation is warranted for one or more parcels/phases, a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP), subject to review and approval by HPD and DEP, would also be required. Finally, at the conclusion of construction and prior to occupancy of the new buildings, a Professional Engineer (P.E.)-certified Closure Report must be reviewed and approved by HPD and DEP to ensure the required remedial measures were implemented and the new buildings are suitable for occupancy. The project sponsor may elect to explore performing all required testing and remediation plan development through the Mayor's Office of Environmental Remediation's (OER) Voluntary Cleanup Program. Should this be the selected course of action, the LDA and RD would require that all construction and remediation activities be conducted in accordance with OER approvals, including submission of a Closure Report at the completion of such activities.

The proposed new buildings are expected to include natural gas-burning heating, ventilation, and air conditioning (HVAC) systems, as well as small cogeneration units for certain proposed buildings. To avoid the potential for significant adverse impacts related to stationary source PM_{2.5} air quality impacts, the LDA between HPD and the project sponsor would require certain fuel and height restrictions for Buildings A, B, C, and D of the Proposed Project, which are described in detail in Attachment J of the October 5, 2015 EAS. These measures would be required through the LDA between HPD and the project

sponsor, as well as the RD to be tied to the LSGD, and would ensure no significant adverse stationary source air quality impacts would occur as a result of the Proposed Actions.

The *CEQR Technical Manual* has set noise attenuation standards for buildings that are based on exterior noise levels. These values are designed to maintain interior noise levels of 45 dBA or lower for residential or community facility uses, and 50 dBA or lower for commercial uses. HUD also sets exterior noise standards for housing construction based on exterior noise standards. To ensure that acceptable interior noise levels are provided at the proposed new mixed-use buildings on the Project Area, the proposed designs of Buildings A, B, C and E will be required to provide window-wall attenuation ranging from 23 to 37 dBA in order to meet CEQR and HUD requirements, which are detailed in Attachment K of the October 5, 2015 EAS. These measures would be required through the LDA between HPD and the project sponsor, as well as the RD to be tied to the LSGD, and would ensure no significant adverse noise impacts as a result of the Proposed Actions.

E. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The Proposed Actions would change the regulatory controls governing land use and development in the Project Area. The 2014 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis. The EIS assesses the reasonable worst-case impacts that may occur as a result of the Proposed Actions. In disclosing impacts, the EIS considers the Proposed Actions' potential adverse impacts on the environmental setting.

BUILD YEAR

Development in the Project Area would occur in two overlapping phases and commence as soon as all necessary public approvals are granted. Construction of the Proposed Project is anticipated to occur over an approximately 45 month period, beginning in 2016, with all components complete and fully operational by 2020. Accordingly, the Proposed Project assumes a 2020 Build Year for analysis purposes. As the Proposed Project would be operational in 2020, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to the expected Build Year of 2020 for the purposes of determining potential impacts. The EIS will provide a description of "Existing Conditions" and assessments of future conditions without the Proposed Project ("Future without the Proposed Actions") and with the Proposed Project ("Future with the Proposed Actions").

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) for the Project Area was established for both Future No-Action and Future With-Action conditions. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis of the impact category analyses in the EIS. The Proposed Project is assumed to be the RWCDs for the Project Area, and is therefore evaluated in this analysis.

DEVELOPMENT SITE CRITERIA

Pursuant to the *CEQR Technical Manual*, several factors were considered in projecting the amount and timing of new development within the Rezoning Area. These include known development proposals, past and current development trends, and the development site criteria described below. The first step

in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Development sites were initially identified based on the following criteria:

- Lots located in areas where a substantial increase in permitted FAR is proposed;
- Lots with a total size of 5,000 square feet (sf) or larger (may include potential assemblages totaling 5,000 sf, respectively, if assemblage seems probable);
- Underutilized lots (defined as vacant or lots constructed to less than or equal to half of the proposed FAR under the proposed zoning); and
- Lots located in areas where changes in use would be permitted.

The development scenario's universe of sites was further refined by eliminating sites with the following conditions:

- Lots where construction activity is actively occurring or has recently been completed;
- Sites of schools (public and private), municipal libraries, government offices, large medical centers, and houses of worship. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency;
- Multi-unit buildings (existing individual buildings with six or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units);
- Certain large commercial structures such as multi-story office buildings and hotels. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots whose location or highly irregular shape would preclude or greatly limit future as-of-right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.

DEFINITION OF PROJECTED AND POTENTIAL DEVELOPMENT SITES

Projected development sites are considered more likely to be developed by the build year of 2020 because of known development plans for such sites, their relatively low FAR and current utilization, and relatively large size. Potential sites are considered less likely to be developed over the same period because of their relatively higher FARs, existing utilization, and generally more cumbersome means of development.

Using the definitions and the criteria outlined above, no projected or potential development sites have been identified within the Rezoning Area. The three sites that would be rezoned as part of the Proposed Actions but fall outside of the Project Area (Block 2294, Lots 30, 55, and 1001-1005) were eliminated for the following reasons: Lot 1001-1005 (former Lot 60) is privately owned and the site of the recently developed Triangle Plaza Hub (completed in August 2015), an 86,645 sf mixed use retail and office

facility; Lot 55, which is owned by the City of New York, contains the elevated IRT #2 and #5 subway tracks and is not developable; Lot 30, which is privately owned, is planned to contain an approximately 3,000 sf commercial building and is governed by a Restrictive Declaration limiting the amount of floor area to be developed. Therefore, these three lots are not considered “soft sites” and have not been identified as projected or potential developments.

THE FUTURE WITHOUT THE PROPOSED PROJECT (NO-ACTION CONDITION)

In the 2020 future without the Proposed Actions, it is expected that no changes to zoning or land use would occur within the Project Area or the larger Rezoning Area. The Project Area would remain under the jurisdiction of HPD and would remain underutilized and mostly vacant with the exception of Parcel B, which would continue to operate with two at-grade public parking facilities and a vacant 11,000 gsf building. Redevelopment of the Project Area would not be able to occur without the disposition of City-owned property and other discretionary approvals through the CPC.

THE FUTURE WITH THE PROPOSED PROJECT (WITH-ACTION CONDITION)

In the 2020 future with the Proposed Actions, the Project Area would accommodate approximately 1.1 million gsf of total development including 832 affordable DUs (909,300 gsf), approximately 160 supportive housing units (77,500 gsf), approximately 46,800 gsf of local retail and commercial uses, approximately 83,200 gsf of community facility space (excluding supportive housing), and approximately 1.26 acres (55,151 sf) of publicly accessible open space. Up to approximately 209 accessory parking spaces would be provided below-grade on the south side of Parcel A. The parking garage would be entered through a new curb cut on Bergen Avenue adjacent to Building B.

Table 2 provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes. As shown, the incremental (net) change that would result from the Proposed Actions is the addition of 832 affordable DUs (909,300 gsf), 160 supportive housing units (77,500 gsf), 83,200 gsf of community facility uses (excluding supportive housing), 46,800 gsf of local retail and other commercial uses, 209 accessory parking spaces (an increase of 188 total parking spaces), and 1.26 acres (55,151 sf) of public open space. The Proposed Project would result in an increase of up to 2,656 residents, and approximately 387 workers, compared to No-Action conditions.

As none of the remaining lots within the Rezoning Area meet the criteria for potential or projected development sites, it is considered highly unlikely that any new development would occur on these lots in the future with the Proposed Actions. Therefore, in the With-Action conditions, it is anticipated that existing uses on Lots 30, 50, and 1001-1005 of Block 2294 would remain unchanged.

Table 2
Comparison of No-Action and With-Action Development Scenarios

| Use | No-Action Scenario | With-Action Scenario | Increment |
|--|--|---------------------------------------|---|
| Residential – Affordable Housing | -- | 832 DUs ¹ (909,300 gsf) | 832 DUs (909,300 gsf) |
| Community Facility | Supportive Housing | -- | 160 units (77,500 gsf)² |
| | YMCA | -- | 50,500 gsf |
| | Other Uses | -- | 32,700 gsf |
| Commercial | Local Retail and Other Commercial Uses | -- | 46,800 gsf |
| | Vacant | 11,000 gsf | -- -11,000 gsf |
| Parking and Loading | Public | 74 spaces | -- -74 spaces |
| | Accessory | -- | 209 spaces (37,580 gsf) |
| Publicly Accessible Open Space | -- | 1.26 acres (55,151 sf) | 1.26 acres (55,151 sf) |
| Population/Employment³ | No-Action Scenario | With-Action Scenario | Increment |
| Residents | -- | 2,656 residents | 2,656 residents |
| Workers | 2 workers | 389 workers | 387 workers |

Notes:

¹ Does not include supportive housing units (Use Group 3 non-profit institution with sleeping accommodations), but does include one superintendent's unit.

² Floor area includes 160 supportive housing units and one superintendent's unit.

³ Assumes 3.0 persons per affordable DU (based on 2010 U.S. Census data for Bronx Community District 1), 1 person per supportive DU (data provided by Common Ground & Comunilife), 1 worker per 25 affordable DUs, 25 workers per 160 supportive units (data provided by Common Ground & Comunilife), 1 worker per 450 sf community facility space, 3 workers per 1,000 sf commercial space, and 1 worker per 50 parking spaces.

In each of the technical areas of the EIS, the Proposed Project will be analyzed for impacts against the No-Action scenario.

F. PROPOSED SCOPE OF WORK FOR THE ENVIRONMENTAL IMPACT STATEMENT

As the RWCDs associated with the Proposed Actions would affect various areas of environmental concern and was found to have the potential for significant adverse impacts pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) pursuant to CEQR will be prepared for the Proposed Actions in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will be targeted to the analysis of the Proposed Project for technical areas of concern, including: Community Facilities, Transportation, and Neighborhood Character. The remaining CEQR impact categories have undergone analysis as part of an EAS for the Proposed Actions. The EAS prepared for the Proposed Actions contains analyses that conclude there is no potential for significant adverse impacts in the following areas: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Shadows; Historic and Cultural Resources; Urban Design and Visual Resources; Natural Resources; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; Greenhouse Gases and Climate Change; and Construction Impacts.

As described above, measures would be incorporated as part of design, construction, and/or operation of the Proposed Project to ensure that no significant adverse impacts related to Hazardous Materials, Noise, and Air Quality would result from the Proposed Actions. These include construction in accordance with a New York City Department of Environmental Protection (DEP)-approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) to address hazardous materials contamination,

adequate window-wall attenuation to address ambient noise, and certain fuel and emission height restrictions for proposed HVAC systems to address stationary source air quality. HPD would require the project sponsor to implement these measures as part of the project to the satisfaction of the City through the Land Disposition Agreement (LDA) between HPD and the project sponsor as well as the Restrictive Declaration (RD) to be tied to the LSGD. These measures are described in further detail in the EAS. The EAS prepared for the Proposed Actions will be included as an Appendix of the EIS. Consequently, these environmental categories will not be assessed in the EIS.

The EIS will follow the guidance of the *CEQR Technical Manual*, and will contain:

- A description of the Proposed Actions, Proposed Project, and the Project Area's environmental setting;
- A statement of the environmental impacts of the Proposed Actions , including its short-and long-term effects and typical associated environmental effects;
- An identification of any significant adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions should they be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

Each chapter of the EIS that requires a detailed analysis will include an analysis of the future With-Action condition compared to the future No-Action condition, as set forth in the *CEQR Technical Manual*. The technical analyses of the EIS will examine the potential impacts related to the completion of the Proposed Actions by the 2020 Build Year. HPD, as lead agency, will coordinate the environmental review of the Proposed Actions among the involved and interested agencies and the public.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the discretionary actions required to facilitate the Proposed Project, and sets the context in which to assess impacts. The chapter contains a description of the Proposed Actions; Proposed Project; Project Area (including background and/or history); a statement of the purpose and need for the Proposed Actions; key planning considerations that have shaped the current proposal; a detailed description of any project-related improvements; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process.

This chapter is the key to understanding the Proposed Project and its impact, and gives the public and decision-makers a base from which to evaluate the Proposed Project against the future without the project. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Bronx Borough President's office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

TASK 2. COMMUNITY FACILITIES

The Proposed Actions would not displace any existing community facilities or services, nor would they affect the physical operations of or access to and from any police or fire stations. As such, the Proposed Actions would not result in any direct effects on community facilities.

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the Proposed Actions. The Proposed Project would add up to approximately 832 new affordable residential units and 160 supportive housing units to the area.³ This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and child care centers, according to the *CEQR Technical Manual* guidelines and as presented in the EAS document.

According to the *CEQR Technical Manual*, a detailed analysis of police and fire protection services and health care facilities is required if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not warranted.

PUBLIC SCHOOLS

- According to the *CEQR Technical Manual*, the primary study area for the analysis of elementary and intermediate schools should be the school district's "sub-district" in which the project is located. The Project Area is located within sub-district 3 of Community School District (CSD) 7 (see Figure 7). This sub-district will constitute the study area for elementary and intermediate school analysis. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.
- Public elementary and intermediate schools serving CSD 7, sub-district 3 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within sub-district 3 of CSD 7 will be provided for the current or most recent school year, noting any specific shortages of school capacity. Similar data will be provided for Bronx high schools in accordance with *CEQR Technical Manual* guidelines. Utilization will be presented using the "Target Calculation Method," which is used by the New York City Department of Education (DOE) for capital planning purposes.
- Conditions that would exist in the No-Action condition for CSD 7, sub-district 3 (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-districts, using the New York City School Construction Authority's (SCA) *Projected New Housing Starts* as per *CEQR Technical Manual* guidelines. The Bronx school districts will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity either through administrative actions on the part of the New York City Department of Education (DOE) or as a result of the construction of

³ The 160 supportive housing units would be single-room units for seniors living with HIV/AIDS, single veterans, and individuals earning less than 60 percent of the Area Median Income (AMI). Therefore, it is anticipated that these 160 supportive housing units would not introduce any children to the study area. As such, these units are excluded from the analysis of public schools and child care services, but would be considered in the analysis of library services.

new school space prior to the 2020 analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's 2015-2019 Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. If construction has not commenced, new seats for projects in the *Five Year Capital Plan* may be included in the quantitative analysis if the lead agency, in consultation with SCA, concurs that it is appropriate under the circumstances. In accordance with *CEQR Technical Manual* guidelines, the capacity of transportable classrooms, mini-schools, and annexes will not be included in the future conditions analysis.

- Analyze future conditions with the Proposed Actions, adding students likely to be generated by the Proposed Project to the projections for the future No-Action condition. Project impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the school sub-district level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity and utilization in 2020.
- Determine whether the Proposed Project would result in a significant adverse impact to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Project would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions, pursuant to CEQR.
- If significant adverse impacts are identified, mitigation will be explored in consultation with the SCA and DOE. The number of schools seats needed to mitigate any identified impacts, as well as the timing when impacts would occur would be provided.

LIBRARIES

- Identify the local public library branch(es) serving the area within approximately three-quarters of a mile from the Project Area, which is the distance that one might be expected to travel for such services. Show the identified local public library branch(es) within a ¾-mile radius on a map.
- Describe existing libraries within the study area and their information services, and user population. Information regarding services provided by branch(es) within the study area will include circulation, holdings, level of utilization, and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No-Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described and the effects of these changes on library services will be assessed. Using the information gathered for the existing conditions, holdings per resident in the No-Action condition will be estimated.
- Determine the effects of the addition of the population resulting from the Proposed Project on the study area libraries' ability to provide information services to their users. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.

- Determine whether the Proposed Project would result in a significant adverse impact. According to the *CEQR Technical Manual*, if the Proposed Project would increase the ¼-mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the appropriate library agency, that this increase would impair the delivery of library services in the study area, a significant impact may occur, warranting consideration of mitigation.

CHILD CARE CENTERS

- Identify existing publicly funded child care facilities (including Head Start facilities) within approximately 1.5 miles of the Project Area. Describe each facility in terms of its location, number of slots (capacity), and enrollment (utilization). Information will be based on publicly available information and/or consultation with the Administration for Children’s Services’ Division of Child Care and Head Start (CCHS).
- For No-Action conditions, information will be obtained on any changes planned for child care programs or facilities in the area, including closing or expansion of existing facilities and establishment of new facilities. Any expected increase in the population of children under six within the eligibility income limitations will be discussed as potential additional demand; and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- The potential effects of the additional eligible children resulting from the RWCDs for the Proposed Actions will be assessed by comparing the estimated demand over capacity to the demand over capacity estimated in the No-Action condition.
- Determine whether the Proposed Project would result in a significant adverse impact. According to the *CEQR Technical Manual*, a significant adverse impact may result, warranting consideration of mitigation, if the Proposed Project would result in both of the following: (a) a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent in the With-Action condition; and (b) an increase of five percent or more in the collective utilization rate of the child care/Head Start centers in the study area between the No-Action and With-Action conditions.
- If significant adverse impacts are identified, mitigation measures to avoid or reduce potential significant impacts will be identified.

TASK 3. TRANSPORTATION

The primary objective of transportation (traffic, transit and pedestrian) analyses is to assess whether a project is expected to have significant impacts on the street network, parking, transit and pedestrian facilities, and to provide appropriate mitigation measures to address such impacts. The Proposed Project would generate new vehicular travel and parking demand, as well as generate additional pedestrian traffic and trips by subway and local bus in the study area. These new trips have the potential to affect the area’s transportation systems beginning in the Proposed Project’s analysis year of 2020. Therefore, the transportation studies for the EIS will include the following analyses, which will be conducted in conformance with the *CEQR Technical Manual*.

The Transportation Planning Factors and Travel Demand Forecast (TPF) Technical Memorandum (which was reviewed by the NYC Department of Transportation (NYCDOT)), included as Appendix 1, presents a preliminary travel demand forecast and trip assignments for the purposes of identifying potential locations and peak hours for analysis.

TRAFFIC

The EIS will provide a detailed traffic analysis focusing on those peak hours and intersections where the highest concentrations of project-generated demand are expected to occur. The peak hours and specific intersections to be included in the analysis will be determined based upon projected traffic assignment patterns and the *CEQR Technical Manual* analysis threshold of 50 vehicle trips per hour at an intersection. Based on the preliminary travel demand forecast provided in the TPF Technical Memorandum (Appendix 1), the Proposed Project would exceed the 50-trip *CEQR Technical Manual* analysis threshold, and therefore, the EIS will provide a detailed traffic analysis focusing on the weekday AM, midday, PM, and Saturday midday peak hours.

A total of five intersections have been selected for the analysis of traffic conditions. These intersections, listed below, are where traffic generated by the Proposed Project is expected to be most concentrated based on a preliminary assignment of project-generated traffic. (Refer to TPF Technical Memorandum provided in Appendix 1).

Traffic Analysis Locations – Weekday and Saturday

1. Bergen Avenue at Westchester Avenue (signalized)
2. Bergen Avenue at East 152nd Street (unsignalized)
3. Bergen Avenue at East 153rd Street (unsignalized)
4. Brook Avenue at East 153rd Street (unsignalized)
5. Brook Avenue at Westchester Avenue (signalized)

The EIS traffic analysis will include the following tasks:

- Define a traffic study area to account for the principal travel corridors to/from the Project Area. Based on a preliminary travel demand forecast and vehicle trip assignments, it is anticipated that a total of approximately five intersections along Bergen and Brook Avenue will require detailed analysis for potential impacts during four peak periods: the weekday AM, midday and PM peak periods, and the Saturday midday period. (The locations of these intersections are provided in the TPF Technical Memorandum in Appendix 1.)
- Conduct traffic counts at traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a minimum of nine days (including two weekends) along the principal corridors serving the Project Area. Traffic counts will be conducted during the weekday AM, midday and PM and Saturday midday peak periods. Where applicable, available information from current studies of the area will also be compiled.
- Inventory physical and operational data as needed for capacity analysis purposes at each of the analyzed intersections. The data collected will be consistent with current *CEQR Technical Manual* guidelines and will include such information as street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, parking regulations, and signal phasing and timing data.

- Using *2000 Highway Capacity Manual* methodologies, determine existing traffic conditions at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average control delays per vehicle and levels of service (LOS) for each lane group and intersection approach, and for the intersection overall. Allowances will be made for any on-going construction or temporary road closures.
- Identify planned projects that would be developed in the area in the future without the Proposed Project (the No-Action condition) and determine the associated future No-Action travel demand generated by these projects. The future traffic volumes from No-Action projects will be estimated using published environmental assessments or forecasted based on *CEQR Technical Manual* guidelines, Census data, and/or data from other secondary sources. An annual growth rate of 0.25 percent per year will also be applied to existing traffic volumes to account for general background growth through 2020 as per *CEQR Technical Manual* guidelines. Mitigation measures accepted for No-Action projects will also be reflected in the future No-Action traffic network as will any relevant initiatives planned by the NYCDOT and other agencies. No-Action traffic volumes will be determined, v/c ratios and levels of service will be calculated, and congested intersections will be identified.
- Based on available sources, U.S. Census data, standard references, and other EIS documents, the travel demand generated by the Proposed Project's residential, retail, and community facility uses will be forecasted, as will the modes of transportation expected to be used for these trips.
- Determine the volume of vehicle traffic expected to be generated by the Proposed Project, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare balanced traffic volume networks for the future condition with the Proposed Project (the With-Action condition) for each analysis period.
- Determine the resulting v/c ratios, delays, levels of service for the future With-Action condition, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and NYCDOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and new traffic signal installations. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TRANSIT

Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these periods that overall demand on the subway and bus systems is usually highest. The subway stations selected for analysis are determined based upon projected subway trip assignment patterns and the *CEQR Technical Manual* analysis threshold of 200 incremental trips per hour at any one station. An analysis of MTA New York City Transit (NYC Transit) bus routes is similarly considered warranted based on *CEQR Technical Manual* analysis thresholds of 200 total local bus trips in any one peak hour, and 50 incremental trips per direction per hour on any one bus route.

As noted above, based on preliminary travel demand forecasts provided in the TPF Technical Memorandum, the Proposed Project is expected to generate an increase (compared to No-Action

Conditions) of 468 and 550 subway trips (in and out combined) in the weekday AM and PM peak hours, respectively. Based on a preliminary trip assignment, the Proposed Project is expected to exceed the CEQR screening threshold at the Third Avenue-149th Street (2, 3) station during the peak weekday AM and PM commuter periods.

Based on preliminary travel demand forecasts, the Proposed Project is expected to result in an increase (compared to the No-Action) of 136 and 181 bus trips (including some bus-subway transfer trips) in the weekday AM and PM peak periods, respectively. As these bus trips are expected to be distributed among seven NYC Transit bus routes, including the Bx2, Bx4, Bx4a, Bx15, Bx19, Bx21 and Bx41 Select Bus Service (SBS), project-generated bus trips would not likely exceed *CEQR Technical Manual* thresholds to warrant the need for any detailed bus analysis (refer to TPF Technical Memorandum in Appendix 1). A detailed analysis will be prepared if the Proposed Project generates 200 local bus trips in any one peak hour, and 50 incremental trips per direction per hour on any one bus route- the *CEQR Technical Manual* thresholds for undertaking a quantitative transit analysis. If necessary, transit mitigation measures will be identified.

Subway

The EIS analysis of the Third Avenue-149th Street subway station will include the following tasks:

- Conduct field counts during the weekday AM and PM peak hours to document existing usage at the Third Avenue-149th Street station, focusing on those station elements (street stairs and fare control areas) most likely to be used by project-generated demand. Determine existing peak hour levels of service.
- Assess conditions at analyzed station elements in the 2020 analysis year in the future without the Proposed Project (the No-Action condition) based on annual background growth rates specified in the *CEQR Technical Manual* and anticipated demand from known developments in the vicinity of the Project Area.
- Forecast future subway demand generated by the Proposed Project, assign trips to individual station elements, and add them to the future No-Action volumes to determine conditions in the future with the Proposed Project. Identify significant adverse impacts based on *CEQR Technical Manual* criteria.
- If the Proposed Project generates 200 or more new subway trips in one direction, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential improvements will be identified, as appropriate, in conjunction with the lead agency and NYC Transit. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

PEDESTRIANS

Based on preliminary travel demand forecasts, the Proposed Project is expected to generate a total of approximately 1,044, 1,745, 1,583 and 1,529 pedestrian trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. These trips would include walk-only trips as well as pedestrian trips en route to and from area transit facilities (subway stations and bus stops). Project-generated pedestrian demand is expected to be most concentrated on sidewalks and crosswalks in the immediate vicinity of the Project Area. A quantitative analysis of pedestrian conditions will therefore be

prepared focusing on those sidewalks, corner areas and crosswalks in the vicinity of the Project Area expected to be used by 200 or more project-generated pedestrian trips during one or more peak hours. Based on preliminary estimates, project generated pedestrian trips are expected to be concentrated along Westchester Avenue and Bergen Avenue.

A total of 11 pedestrian facilities have been selected for the analysis of pedestrian conditions during the weekday AM, midday and PM, and Saturday midday peak hours. These locations, listed below, are where pedestrian trips are expected to be most concentrated, including sidewalks, corner areas, and crosswalks providing access to entrances, and along corridors leading to nearby bus stops.

Pedestrian Analysis Locations – Weekday and Saturday

1. East 149th Street between Third and Bergen Avenues (south sidewalk)
2. Third Avenue between East 150th and East 149th Streets (west sidewalk)
3. Third Avenue at East 150th St.-Westchester Avenue (4 corners; 4 crosswalks)
4. Westchester Avenue between Third and Bergen Avenues (north and south sidewalks)
5. Westchester Avenue between Bergen and Brook Avenues (north and south sidewalks)
6. Bergen Avenue between East 149th Street and Westchester Avenue (east sidewalk)
7. Bergen Avenue at East 149th Street (4 corners; 4 crosswalks)
8. Bergen Avenue between Westchester Avenue and East 152nd Street (east sidewalk)
9. Bergen Avenue at Westchester Avenue (4 corners; 4 crosswalks)
10. Brook Avenue at Westchester Avenue (4 corners; 4 crosswalks)
11. Brook Avenue between Westchester Avenue and East 152nd Street (west sidewalk)

VEHICLE/PEDESTRIAN SAFETY ASSESSMENT

According to the *CEQR Technical Manual*, safety analyses will be conducted to resolve to what extent vehicular and pedestrian exposure to crashes may reasonably be expected to increase with the Proposed Project in place. In order to identify high-crash locations and make recommendations for needed safety measures, the EIS safety analyses will include the following tasks:

- Quantify the total number of reportable crashes (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries for the most recent available three-year period based on crash data obtained from NYCDOT in the vicinity of the Project Area.
- Summarize the crash data and provide a yearly breakdown of pedestrian- and bicycle-related crashes at each location. Determine if any of the intersections are classified as a high-crash location based on *CEQR Technical Manual* criteria. If any high crash locations are identified, discuss possible mitigation/improvement measures to alleviate the safety impacts.
- Determine whether the Proposed Project has the potential to adversely affect vehicular, bicycle, or pedestrian safety at the analysis locations. If such locations are identified, feasible mitigation or improvement measures will be explored in coordination with NYCDOT and NYCTA to alleviate potential safety concerns.

The resulting findings will be incorporated into the Pedestrian Analysis.

PARKING

As detailed in the TPF Technical Memorandum (Appendix 1), parking demand generated by the Proposed Project is expected to be fully accommodated on-site by a parking garage with up to approximately 209 accessory parking spaces located below-grade at Building B. Therefore, the parking analysis will focus on parking demand and supply at the Project Area. Parking demand generated by the proposed residential, commercial and community facility uses would be estimated and temporal arrival and departure patterns established using standard professional references and/or previously approved factors. Weekday and Saturday parking accumulation profiles will be developed for the Proposed Project. If necessary, parking mitigation measures will be identified.

TASK 4. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the characteristics of its population and economic activities, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise levels, etc. If the Proposed Project has the potential to alter traffic levels in the surrounding area, an analysis of neighborhood character will be provided in the EIS. The chapter will summarize the changes that can be expected in the character of the neighborhood in the future without the Proposed Project (No-Action condition) as well as describing the Proposed Project's impacts on neighborhood character. Subtasks will include:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on relevant EIS chapters.
- Summarize changes in the character of the neighborhood that can be expected in the future No-Action Condition based on planned development projects, public policy initiatives, and planned public improvements, as applicable.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition, based on the Proposed Project, and compare to the future No-Action condition. A qualitative assessment will be presented that will include a description of the potential effects of the Proposed Project on neighborhood character.
- If the results of the assessment identify a potential for a significant adverse impact, potential mitigation measures will be discussed in the EIS.

TASK 5. MITIGATION

Where significant adverse project impacts have been identified in any of the above tasks, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary, including NYCDOT, SCA, and DOE. Where impacts cannot be mitigated, they will be described as unmitigated and unavoidable adverse impacts.

TASK 6. ALTERNATIVES

The purpose of an alternatives analysis in an EIS is to examine reasonable and practical options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the Proposed Project. The alternatives are usually defined once the full extent of the Proposed Project's

impacts has been identified, however, they will include the No-Action Alternative, as required by SEQRA, and a No_Impact Alternative. The alternatives analysis is primarily qualitative, except where significant adverse impacts of the Proposed Project have been identified. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 7. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the Proposed Project:

- **Unavoidable Adverse Impacts** - which summarizes any significant adverse impacts that are unavoidable if the Proposed Project is implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects** of the Proposed Project - which generally refer to “secondary” impacts of a proposed project that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources** - which summarizes the Proposed Project and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 8. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Project, the necessary approvals, study areas, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the Proposed Project. The executive summary will be written in sufficient detail to facilitate drafting of a Notice of Completion for the EIS by the lead agency.

APPENDIX 1

TRANSPORTATION PLANNING FACTORS AND TRAVEL DEMAND FORECAST MEMORANDUM



Philip Habib & Associates

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TECHNICAL MEMORANDUM

TO: New York City Department of Housing Preservation and Development
FROM: Philip Habib & Associates
DATE: September 30, 2015
PROJECT: La Central (PHA No. 1413)
RE: Transportation Planning Factors and Travel Demand Forecast

This memorandum summarizes the transportation planning factors to be used for the environmental assessment statement (EAS) analyses of traffic, parking, transit, and pedestrian conditions for the proposed La Central environmental review. The Proposed Project is seeking approval for several discretionary actions that would facilitate the development of an underutilized 4.2-acre site in the Melrose neighborhood of the South Bronx by introducing affordable and supportive housing, local retail, community facility uses, and public open space. The Proposed Project would create new employment and affordable housing opportunities for local residents, would increase tax revenues for the City, and would expand community facility offerings for area residents.

PROJECT AREA

The Project Area is generally bounded by Bergen Avenue to the west, Brook Avenue to the east, and the elevated IRT #2 and #5 subway tracks to the south (see Figure 1). The 4.2-acre site spans four blocks and includes the demapped portion of East 152nd Street between Bergen and Brook Avenues. The Project Area is undeveloped with the exception of two at-grade public parking lots (74 spaces) and a vacant two-story building (11,000 gsf) located to the south of Westchester Avenue. The Project Area is well served by public transportation, including the IRT #2 and #5 subway lines at 3rd Avenue – 149th Street as well as a number of nearby bus lines including the Bx2, Bx15, Bx19, Bx21, and Bx41 SBS.

FUTURE NO-ACTION ASSUMPTIONS

In the absence of the Proposed Project, no development is anticipated on-site and the Project Area would remain under the jurisdiction of HPD. It is expected that the two public parking lots and a vacant two-story building to the south of Westchester Avenue would remain. Within an approximate ½-mile radius of the Project Area, 17 planned and/or approved developments are expected to be built by 2020.

FUTURE WITH-ACTION ASSUMPTIONS

The Proposed Project would facilitate a five building development with approximately 992 dwelling units (832 affordable and 160 supportive), approximately 46,800 gsf of local retail and other commercial uses (including an approximately 12,700 sf TV studio), an approximately 50,500 gsf YMCA, and approximately



32,700 gsf of other community facility uses including: 2,400 gsf associated with a rooftop farm (Building A), an approximately 8,600 gsf recording studio (Building C), an approximately 8,300 gsf day care facility (Building E), approximately 7,300 gsf of office space for Common Ground (Building D), and approximately 6,100 gsf of other community facility uses (Buildings D and E). A conceptual site plan is provided in Figure 2. The Proposed Project would also include a below-grade parking garage with up to approximately 262 spaces and approximately 1.26 acres (55,151 sf) of publicly accessible open space. Construction of the proposed development is expected to begin in mid-2016 with all components complete and fully operational by 2020.

Table 1 below provides a comparison of the No-Action and With-Action development scenarios. As the increment between the No-Action and With-Action scenarios would exceed the minimum development densities identified in Table 16-1 of the *2014 CEQR Technical Manual*, a preliminary travel demand forecast is required.

**Table 1
Comparison of No-Action and With-Action Development Scenarios**

| Use | | No-Action Condition | With-Action Condition | Net Increment |
|----------------------------------|--|---------------------|----------------------------|------------------------------------|
| Residential – Affordable Housing | | -- | 832 DUs (909,300 gsf) | 832 DUs (909,300 gsf) |
| Community Facility | Supportive Housing | -- | 160 units (77,500 gsf) | 160 units (77,500 gsf) |
| | YMCA | -- | 50,500 gsf | 50,500 gsf |
| | Other Uses | -- | 32,700 gsf | 32,700 gsf |
| Commercial | Local Retail and Other Commercial Uses | -- | 46,800 gsf | 46,800 gsf |
| | Vacant | 11,000 gsf | -- | -11,000 gsf |
| Parking and Loading | Public | 74 spaces | -- | -74 spaces |
| | Accessory | -- | 262 spaces (37,580 gsf) | 262 spaces (37,580 gsf) |
| Publicly Accessible Open Space | | -- | 1.26 acres (55,151 sf) | 1.26 acres (55,151 sf) |

Notes:

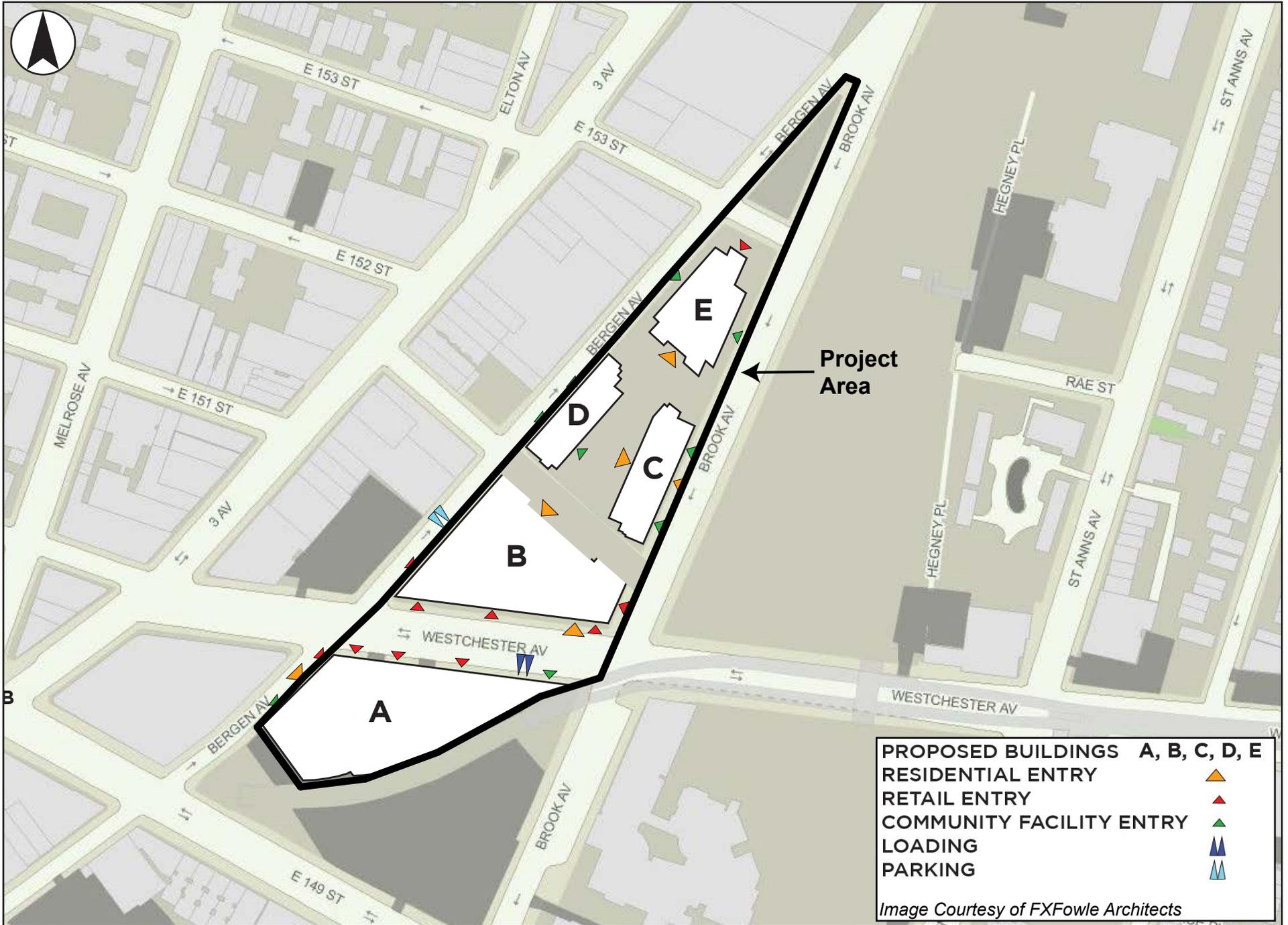
¹ All 832 proposed DUs would all be affordable housing units.

² The 160 supportive DUs are considered a Use Group 3 non-profit institution with sleeping accommodations.

SELECTION OF PEAK HOURS FOR ANALYSIS

Manual turning movement and automatic traffic recorder (ATR) counts were conducted during the weekday AM, midday, PM, and Saturday midday peak periods from late March to early April 2014. Based on existing peak traffic volumes along major corridors in the study area, the peak hours selected for the weekday analyses are 7:30-8:30 AM, 1-2 PM, and 4:45-5:45 PM, and 1:45-2:45 PM on Saturday.

Transit (subway and bus) analyses generally examine conditions during the weekday 8-9 AM and 5-6 PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. The analyses of transit conditions therefore focus on these two periods.



TRANSPORTATION PLANNING FACTORS

The Proposed Project would exceed the minimum development densities identified in Table 16-1 of the *2014 CEQR Technical Manual* and a travel demand forecast is required. Table 2 shows the transportation planning factors to be used for the travel demand forecast generated by the RWCDs in the weekday AM, midday, and PM, as well as Saturday midday peak hours. These include trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies and truck trip factors. The factors in Table 2 were based on accepted *City Environmental Quality Review (CEQR) Technical Manual* criteria, estimates based on tenure data from the 2008-2012 American Community Survey (ACS) for Census Tract 71, the 2012 *West Harlem Rezoning FEIS*, the 2012 *Triangle Plaza Hub EAS*, data provided by the Chinatown YMCA in 2014, data provided by NYCDOT in 2014, the 2007 *Jamaica Plan Rezoning FEIS*, the 2006-2010 AASHTO reverse journey to work data for Census Tract 71, the 2004 No.7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS, and the 2014 *Melrose Commons North EAS*.

Residential

The forecast of travel demand for residential used a weekday trip generation rate of 8.075 person trips per dwelling unit and a Saturday trip generation rate of 9.6 person trips per dwelling unit. Temporal distributions of 10.0 percent for the weekday AM peak hour, 5.0 percent for the midday peak hour, 11.0 percent for the PM peak hour, and 8.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were provided by the *2014 CEQR Technical Manual*. The residential modal split of 6.8 percent by auto, 3.8 percent by taxi, 51.9 percent by subway, 13.3 percent by bus, and 24.2 percent by walk/other reflects means of transportation to work by tenure data from the 2008-2012 ACS for Census Tract 71. Vehicle occupancy rates of 1.05 persons per auto and 1.40 persons per taxi were based on tenure journey-to-work data from the 2008-2012 ACS for Census Tract 71 and the *West Harlem Rezoning FEIS (2012)*.

Local Retail

The forecast of travel demand for local retail used a weekday trip generation rate of 205 person trips per 1,000 sf and a Saturday trip generation rate of 240 person trips per 1,000 sf. Temporal distributions of 3.0 percent for the weekday AM peak hour, 19.0 percent for the weekday midday peak hour, 10.0 percent for the PM peak hour, and 10.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were provided by the *2014 CEQR Technical Manual*. The local retail modal split of 2.0 percent by auto, 3.0 percent by taxi, 6.0 percent by subway, 6.0 percent by bus, and 83.0 percent by walk/other is based on the *Triangle Plaza Hub EAS (2012)*. Vehicle occupancy rates of 2.0 persons per auto and taxi, respectively, were based on the *West Harlem Rezoning FEIS (2012)*. A 10 percent linked trip credit is assumed for local retail uses in accordance with CEQR guidelines.

Health Club (YMCA)

The forecast of travel demand for a health club (YMCA) used a weekday trip generation rate of 44.7 person trips per 1,000 sf and a Saturday trip generation rate of 26.1 person trips per 1,000 sf. Temporal distributions of 4.0 percent for the weekday AM peak hour, 9.0 percent for the weekday midday peak, 5.0 percent for the PM peak hour, and 9.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were provided by the *2014 CEQR Technical Manual*. The health club (YMCA) modal split of 4.0 percent by auto, 9.0 percent by taxi, 12.0 percent by subway, 5.0 percent by bus, and 70.0 percent by walk/other, as well as vehicle occupancy rates of 1.40 persons per auto and taxi, respectively, were based on the *Triangle Plaza Hub EAS (2012)*. A 10 percent linked trip credit is assumed for health club (YMCA) uses in accordance with CEQR guidelines.

Table 2

La Central Travel Demand Forecast Assumptions

| Land Use: | Residential | | Local Retail | | Health Club (YMCA) | | Office (Common Ground) | | Day Care | | Community Facility (Recreation) (Rooftop Garden/Other) | | TV Studio | | Music Studio Rehearsal | |
|-------------------------------|--------------------|-------|---------------------|-------|-------------------------------|-------|-----------------------------------|-------|-----------------|-------|---|-------|------------------|-------|-----------------------------------|--------------|
| Size/Units: | 992 | DU | 34,100 | gsf | 50,500 | gsf | 7,300 | gsf | 8,300 | gsf | 6,800 | gsf | 12,700 | gsf | 8,600 | gsf |
| Trip Generation: | (1) | | (1) | | (1) | | (1) | | (9) | | (3) | | (1,10) | | (11) | |
| Weekday | 8.075 | | 205 | | 44.7 | | 18 | | 33 | | 44.7 | | 10 | | 27 | per 1,000 sf |
| Saturday | 9.6 | | 240 | | 26.1 | | 3.9 | | 2 | | 26.6 | | 10 | | 2.68 | per seat |
| | per DU | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | | |
| Temporal Distribution: | (1) | | (1) | | (1) | | (1) | | (9) | | (3) | | (1,10) | | (11) | |
| AM | 10.0% | | 3.0% | | 4.0% | | 12.0% | | 16.0% | | 5.8% | | 12.0% | | 1.0% | |
| MD | 5.0% | | 19.0% | | 9.0% | | 15.0% | | 5.0% | | 7.4% | | 15.0% | | 16.0% | |
| PM | 11.0% | | 10.0% | | 5.0% | | 14.0% | | 19.0% | | 7.6% | | 11.0% | | 13.0% | |
| Sat MD | 8.0% | | 10.0% | | 9.0% | | 17.0% | | 12.0% | | 10.0% | | 15.0% | | 10.0% | |
| Modal Splits: | (2) | | (4) | | (4) | | (8,4) | | (2) | | (3) | | (8,4) | | (11) | |
| Auto | ALL PERIODS | | ALL PERIODS | | ALL PERIODS | | AM/PM/SAT | MD | ALL PERIODS | | ALL PERIODS | | AM/PM/SAT | MD | ALL PERIODS | |
| Taxi | 6.8% | | 2.0% | | 4.0% | | 35.9% | 10.0% | 6.8% | | 4.0% | | 35.9% | 10.0% | 19.5% | |
| Subway | 3.8% | | 3.0% | | 9.0% | | 0.0% | 2.0% | 3.8% | | 9.0% | | 0.0% | 2.0% | 10.0% | |
| Bus | 51.9% | | 6.0% | | 12.0% | | 22.1% | 5.0% | 51.9% | | 12.0% | | 22.1% | 5.0% | 20.0% | |
| Walk | 13.3% | | 6.0% | | 5.0% | | 20.3% | 5.0% | 13.3% | | 5.0% | | 20.3% | 5.0% | 20.0% | |
| | 24.2% | | 83.0% | | 70.0% | | 21.7% | 78.0% | 24.2% | | 70.0% | | 21.7% | 78.0% | 30.5% | |
| | 100.0% | | 100.0% | | 100.0% | | 100.0% | | 100.0% | | 100.0% | | 100.0% | | 100.0% | |
| In/Out Splits: | (3) | | (4) | | (5) | | (4) | | (9) | | (3) | | (4) | | (11) | |
| AM | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| MD | 15% | 85% | 50% | 50% | 60% | 40% | 94% | 6% | 53% | 47% | 66% | 34% | 94% | 6% | 61% | 39% |
| PM | 50% | 50% | 50% | 50% | 53% | 47% | 50% | 50% | 50% | 50% | 58% | 42% | 50% | 50% | 55% | 45% |
| Sat MD | 70% | 30% | 50% | 50% | 50% | 50% | 5% | 95% | 47% | 53% | 34% | 66% | 5% | 95% | 29% | 71% |
| | 53% | 47% | 50% | 50% | 34% | 66% | 60% | 40% | 47% | 53% | 58% | 42% | 60% | 40% | 0% | 100% |
| Vehicle Occupancy: | (2,3) | | (3) | | (4) | | (8) | | (9) | | (3) | | (8) | | Weekday | Weekend |
| Auto | 1.05 | | 2.00 | | 1.40 | | 1.05 | | 1.65 | | 1.40 | | 1.05 | | 1.60 | 2.90 |
| Taxi | 1.40 | | 2.00 | | 1.40 | | 1.05 | | 1.40 | | 1.40 | | 1.05 | | 1.20 | 2.30 |
| Truck Trip Generation: | (1) | | (1) | | (4) | | (1) | | (9) | | (3) | | (1) | | (11) | |
| Weekday | 0.06 | | 0.35 | | 0.04 | | 0.32 | | 0.07 | | 0.04 | | 0.32 | | 0.14 | |
| Saturday | 0.02 | | 0.04 | | 0.04 | | 0.01 | | 0.00 | | 0.01 | | 0.01 | | 0.01 | |
| | per DU | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | |
| AM | (1) | | (1) | | (4) | | (1) | | (9) | | (3) | | (1) | | (11) | |
| MD | 12.0% | | 8.0% | | 8.0% | | 10.0% | | 9.6% | | 7.7% | | 10.0% | | 10.0% | |
| PM | 9.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | |
| Sat MD | 2.0% | | 2.0% | | 1.0% | | 2.0% | | 1.0% | | 2.0% | | 2.0% | | 2.0% | |
| | 9.0% | | 11.0% | | 0.0% | | 11.0% | | 0.0% | | 11.0% | | 11.0% | | 11.0% | |
| All Peak Hours | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |

Notes :

- (1) 2014 CEQR Technical Manual.
- (2) Estimated from 2008-2012 American Community Survey (ACS) Tenure Data for Bronx tracts 71.
- (3) West Harlem Rezoning FEIS, August 2012.
- (4) Triangle Plaza Hub EAS, January 2012.
- (5) Based on data provided by Chinatown YMCA facility on March 5 and 8, 2014.
- (6) Based on data provided by NYCDOT.
- (7) Jamaica Plan Rezoning FEIS, June 2007.
- (8) 2006-2010 AASHTO Reverse Journey to Work Data for Bronx tracts 71.
- (9) No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.
- (10) Due to unavailable data for Saturday, Saturday daily trip rate and temporal distribution assumed to be the same as weekday.
- (11) Melrose Commons North EAS, 2014.

Office (Common Ground)

The forecast of travel demand for office space for a community facility use (Common Ground) used a weekday trip generation rate of 18 person trips per 1,000 sf and a Saturday trip generation rate of 3.9 person trips per 1,000 sf. Temporal distribution rates of 12.0 percent for the weekday AM peak hour, 15.0 percent for the weekday midday peak hour, 14.0 percent for the weekday PM peak hour, and 17.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were provided by the *2014 CEQR Technical Manual*. The office modal split of 35.9 percent by auto (10.0 percent midday), 0.0 percent by taxi (2.0 percent midday), 22.1 percent by subway (5.0 percent midday), 20.3 percent by bus (5.0 percent midday), and 21.7 percent by walk/other (78.0 percent midday) were based on reverse journey to work data from AASHTO 2006-2010 for Census Tract 71 and the *Triangle Plaza Hub EAS (2012)*. Vehicle occupancy rates of 1.05 persons per auto and taxi, respectively, were also based on reverse journey to work data from AASHTO 2006-2010 for Census Tract 71.

Day Care

The forecast of travel demand for a day care facility used a weekday trip generation rate of 33 person trips per 1,000 sf and a Saturday trip generation rate of 2 person trips per 1,000 sf. Temporal distribution rates of 16.0 percent for the weekday AM peak hour, 5.0 percent for the weekday midday peak hour, 19.0 percent for the weekday PM peak hour, and 5.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were based on the *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS (2004)*. The day care modal split of 6.8 percent by auto, 3.8 percent by taxi, 51.9 percent by subway, 13.3 percent by bus, 24.2 percent by walk/other were based on tenure data from the 2008-2012 ACS for Census Tract 71. Vehicle occupancy rates of 1.65 persons per auto and 1.40 persons per taxi were based on the *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS (2004)*.

Community Facility/Recreation

The forecast of travel demand for a community facility/recreation use used a weekday trip generation rate of 44.7 person trips per 1,000 sf and a Saturday trip generation rate of 26.6 person trips per 1,000 sf. Temporal distribution rates of 5.8 percent for the weekday AM peak hour, 7.4 percent for the weekday midday peak hour, 7.6 percent for the weekday PM peak hour, and 10.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were based on the *West Harlem Rezoning FEIS (2012)*. The community facility/recreation use modal split of 4.0 percent by auto, 9.0 percent by taxi, 12.0 percent by subway, 5.0 percent by bus, and 70.0 percent by walk/other and vehicle occupancy rates of 1.40 persons per auto and taxi, respectively, were also based on the *West Harlem Rezoning FEIS (2012)*.

Television Studio

The forecast of travel demand for a television studio used a weekday and Saturday trip generation rate of 10 persons per 1,000 sf. Temporal distributions of 12.0 percent for the weekday AM peak hour, 15.0 percent for the weekday midday peak hour, 11.0 percent for the weekday PM peak hour, and 15.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were provided by the *2014 CEQR Technical Manual*. It should be noted that due to unavailable data, the Saturday daily trip rate and temporal distribution were assumed to be the same as a weekday. The television studio modal split of 35.9 percent by auto (10.0 percent midday), 0.0 percent by taxi (2.0 percent midday), 22.1 percent by subway (5.0 percent midday), 20.3 percent by bus (5.0 percent midday), and 21.7 percent by walk/other (78.0 percent midday) were based on reverse journey to work data from AASHTO 2006-2010 for Census Tract 71 and the *Triangle Plaza Hub EAS (2012)*. Vehicle occupancy rates of 1.05 persons per auto and

taxi, respectively, were based on reverse journey to work data from AASHTO 2006-2010 for Census Tract 71.

Community Facility/Music Studio

The forecast of travel demand for a community facility/music studio rehearsal space used a weekday trip generation rate of 27 persons per 1,000 sf and Saturday trip generation rate of 2.68 persons per seat. Temporal distributions of 1.0 percent for the weekday AM peak hour, 16.0 percent for the weekday midday peak hour, 13.0 percent for the weekday PM peak hour, and 10.0 percent for the Saturday midday peak hour were used. Both trip generation and temporal distribution rates were based on data from the *Melrose Commons North EAS (2014)*. Modal splits of 19.5 percent by auto, 10.0 percent by taxi, 20.0 percent by subway, 20.0 percent by bus, and 30.5 percent by walk/other and vehicle occupancy rates of 1.60 auto (2.90 weekend) and 1.20 auto (2.30 weekend) were also based on the *Melrose Commons North EAS (2014)*.

TRIP GENERATION

A travel demand forecast was prepared for the Proposed Project based on the factors shown in Table 2 and discussed above. Table 3 summarizes the results of the travel demand forecast for the Proposed Project. The data in Table 3 compare the net incremental increase (versus the No-Action condition) in the number of peak hour person and vehicle trips that would be generated by each scenario in 2020 with construction of the Proposed Project.

As shown in Table 3, the Proposed Project would generate an incremental increase of 1,166, 1,891, 1,749, and 1,677 person trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. Compared to No-Action conditions, there would be an increase of 101, 148, 130, and 144 vehicle trips (auto, taxi, and truck combined) during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. During the weekday AM and PM peak hours, the Proposed Project would generate 468 subway trips and 136 bus trips, and 550 subway trips and 181 bus trips, respectively. The Proposed Project would generate 440, 1,276, 852, and 900 walk-only trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

VEHICLE TRIP ASSIGNMENT AND TRAFFIC STUDY AREA

The origins and destinations of project increment auto and taxi trips were determined using 2006-2010 AASHTO reverse journey to work data for Bronx Census Tract 71 where the project site is located. Autos and taxis were assigned to the most likely routes between these origins/destinations.

Figure 3 shows the vehicle assignment diagram for the project-generated traffic, and Figure 4 shows the three intersections that would exceed the *2014 CEQR Technical Manual* threshold of 50 vehicles per intersection. As shown in Figures 3 and 4, project-generated vehicle trips are expected to be most concentrated in the immediate vicinity of the site along Third Avenue, Bergen Avenue, and Westchester Avenue.

While only three intersections would exceed the CEQR threshold of 50 vehicles (Bergen Avenue at Westchester Avenue, Bergen Avenue at E. 152nd Street, Brook Avenue at Westchester Avenue), an additional two intersections have been selected to complete the traffic network (Bergen Avenue at E. 153rd Street, Brook Avenue at E. 153rd Street). Therefore, as shown in Figure 5, a total of 5 intersections (2 signalized and 3 unsignalized) have been selected for the analysis of weekday traffic conditions during the AM, midday, and PM peak hours based on the assignment of project-generated traffic. These intersections, listed below, are where traffic generated by the Proposed Project is expected to be most concentrated.

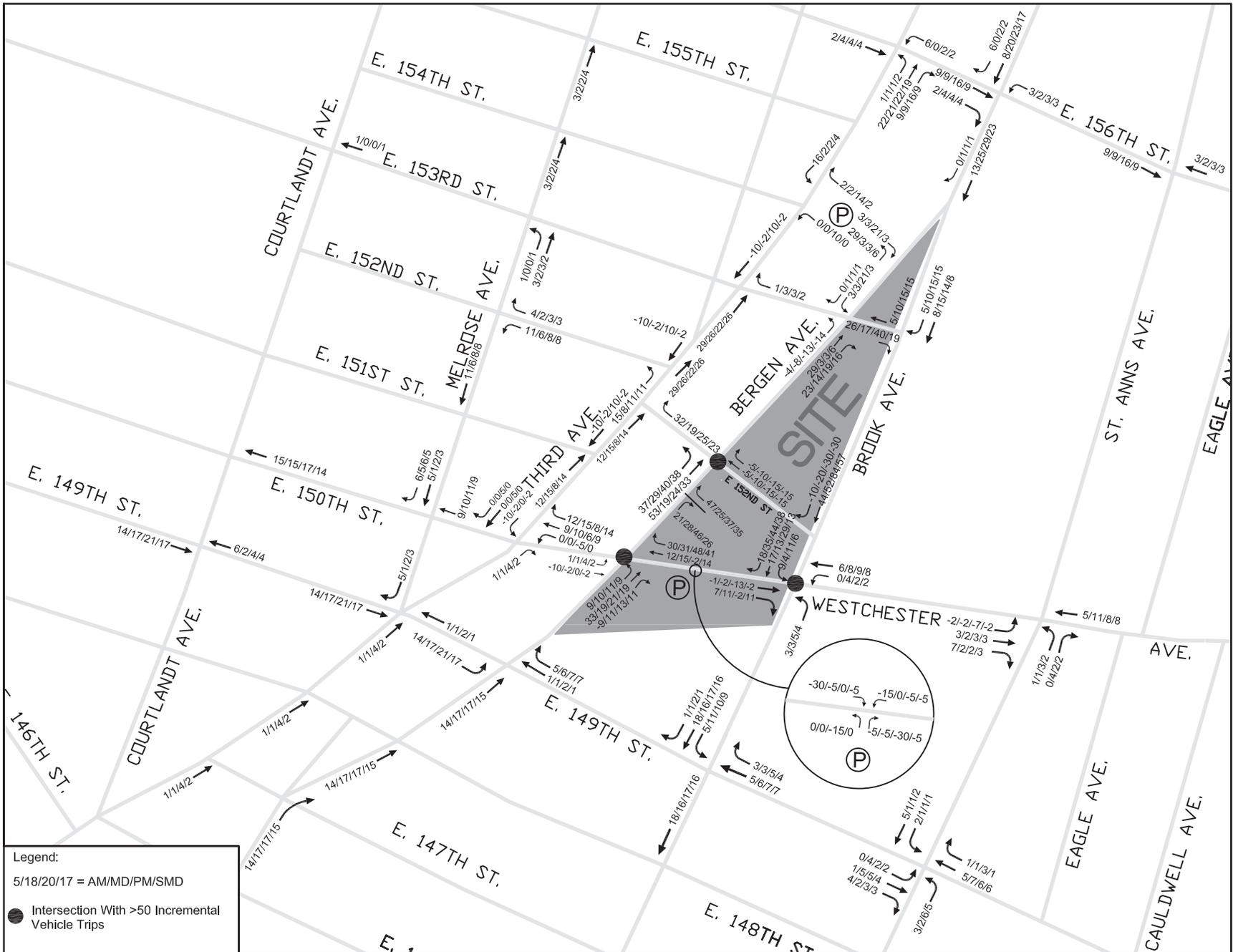
Table 3

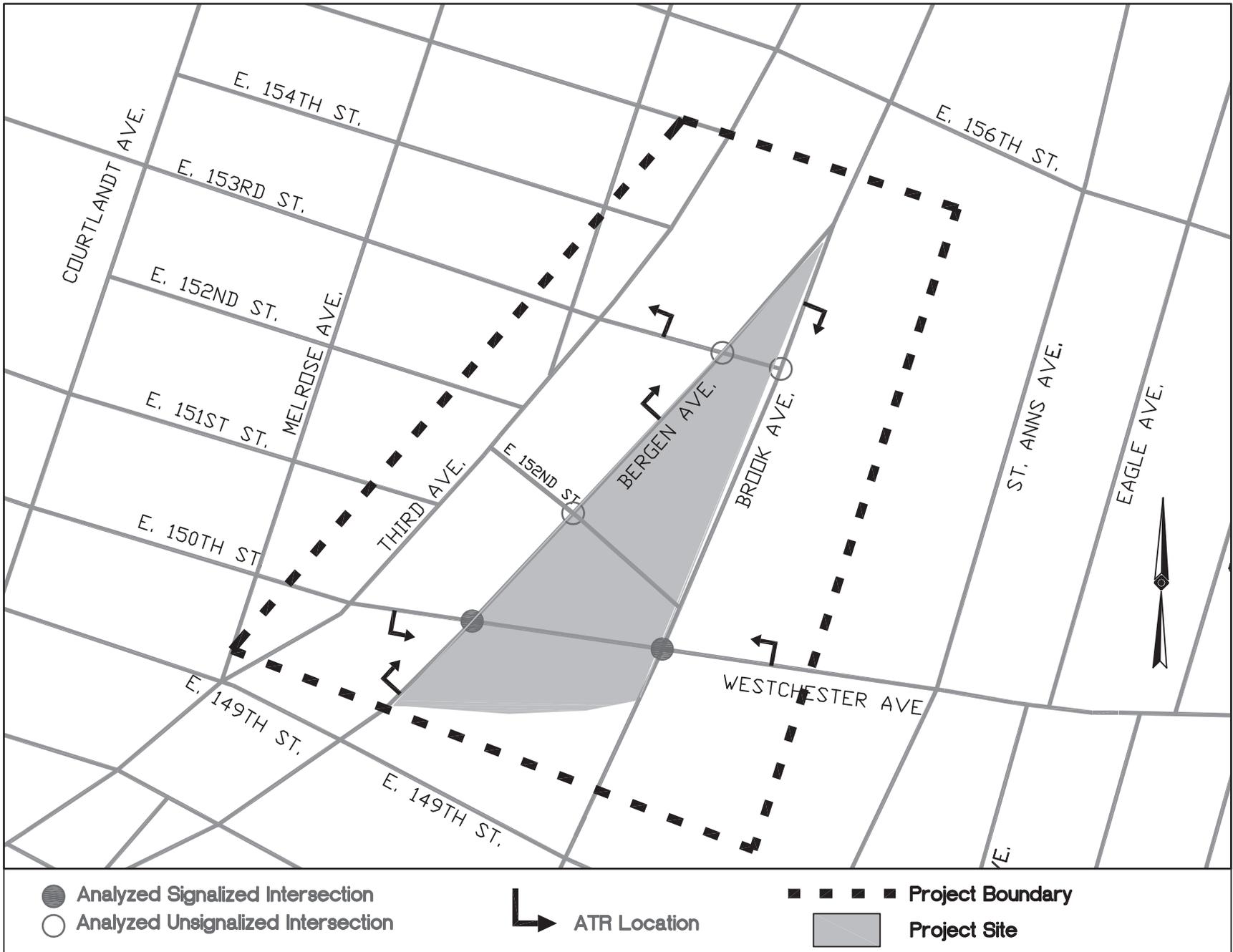
La Central Travel Demand Forecast

| Land Use: | Residential | | Local Retail | | Health Club (YMCA) | | Office (Common Ground) | | Day Care | | Community Facility (Recreation) (Rooftop Garden/Other) | | TV Studio | | Music Studio Rehearsal | | Total | | | |
|--------------------------------|-------------|------------|--------------|------------|--------------------|-----------|------------------------|----------|----------|----------|--|-----------|-----------|----------|------------------------|----------|------------|------------|--------------|-------|
| Size/Units: | 992 | DU | 34,100 | gsf | 50,500 | gsf | 7,300 | gsf | 8,300 | gsf | 6,800 | gsf | 12,700 | gsf | 8,600 | gsf | | | | |
| Peak Hour Person Trips: | | | | | | | | | | | | | | | | | | | | |
| AM | 801 | | 189 | | 81 | | 16 | | 44 | | 18 | | 15 | | 2 | | | | | 1,166 |
| MD | 401 | | 1,195 | | 183 | | 20 | | 14 | | 22 | | 19 | | 37 | | | | | 1,891 |
| PM | 881 | | 629 | | 102 | | 18 | | 52 | | 23 | | 14 | | 30 | | | | | 1,749 |
| Sat MD | 762 | | 737 | | 107 | | 5 | | 2 | | 18 | | 19 | | 27 | | | | | 1,677 |
| Person Trips: | | | | | | | | | | | | | | | | | | | | |
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total | |
| AM | | | | | | | | | | | | | | | | | | | | |
| Auto | 8 | 46 | 2 | 2 | 2 | 1 | 5 | 0 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 24 | 50 | 74 | |
| Taxi | 5 | 26 | 3 | 3 | 4 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 14 | 34 | 48 | |
| Subway | 62 | 353 | 6 | 6 | 6 | 4 | 3 | 0 | 12 | 11 | 1 | 1 | 3 | 0 | 0 | 0 | 93 | 375 | 468 | |
| Bus | 16 | 91 | 6 | 6 | 2 | 2 | 3 | 0 | 3 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 34 | 102 | 136 | |
| Walk | <u>29</u> | <u>165</u> | <u>78</u> | <u>77</u> | <u>34</u> | <u>23</u> | <u>4</u> | <u>1</u> | <u>5</u> | <u>5</u> | <u>2</u> | <u>4</u> | <u>3</u> | <u>1</u> | <u>1</u> | <u>1</u> | <u>163</u> | <u>277</u> | <u>440</u> | |
| Total | 120 | 681 | 95 | 94 | 48 | 33 | 15 | 1 | 23 | 21 | 12 | 6 | 14 | 1 | 1 | 1 | 328 | 838 | 1,166 | |
| MD | | | | | | | | | | | | | | | | | | | | |
| In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Auto | 14 | 14 | 12 | 12 | 4 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 3 | 37 | 34 | 71 | |
| Taxi | 8 | 8 | 18 | 18 | 9 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 38 | 37 | 75 | |
| Subway | 104 | 104 | 36 | 36 | 12 | 10 | 1 | 1 | 4 | 4 | 2 | 1 | 0 | 0 | 4 | 3 | 163 | 159 | 322 | |
| Bus | 27 | 27 | 36 | 36 | 5 | 4 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 3 | 75 | 72 | 147 | |
| Walk | <u>48</u> | <u>47</u> | <u>496</u> | <u>495</u> | <u>68</u> | <u>60</u> | <u>7</u> | <u>7</u> | <u>2</u> | <u>2</u> | <u>2</u> | <u>6</u> | <u>2</u> | <u>8</u> | <u>6</u> | <u>6</u> | <u>645</u> | <u>631</u> | <u>1,276</u> | |
| Total | 201 | 200 | 598 | 597 | 98 | 85 | 10 | 10 | 7 | 7 | 14 | 8 | 10 | 9 | 20 | 17 | 958 | 933 | 1,891 | |
| PM | | | | | | | | | | | | | | | | | | | | |
| In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Auto | 42 | 18 | 6 | 6 | 2 | 2 | 0 | 6 | 2 | 2 | 0 | 1 | 0 | 5 | 2 | 4 | 54 | 44 | 98 | |
| Taxi | 23 | 10 | 9 | 9 | 5 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 40 | 28 | 68 | |
| Subway | 320 | 137 | 19 | 19 | 6 | 6 | 0 | 4 | 13 | 14 | 1 | 2 | 0 | 3 | 2 | 4 | 361 | 189 | 550 | |
| Bus | 82 | 35 | 19 | 19 | 3 | 3 | 0 | 3 | 3 | 4 | 0 | 1 | 0 | 3 | 2 | 4 | 109 | 72 | 181 | |
| Walk | <u>150</u> | <u>64</u> | <u>261</u> | <u>262</u> | <u>35</u> | <u>35</u> | <u>1</u> | <u>4</u> | <u>5</u> | <u>7</u> | <u>5</u> | <u>11</u> | <u>0</u> | <u>3</u> | <u>3</u> | <u>6</u> | <u>460</u> | <u>392</u> | <u>852</u> | |
| Total | 617 | 264 | 314 | 315 | 51 | 51 | 1 | 17 | 24 | 28 | 7 | 16 | 0 | 14 | 10 | 20 | 1,024 | 725 | 1,749 | |
| Sat MD | | | | | | | | | | | | | | | | | | | | |
| In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Auto | 27 | 24 | 7 | 7 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 5 | 40 | 43 | 83 | |
| Taxi | 15 | 14 | 11 | 11 | 3 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 30 | 35 | 65 | |
| Subway | 210 | 186 | 22 | 22 | 4 | 8 | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 2 | 0 | 5 | 241 | 225 | 466 | |
| Bus | 54 | 48 | 22 | 22 | 2 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 5 | 82 | 81 | 163 | |
| Walk | <u>98</u> | <u>86</u> | <u>307</u> | <u>306</u> | <u>26</u> | <u>50</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>8</u> | <u>5</u> | <u>2</u> | <u>1</u> | <u>0</u> | <u>2</u> | <u>443</u> | <u>457</u> | <u>900</u> | |
| Total | 404 | 358 | 369 | 368 | 36 | 71 | 4 | 1 | 1 | 1 | 11 | 7 | 11 | 8 | 0 | 27 | 836 | 841 | 1,677 | |
| Vehicle Trips : | | | | | | | | | | | | | | | | | | | | |
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total | |
| AM | | | | | | | | | | | | | | | | | | | | |
| Auto | 8 | 44 | 1 | 1 | 1 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 21 | 47 | 68 | |
| Taxi | 4 | 19 | 2 | 2 | 3 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 25 | 36 | |
| Taxi Balanced | 23 | 23 | 4 | 4 | 5 | 5 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 36 | 36 | 72 | |
| Truck | <u>4</u> | <u>4</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>4</u> | <u>4</u> | <u>8</u> | |
| Total | 35 | 71 | 5 | 5 | 6 | 6 | 5 | 0 | 3 | 3 | 2 | 2 | 5 | 0 | 0 | 0 | 61 | 87 | 148 | |
| MD | | | | | | | | | | | | | | | | | | | | |
| In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Auto | 13 | 13 | 6 | 6 | 3 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 2 | 28 | 25 | 53 | |
| Taxi | 6 | 6 | 9 | 9 | 6 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 24 | 24 | 48 | |
| Taxi Balanced | 12 | 12 | 18 | 18 | 12 | 12 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 4 | 48 | 48 | 96 | |
| Truck | <u>3</u> | <u>3</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>4</u> | <u>4</u> | <u>8</u> | |
| Total | 28 | 28 | 25 | 25 | 15 | 14 | 1 | 1 | 0 | 0 | 3 | 2 | 1 | 1 | 7 | 6 | 80 | 77 | 157 | |
| PM | | | | | | | | | | | | | | | | | | | | |
| In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Auto | 40 | 17 | 3 | 3 | 1 | 1 | 0 | 6 | 1 | 1 | 0 | 1 | 0 | 5 | 1 | 3 | 46 | 37 | 83 | |
| Taxi | 16 | 7 | 5 | 5 | 4 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 28 | 20 | 48 | |
| Taxi Balanced | 23 | 23 | 10 | 10 | 8 | 8 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 3 | 3 | 48 | 48 | 96 | |
| Truck | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>2</u> | |
| Total | 64 | 41 | 13 | 13 | 9 | 9 | 0 | 6 | 3 | 3 | 2 | 3 | 0 | 5 | 4 | 6 | 95 | 86 | 181 | |
| Sat MD | | | | | | | | | | | | | | | | | | | | |
| In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Auto | 26 | 23 | 4 | 4 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 2 | 36 | 35 | 71 | |
| Taxi | 11 | 10 | 6 | 6 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 20 | 22 | 42 | |
| Taxi Balanced | 21 | 21 | 12 | 12 | 6 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 42 | 42 | 84 | |
| Truck | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>2</u> | |
| Total | 48 | 45 | 16 | 16 | 7 | 8 | 1 | 1 | 0 | 0 | 2 | 2 | 4 | 3 | 1 | 3 | 79 | 78 | 157 | |
| Total Vehicle Trips | | | | | | | | | | | | | | | | | | | | |
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | In | Out |
| AM | 61 | 87 | 148 | -44 | -4 | -48 | 101 | | | | | | | | | | | | | |
| MD | 80 | 77 | 157 | -3 | -6 | -9 | 148 | | | | | | | | | | | | | |
| PM | 95 | 86 | 181 | -3 | -48 | -51 | 130 | | | | | | | | | | | | | |
| Sat MD | 79 | 78 | 157 | -10 | -3 | -13 | 144 | | | | | | | | | | | | | |

Notes:

10% linked-trip credit applied to local retail and health club uses.





Weekday Traffic Analysis Locations

1. Bergen Avenue at Westchester Avenue
2. Bergen Avenue at E. 152nd Street
3. Bergen Avenue at E. 153rd Street
4. Brook Avenue at E.153rd Street
5. Brook Avenue at Westchester Avenue

Parking

The Proposed Project would result in an increase of up to approximately 262 accessory parking spaces (provided below-grade at Building B) and a loss of 74 public parking spaces from two existing at-grade public parking lots located to the south of Westchester Avenue. As shown in Table 4 below, the two existing parking lots currently experience a total of 48 vehicle trips in the AM peak hour, 9 vehicle trips in the midday peak hour, and 53 vehicle trips in the PM peak hour. These vehicle trips would be eliminated in the future with the Proposed Project and a credit has been applied to the traffic demand forecast in Table 3.

Table 4
Vehicle Trips at Existing On-Site Parking Lots

| Peak Hour | In | Out | Total |
|------------------|-----------|------------|--------------|
| AM | 44 | 4 | 48 |
| Midday | 3 | 6 | 9 |
| PM | 3 | 48 | 53 |

Source: PHA counts conducted on February 26, 2014.

As a quantified traffic analysis is necessary and parking demand is expected to increase as a result of the Proposed Project, a preliminary analysis of future parking conditions was prepared. As shown in Table 5, assuming a shared parking system for all uses of the Proposed Project, parking demand generated by the various retail, commercial, and community facility uses would typically peak during the midday hours whereas residential parking demand would typically peak during the late evening. As shown in the table, the majority of weekday parking demand is expected to be generated by residential uses. Overall, the proposed development would generate a total demand of approximately 135 parking spaces in the weekday midday period and 173 spaces during the late evening between 8 PM and 9 PM.

Saturday parking accumulation is shown in Table 6. Weekend parking demand is expected to exhibit similar characteristics as the weekday, with retail, commercial, and community facility uses peaking during the midday hours and residential demand peaking during the late evening. As shown in the table, the majority of Saturday parking demand is expected to be generated by residential uses. Overall, the proposed development would generate a total demand of approximately 125 during the Saturday midday period and 177 spaces during the late evening between 8 PM and 9 PM.

As discussed above, 100% of parking demand would be accommodated on both weekdays and Saturday if approximately 177 spaces are provided. As the Proposed Project is expected to provide up to approximately 262 parking spaces, all project-generated demand is expected to be accommodated on-site. It is also important to note that 74 existing public parking spaces would be displaced as a result of the Proposed Project. Displaced drivers are expected to find parking on-street or at other public parking facilities within the surrounding area. Therefore, no significant adverse impacts are anticipated and further detailed parking analysis is not warranted.

**Table 5
With-Action Weekday Parking Accumulation**

| | Residential ¹ | | | Local Retail ¹ | | | Health Club (YMCA) ² | | | Office ¹ (Common Ground) | | | Day Care ³ | | | Community Facility ⁴ (Recreation) (Rooftop Garden & Other) | | | TV Studio ⁴ | | | Music Studio Rehearsal ⁵ | | | Total Accumulation | | |
|--------------------|--------------------------|------------|--------|---------------------------|------------|--------|---------------------------------|------------|--------|--|------------|--------|-----------------------|------------|--------|--|------------|--------|------------------------|------------|--------|-------------------------------------|------------|--------|-----------------------|------------|--------|
| | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. |
| 12-1 AM | 1 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 169 | | | |
| 1-2 | 1 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 169 | | | |
| 2-3 | 1 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 169 | | | |
| 3-4 | 1 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 169 | | | |
| 4-5 | 1 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 169 | | | |
| 5-6 | 2 | 5 | 166 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 167 | | | |
| 6-7 | 5 | 16 | 155 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 10 | 16 | 161 | | | |
| 7-8 | 5 | 16 | 144 | 1 | 0 | 1 | 2 | 2 | 3 | 4 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 17 | 19 | 159 | | | |
| 8-9 | 8 | 44 | 108 | 1 | 1 | 1 | 1 | 1 | 3 | 5 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 21 | 47 | 133 | | | |
| 9-10 | 9 | 14 | 103 | 2 | 1 | 2 | 3 | 3 | 3 | 6 | 1 | 15 | 1 | 1 | 0 | 1 | 1 | 0 | 3 | 1 | 13 | 26 | 22 | 137 | | | |
| 10-11 | 9 | 16 | 96 | 2 | 2 | 2 | 2 | 3 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 0 | 15 | 2 | 1 | 2 | 17 | 22 | 132 | | | |
| 11-12 | 10 | 13 | 93 | 3 | 2 | 3 | 1 | 2 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 17 | 18 | 131 | | | |
| 12-1 PM | 13 | 13 | 93 | 6 | 6 | 3 | 3 | 2 | 2 | 1 | 1 | 15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 16 | 28 | 26 | 133 | | | |
| 1-2 | 13 | 14 | 92 | 3 | 4 | 2 | 2 | 1 | 3 | 2 | 1 | 16 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 17 | 23 | 21 | 135 | | | |
| 2-3 | 14 | 13 | 93 | 3 | 4 | 1 | 2 | 2 | 3 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 17 | 22 | 21 | 136 | | | |
| 3-4 | 20 | 12 | 101 | 3 | 4 | 0 | 3 | 2 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 16 | 29 | 22 | 143 | | | |
| 4-5 | 31 | 17 | 115 | 3 | 3 | 0 | 2 | 3 | 3 | 1 | 7 | 11 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 4 | 13 | 40 | 38 | 145 | | | |
| 5-6 | 40 | 17 | 138 | 3 | 3 | 0 | 1 | 1 | 3 | 0 | 6 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 8 | 46 | 37 | 154 | | | |
| 6-7 | 26 | 13 | 151 | 3 | 3 | 0 | 4 | 2 | 5 | 1 | 4 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 4 | 4 | 37 | 29 | 162 | | | |
| 7-8 | 24 | 12 | 163 | 2 | 2 | 0 | 2 | 4 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 29 | 23 | 168 | | | |
| 8-9 | 16 | 8 | 171 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 17 | 12 | 173 | | | |
| 9-10 | 4 | 5 | 170 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 7 | 171 | | | |
| 10-11 | 3 | 4 | 169 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 169 | | | |
| 11-12 | 3 | 3 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 169 | | | |
| 24 Hr Total | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | |
| | 260 | 260 | | 35 | 35 | | 33 | 33 | | 23 | 23 | | 6 | 6 | | 5 | 5 | | 22 | 22 | | 14 | 14 | | 398 | 398 | |

Notes:

- (1) West Harlem Rezoning FEIS, August 2012.
- (2) Based on data provided by Chinatown YMCA facility on March 5 and 8, 2014.
- (3) No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.
- (4) Parking pattern for office is used for this land-use.
- (5) Melrose Common North EAS, 2014.

Table 6
With-Action Saturday Parking Accumulation

| | Residential ¹ | | | Local Retail ¹ | | | Health Club (YMCA) ² | | | Office ⁴ (Common Ground) | | | Day Care ³ | | | Community Facility ¹ (Recreation) (Rooftop Garden & Other) | | | TV Studio ⁴ | | | Music Studio Rehearsal ⁵ | | | Total Accumulation | | |
|--------------------|--------------------------|------------|--------|---------------------------|------------|--------|---------------------------------|------------|--------|--|------------|--------|-----------------------|------------|--------|--|------------|--------|------------------------|------------|--------|-------------------------------------|------------|--------|-----------------------|------------|--------|
| | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. | In | Out | Accum. |
| 12-1 AM | 1 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 169 | | | |
| 1-2 | 1 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 169 | | | |
| 2-3 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 3-4 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 4-5 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 5-6 | 3 | 7 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 165 | | | |
| 6-7 | 3 | 14 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 155 | | | |
| 7-8 | 3 | 23 | 134 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 24 | 140 | | | |
| 8-9 | 10 | 27 | 117 | 2 | 1 | 2 | 3 | 1 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 29 | 132 | | | |
| 9-10 | 8 | 23 | 102 | 3 | 2 | 3 | 3 | 1 | 5 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 10 | 0 | 0 | 0 | 19 | 28 | 123 |
| 10-11 | 14 | 23 | 93 | 3 | 2 | 4 | 2 | 2 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 1 | 0 | 1 | 21 | 27 | 117 |
| 11-12 | 14 | 21 | 86 | 3 | 3 | 4 | 3 | 3 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 3 | 0 | 4 | 24 | 27 | 114 |
| 12-1 PM | 26 | 23 | 89 | 4 | 4 | 4 | 1 | 2 | 4 | 1 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 13 | 0 | 2 | 2 | 37 | 35 | 116 |
| 1-2 | 25 | 25 | 89 | 3 | 4 | 3 | 2 | 2 | 4 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 13 | 1 | 2 | 1 | 33 | 35 | 114 |
| 2-3 | 23 | 10 | 102 | 4 | 4 | 3 | 1 | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 11 | 2 | 1 | 2 | 30 | 19 | 125 |
| 3-4 | 19 | 7 | 114 | 4 | 4 | 3 | 1 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 2 | 1 | 3 | 26 | 16 | 135 |
| 4-5 | 25 | 14 | 125 | 4 | 4 | 3 | 1 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 6 | 0 | 1 | 2 | 32 | 27 | 140 |
| 5-6 | 31 | 17 | 139 | 4 | 4 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 1 | 1 | 36 | 29 | 147 |
| 6-7 | 30 | 14 | 155 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 35 | 24 | 158 |
| 7-8 | 27 | 14 | 168 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 30 | 18 | 170 |
| 8-9 | 22 | 14 | 176 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16 | 177 |
| 9-10 | 12 | 12 | 176 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13 | 176 |
| 10-11 | 6 | 11 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 171 |
| 11-12 | 6 | 8 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 169 |
| 24 hr total | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | | In | Out | |
| | 309 | 309 | | 41 | 41 | | 19 | 19 | | 5 | 5 | | 1 | 1 | | 3 | 3 | | 22 | 22 | | 9 | 9 | | 409 | 409 | |

Notes:

- (1) West Harlem Rezoning FEIS, August 2012.
- (2) Based on data provided by Chinatown YMCA facility on March 5 and 8, 2014.
- (3) No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.
- (4) Parking pattern for office is used for this land-use.
- (5) Melrose Common North EAS, 2014.

SELECTION OF TRANSIT FACILITIES FOR ANALYSIS

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *2014 CEQR Technical Manual*, detailed transit analyses are not required if an initial screening indicates that a proposed project would result in less than 200 new peak hour subway or bus transit riders, as fewer than this number of new transit trips is considered unlikely to create significant impacts on existing transit facilities. If a proposed project would generate more than 200 transit trips, then a detailed analysis is warranted for any subway station to which the project would add 200 or more peak hour trips, or for any bus line to which 50 or more passengers per hour would be assigned (in the peak direction).

Subway

It is anticipated that project-generated subway trips would utilize one subway station - the 3rd Avenue-149th Street (2, 5) station located approximately one block to the southwest of the site along E. 149th Street (see Figure 6). As shown in Table 7, the Proposed Project is expected to generate a net total of 468 and 550 subway trips in the weekday AM and PM peak hours, respectively.

Table 7
Net Total Project-Generated Trips by Subway Line

| Subway Station | Weekday AM | | | Weekday PM | | |
|--|------------|-----|-------|------------|-----|-------|
| | In | Out | Total | In | Out | Total |
| 3rd Avenue - 149 th St (2, 5) | 93 | 375 | 468 | 361 | 189 | 550 |
| Total | 93 | 375 | 468 | 361 | 189 | 550 |

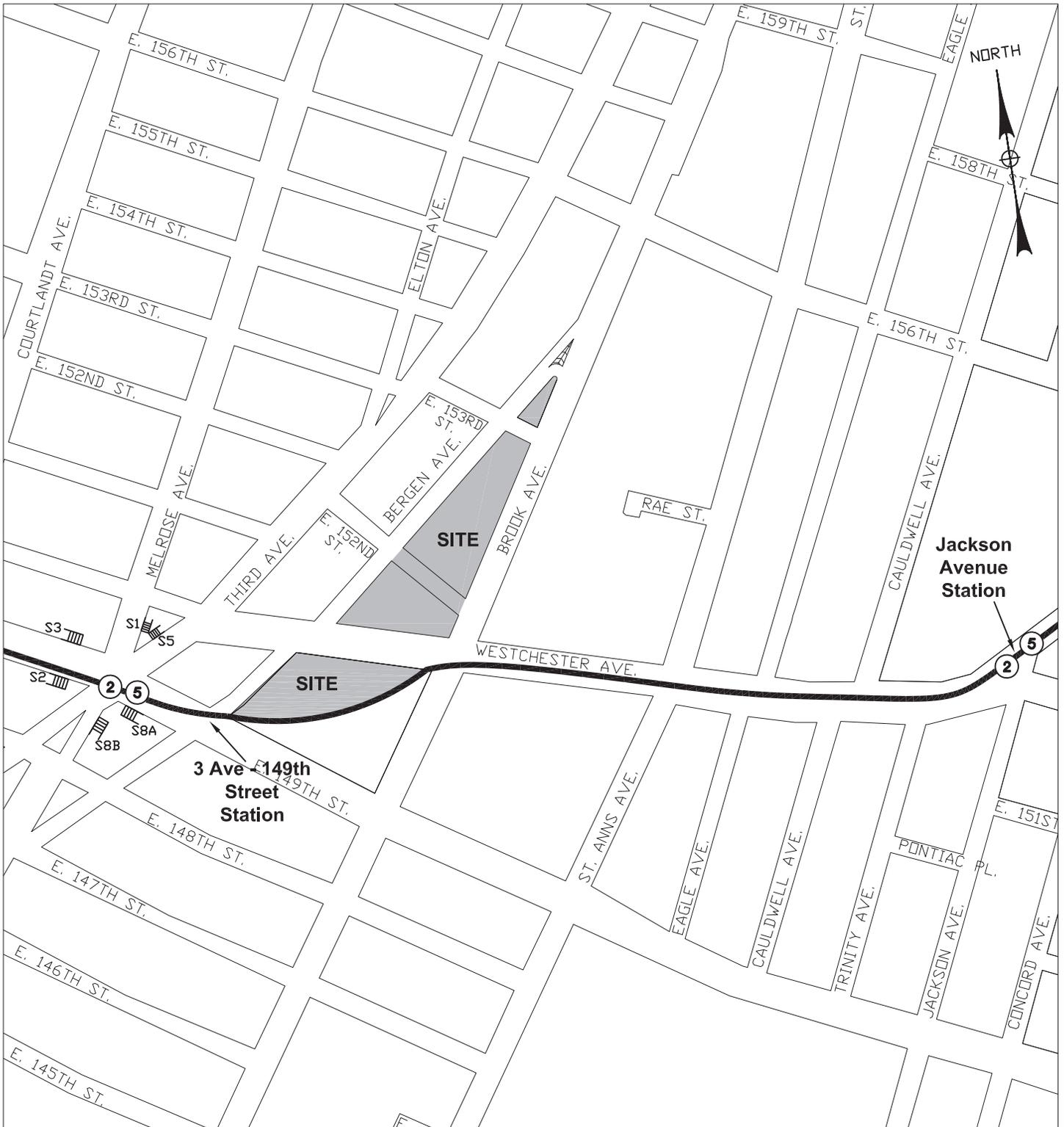
Based on the peak hour subway trip assignment shown in Table 6, the Proposed Project would exceed the 200-trip *2014 CEQR Technical Manual* analysis threshold at the 3rd Avenue-149th Street (2, 5) station. Therefore, a detailed subway analysis is warranted to assess the potential of a significant adverse impact during these peak commuter periods.

Bus

As shown in the travel demand forecast presented in Table 3, it is estimated that the Proposed Project would generate a net total of 136 and 181 bus trips (including bus-subway transfer trips) in the weekday AM and PM peak hours, respectively. As these bus trips are expected to be distributed across six NYC Transit bus routes, including the Bx4, Bx4a, Bx15, Bx19, Bx21, and Bx41 Select Bus Service (SBS), project-generated bus trips would not exceed 50 or more passengers per hour in the peak direction. Therefore, the Proposed Project is not expected to result in significant impacts on any bus lines and further detailed analysis is not warranted.

SELECTION OF PEDESTRIAN ANALYSIS LOCATIONS

Many project-generated trips would include a walk component using local sidewalks, street corners, and crosswalks, to access the project site. Based on the preliminary travel demand forecast shown in Table 3, it is anticipated that the Proposed Project would have the potential to add more than the 200-trip *2014 CEQR Technical Manual* analysis threshold to sidewalks, corner areas, and crosswalks in the immediate vicinity of the project site during the weekday AM, midday, and PM peak hours. Accordingly, the EAS will provide detailed analyses for the pedestrian facilities in the immediate vicinity of the project site where project-generated pedestrian trips are expected to be most concentrated, including the sidewalks, corner areas, and crosswalks providing access to entrances, and along corridors leading to the 3rd Avenue-149th Street (2, 5)



LEGEND:



Projected Development Site



Subway Entrance Stair



Subway Line

S8A

Subway Stair Number

subway station. As shown in Figure 7, analysis locations will include sidewalks, corner areas, and crosswalks along Westchester Avenue and Bergen Avenue.

Pedestrian Safety

As the Proposed Project would contain a large amount of residential and community facility uses that are expected to attract a mix of age groups, the EAS will provide an assessment of pedestrian safety. This assessment will include research and documentation on high pedestrian and bicyclist crash locations in the vicinity of the project site. If any high crash locations are identified, measures will be recommended to reduce vehicle/pedestrian and/or vehicle/bicycle conflicts and enhance overall safety.



Analyzed Pedestrian Facility

- C10 Corner
- S - Sidewalk
- X - Crosswalk

- Subway Entrance Stair
- S8A Subway Stair Number